

**Transamerica
Delaval**



Transamerica Delaval Inc.
Engine and Compressor Division
550 85th Avenue
P.O. Box 2161
Oakland, California 94621
(415) 577-7400

~~CONFIDENTIAL~~
Part 21
84-457
Publicly Available

Ray Smith - Please

September 18, 1984

Director, Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C., 20555

Dear Sir:

In accordance with the requirements of Title 10, Chapter 10, Code of Federal Regulations, Part 21, Transamerica Delaval Inc., hereby notifies the Commission of a potential defect in a component of a DSRV Standby Diesel Generator. There could exist a potential problem with the Generator Voltage Regulator, which could result in Engine non-availability.

Transamerica Delaval has supplied the DSRV Engine with the potential problem to Cleveland Electric Illuminating Company, Perry Nuclear Power Site only. The serial number of the DSRV-16 Engines supplied to Perry are 75051, 52, 53, 54.

The Voltage Regulator was manufactured by Basler Electric Company of Highland, Illinois and installed in the Generator Control Panel by RTE DELTA of Stockton, California.

When the Diesel Generator is started, field flashing of the Generator begins when the unit reaches 200 RPM or one second after receipt of the start signal and continues until a certain value of generator voltage is detected. This sequence is less than 10 seconds.

When the Diesel Generator is tripped, as now set up, the field is flashed when the unit coasts down to 200 RPM. When field flashing occurs, the field flash resistors are energized. On coast down, the field flash resistors could be energized for approximately 60 seconds. When these resistors are energized for this extended period, excessive temperature rise could be created within the Generator Control Panel, and expose components close to the field flash Resistors to excessively high temperature.

~~CONFIDENTIAL~~
be sure the
NRR
diesel
tank fuel
gets a copy of
this
quickly.
Ernie

IE19



Page 2
September 18, 1984
U. S. Nuclear Regulatory Commission

The Generator Control Circuits can be modified to eliminate field flashing when the Generator is tripped. All the information required to make the modifications will be sent to Cleveland Electric by September 28, 1984.

A copy of this letter will be sent to Cleveland Electric as indicated by the "cc".

We became aware of this potential problem on an overseas Nuclear installation. Our evaluation of this problem was completed on September 18, 1984.

Since action is required by others, we cannot estimate when corrective action will be completed.

Very truly yours,

RE Boyer

R. E. Boyer
Manager, Quality Assurance

REB:hw
cc: Cleveland Electric