

General Information or Other (PAR)

Event # 40524

Rep Org: FAIRBANKS MORSE ENGINE	Notification Date / Time: 02/16/2004 14:57 (EST)
Supplier: FAIRBANKS MORSE ENGINE	Event Date / Time: 02/16/2004 (CST)
	Last Modification: 02/16/2004
Region: 3	Docket #:
City: BELOIT	Agreement State: Yes
County:	License #:
State: WI	
NRC Notified by: TODD COLLINS (FAX)	Notifications: MARK LESSER R2
HQ Ops Officer: ARLON COSTA	TERRY REIS NRR
Emergency Class: NON EMERGENCY	
10 CFR Section:	
21.21 UNSPECIFIED PARAGRAPH	

**PART 21.21 NOTIFICATION OF POTENTIAL SAFETY HAZARD ASSOCIATED WITH USE OF TURBOCHARGER**

"On February 12, 2004, Fairbanks Morse Engine evaluation determined a potential safety hazard associated with the use of ABB turbocharger model VTC-304 on OP engines only.

"Torsional resonance has been found in the rotating assembly which is excited by exhaust pulses. The resonance manifests itself as either a bent or broken shaft, slipped compressor wheel, cracked compressor wheel or complete rupture of the compressor set. Once failure occurs, engine power cannot be sustained.

"This condition is corrected by machining the rotating assembly to tune the natural frequency away from operating conditions.

"The only affected site is Crystal River 3. (6) turbos have been shipped to this site. None of the turbos have been installed and all are in storage. The FM parts department will arrange to have the turbos returned to the factory to have the necessary machining performed."

\*\*\*\*\*

JE19



701 White Avenue  
Beloit, Wisconsin 53511  
Tel: 608.364.8424  
Fax: 608.364.8417  
Ted.stevenson@fairbanksmorse.com

February 16, 2004

Document Control Desk  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555

Subject: ABB Turbocharger Model VTC-304

On February 12, 2004, Fairbanks Morse Engine evaluation determined a potential safety hazard associated with the use of ABB turbocharger model VTC-304 on OP engines only.

Torsional resonance has been found in the rotating assembly which is excited by exhaust pulses. The resonance manifests itself as either a bent or broken shaft, slipped compressor wheel, cracked compressor wheel or complete rupture of the compressor set. Once failure occurs, engine power cannot be sustained.

This condition is corrected by machining the rotating assembly to tune the natural frequency away from operating conditions.

The only affected site is Crystal River 3. (6) turbos have been shipped to this site. None of the turbos have been installed and all are in storage. The FM parts department will arrange to have the turbos returned to the factory to have the necessary machining performed.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd M. Collins".

Todd Collins  
Manager, QA

an EnPro Industries company