



Georgia Power Company  
Plant E. I. Hatch  
Baxley, Georgia 31513

Cause Description and Corrective Actions (Continued)

modification was made to them. They were completed and found satisfactory on 3-27-79.

POOR ORIGINAL

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The 2E11-F003A and 2E11-F047A 16 inch gate valves failed to close when a close signal was given. The valves are manufactured by Walworth with a WCB body type and rated at 415 PSI. The 2E11-F003A is actuated by a Limitorque SMB-0 operator and the 2E11-F047A by a Limitorque SMB-1 Operator.

The valves are installed horizontally, causing the gate to rest heavily on the valve body guides. With the gate in the full open position, the tee head end of the gate sagged down causing the front end of the gate to turn up. This caused a gall from the point of contact on the lower gate guide to the bottom side of the valve body guide when the valve was operated. The gall became worse as the valve was operated causing the valve to bind and the torque switch to open.

A temporary fix, until the manufacturer could supply a design modification, was to set the open limit switches to stop the open stroke 2 1/2 inches before the backseat was reached. This allowed the gate to be out of the path of flow but far enough in on the guides to prevent it from sagging.

The permanent fix, received from Walworth, was to weld two separate wedge guides to the inside surface of the valve bonnet. These guides are in essence an extension of the guides in the body. The wedge guides in the bonnet are slightly thinner than the body wedge guides to insure against any rotational mismatch occurring between the bonnet and body which cause the wedge to hang up on the guides.

The guides were installed in the bonnet of both valves and a successful functional test completed on 2E11-F047A on January 6, 1979.

Because the 2E11-F003B and 2E11-F047B valves are of the same type and installation as the 'A' valves, the same problem could have occurred at a future date. To prevent such an occurrence, the same modification was made to the 'B' valves that was made to the 'A' valves. The modification was made and a successful functional test completed on March 27, 1979

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