

General Electric Company
Docket No. 99900003/80-01

NOTICE OF DEVIATION

Based on the results of an NRC inspection conducted on January 21-25, 1980, it appeared that certain of your activities were not conducted in full compliance with NRC requirements as indicated below:

Section 5, Instructions, Procedures and Drawings, of the General Electric Topical Report, NEDO-11209-04A, states in part, "Activities affecting quality, . . . are delineated, accomplished, and controlled by such documents as policies, procedures"

Deviations from these requirements are as follows:

A. Contrary to the above in the area of material control;

1. Procedure P/P 70-17, section 5.3, states in part:

Procedure P/P70-17, requires repair planning to be prepared by manufacturing operations and process control engineering for inspection operations. Process control engineering is also to review this planning for completeness and adequacy.

Contrary to the above, the planning documented on Inspection Report (RV690) issued for repair of Control Rod Guide Tube, SN 7012, was inadequate in that it did not include operations 040, final cleaning and 045, post cleaning inspection after the repair.

2. Procedure P/P 79-5, section 5.2.1, in regard to dispositions of Inspection Reports states in part:

"Accept As Is - Meets Specifications - The Quality Assurance representative has the authority to make this disposition. However, he must document his justification on the IR or attachments to the IR."

Contrary to the above, a lot of Hydraulic Control Lines, 532JA, was found on Inspection Report, (IR) R2840, which had 4 of the 15 parts dispositioned "accept as is," however, the justification was not documented on the Inspection Report.

3. Procedure P/P 70-4, section 5.3.2.3, states in part:

"NCM being processed on rework/repair planning must be identified with a NCM tag, the IR number on the traveler, part 6 of the IR and the applicable rework/repair planning."

Contrary to the above, a fuel support, S/N 1334 was identified as nonconforming material (NCM) on Inspection Report (IR) RW004, but had not been tagged with an NCM tag.

4. Procedure P/P 70-4, section 2.3, states in part:

"Identification of non-conforming material awaiting dispositions will be by use of manual status logs, computer systems, unique material type identity, NCM tag (or label) or by MARSH AEC marking pen."

Contrary to the above, a lot of velocity limiters, 398M0, was found which had one part which had been rejected at first piece inspection but not identified with a tag, marking pen, etc. It was established that it was not the common practice to tag or otherwise identify parts which failed first piece inspection. (See Details Section I, paragraph B.5).

- B. Procedure P/P 80-21, sections 5.12 and 5.13, states in part:

"EM operator will process the material, enter his pay number, . . . quantity completed during his shift on the Shop Traveler or Mini-Traveler. On completion of each operation, the operator will check for the total quantity completed"

"The QV&R Inspector will, upon satisfactory completion of an inspection operation, enter the quantity inspected"

Contrary to the above, although the shop travelers were signed off indicating the above requirements to be satisfied, a lot of Guide Caps, 019K, was found on the shop floor which had 44 pieces noted on the traveler by the operators and inspectors but the lot contained 46 pieces (See Details Section I, paragraph C.3.c).

- C. Procedure P/P 70-23, section 5.5.3, requires all instruments or controls to have a "Calibration," "Not for Product Acceptance," or "Standardized Per _____" sticker placed on them.

Contrary to the above, the amperage and voltage instruments on the "pigme" welders and the water rod tab welder were not labeled (See Details Section I, paragraph D.3.c).