

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA TENNESSEE 37401

400 Chestnut Street Tower II

August 3, 1981

SQRD-50-328/81-40
WBRD-50-390/81-53
WBRD-50-391/81-51

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

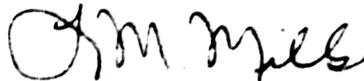
SEQUOYAH NUCLEAR PLANT UNIT 2 AND WATTS BAR NUCLEAR PLANT UNITS 1 AND 2 -
CLASS IE ELECTRICAL COMPONENTS FOR ERCW TRAVELING SCREENS -
SQRD-50-328/81-40, WBRD-50-390/81-53, WBRD-50-391/81-51 - SECOND INTERIM
REPORT

The subject deficiency was initially reported to NRC-OIE Inspector
R. V. Crlenjak on May 18, 1981, in accordance with 10 CFR 50.55(e) as
NCR's SQN NEB 8126 and WBN NEB 8112. Our first interim report, which
contained justification for operation, was submitted on June 17, 1981.
Enclosed is our second interim report. We expect to submit our next
report by February 16, 1982.

If you have any questions, please get in touch with D. L. Lambert at
FTS 857-2581.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosure

cc: Mr. Victor Stello, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555



IE27
S/ll

8108100061 810803
PDR ADOCK 05000328
S PDR

ENCLOSURE

SEQUOYAH NUCLEAR PLANT UNIT 2
AND WATTS BAR NUCLEAR PLANT UNITS 1 AND 2
CLASS IE ELECTRICAL COMPONENTS FOR ERCW TRAVELING SCREENS
SQRD-50-328/81-40, WBRD-50-390/81-53, WBRD-50-391/81-51
10 CFR 50.55(e)
SECOND INTERIM REPORT

Description of Deficiency

Electrical components required for the operation of the ERCW traveling screens are not Class IE. FSAR section 9.2.2 describes the screen functions as required for ERCW, thus requiring electrical components to be Class IE. This deficiency occurred due to employees failing to recognize the requirements for this equipment during preparation of procurement documents.

Interim Progress

TVA is presently issuing Engineering Change Notices and scheduling the design and contract administration activities necessary to procure the drive motors and speed detector switch. A contract for these components should be awarded in approximately six months.

TVA has further evaluated the differential level diaphragm and determined that any failures would occur in the safe mode; and therefore, replacement of this component is not necessary.