50-250/251

4600 West Dickman
Battle Creek, MI 49015

August 31, 2001

Document Control Desk
US Nuclear Regulatory Commission
Washington, DC 20555

Subject: 10 CFR Part 21 Notification

The attached letter to Florida Power and Light identify a configuration issue that is a 10 CFR part 21 notification.

The contacts at David Brown Union Pump for this notification are:

Tom Verbeek
Director Quality Improvement
(616) 966-4654

Paul Woods
Manager, Nuclear Program
(616) 966-4611

Tom Verbeek
Director, Quality Improvement
David Brown Union Pumps Co.

IE19

4600 West Dickman
Battle Creek, MI 49015

August 21, 2001

Mark Cretella
Purchasing Agent
FP&L Turkey Point
9760 SW 334 St.
Florida City, Fl 33034

Subject: 10 CFR Part 21 Notification

This notification is a result of email communications from FP&L 8/21/01 requesting a 10 CFR Part 21 notification. This request follows our notification August 16, 2001 concerning a possible configuration problem with the regulator. This is described below.

It has come to our attention that on your PO 00046697 we supplied an actuator that had tubing and fittings that were configured incorrectly. Within the tubing and fittings supplied was an air regulator having part number GH04XSKEXXXF (found on an attached metal tag). Through recent discussions with the manufacturer we have learned (via email dated August 16, 2001) that this regulator is not designed for use in a system with the safety backup air lock tank, like the one originally supplied by Union Pump with the Charging Pumps. Also, on PO 00047958, we supplied the incorrect part number regulators as spare parts.
This regulator has "hard seats" that allows air to bleed off during fail safe operation. During normal operation this air regulator assists the actuator in fulfilling its function. The potential problem only arises during an incident of 'loss of supply air' to the actuator. The air in the tank assists the actuator in driving the Charging Pump's Fluid Drive to full speed. With air bleeding past the regulator it is estimated that the air lock tank will loose its air pressure in one to two hours. The safety backup function of the tank would be lost and the actuator would loose its ability to control the Charging Pump Fluid Drive speed.

You have identified that one of your installations (C3) does have the incorrect part number regulator installed. We have 2 regulators of the correct confirguration and part number in stock. These will be supplied at no cost should you want them.

At David Brown Union Pumps Co. we are working with ITT Conoflow to make sure the part description is improved to provide all the information required to keep this from happening again. During any future dedication and/or final inspection processes the part number for the regulator will be verified.

Tom Verbeek
Director, Quality Improvement
David Brown Union Pumps Co.