

## Licensee/Facility:

Toledo Edison Co.  
Davis Besse 1  
Oak Harbor, Ohio

## Notification:

MR Number: 3-94-0146  
Date: 08/10/94  
RI VIA PC

Dockets: 50-346  
PWR/B&W-R-LP

Subject: PART 21 NOTIFICATION - DAVIS-BESSE AFW TURBINE TRIP THROTTLE  
VALVE (UPDATE)

Reportable Event Number: N/A

## Discussion:

On 8/5/94, Dresser-Rand made notification per the requirements of Part 21.21 of a defect associated with supplied auxiliary feedwater (AFW) turbine trip throttle valves (TTVs). This defect was originally identified at Davis-Besse during AFW system Train 1 surveillance testing on June 1, 1994, and involved the identification that a setscrew used to anchor the valve stem coupling to the TTV stem was not completely engaged. Because of this, the stem had "slipped" several threads from its original coupled position. This resulted in the valve going only 72 percent open (versus the intended 100 percent) when the trip mechanism was reset and could have impacted the amount of steam available to the AFW Train 1 turbine. Train 1 was considered inoperable during the repair activities. Train 2 remained operable during this time. The available steam flow to the AFW Train 1 turbine with the TTV valve 72 percent open was not quantified. Licensee review determined the stem slippage had m

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likely occurred 6 days earlier during the last surveillance run of the train.

The setscrew was retorqued to crush the stem threads at its

holding point, and then was locktited in place. Followup discussion with the vendor (Dresser-Rand) revealed that the stem threads should have been

machined flat/dimpled at the setscrew's point of contact to preclude any

slippage. This information, however, had not been previously provided as

part of the vendor's installation instructions. Subsequent inspection of

the AFW Train 2 turbine TTV was performed which revealed that a dimple

had been cut in the stem to retain the setscrew. No slippage of the Train

2 TTV stem was noted. Dresser-Rand plans to tag TTV stems in the future

with instructions defining the proper procedures for securing the valve

stem to the coupling. Davis-Besse plans to incorporate the vendor

guidelines for the Train 1 TTV at the next scheduled Train outage. (Train

2 TTV currently meets the vendor guidelines.)

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2 TTV currently meets the vendor guidelines.)

Regional Action:

The resident inspectors monitored the licensee's actions following

identification of the problem. Root cause determination was discussed.

The inspectors will observe/review the upcoming maintenance during the

next AFW Train 1 outage.

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PRIORITY ATTENTION REQUIRED MORNING REPORT - REGION IV SEPTEMBER 20, 1994

Licensee/Facility:

Notification:

Southern California Edison & San  
Diego Gas & Electric Co.  
San Onofre 3

MR Number: 4-94-0102  
Date: 09/19/94  
SRI

San Clemente, California  
Dockets: 50-362  
PWR/CE

Subject: AFW TURBINE TRIP THROTTLE VALVE DEFECT

Reportable Event Number: N/A

Discussion:

Morning Report (MR) 3-94-0146, "Part 21 Notification - Davis-Besse AFW Turbine Trip Throttle Valve," dated August 11, 1994, identified a defect associated with auxiliary feedwater (AFW) turbine trip throttle valves (TTVs). The absence of a detent in the TTV stem at Davis Besse allowed the setscrew to slip from its installed position, which prevented the TTV from opening fully during surveillance testing. The resident inspector at San Onofre provided the information from this MR to the licensee.

On September 14, 1994, the licensee at San Onofre inspected the Unit 3 AFW turbine TTV and discovered that the TTV stem did not have an indentation in the stem to accept the setscrew used to anchor the valve stem coupling to the TTV stem. During this inspection, the inspector observed that the setscrew had engaged the TTV stem threads and had crushed some of the threads. The coupling was in the proper position on the stem. The licensee indented the stem and reinstalled the setscrew

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The licensee plans to perform an inspection of the Unit 2 TTV the week  
of  
September 19, 1994.

Regional Action:

The resident inspectors had monitored the licensee's inspection of the  
Unit 3 TTV and will monitor the licensee's inspection of the Unit 2 TT  
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