## The Light company

COMPANY Houston Lighting & Power P.O. Box 1700 Houston, Texas 77001 (713) 228-9211

50-498

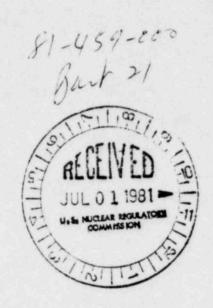
June 10, 1981 ST-HL-AE-682 SFN: V-0530

Mr. Karl Seyfrit Director, Region IV Nuclear Regulatory Commission 611 Ryan Plaza Drive, Suite 1000 Arlington, Texas 76012

Dear Mr. Seyfrit:

. South Texas Project
Units 1 & 2

Docket Nos. STN 50-498, STN 50-499
Third Interim Report Concerning
HILTI Kwik - Bolt
Expansion Anchors



On December 12, 1980, pursuant to 10CFR50.55(e), Houston Lighting & Power Company (HL&P), notified your office of an item involving a 10CFR21 notification by HILTI Inc. concerning the average ultimate tensile loads of their 1 inch concrete expansion anchors. Subsequently, on May 12, 1981, HL&P notified your office of preliminary results for an on-site testing program to confirm the average ultimate tensile load capacities, for concrete expansion anchors. The preliminary results identified potential concerns with respect to several diameters of concrete expansion anchors manufactured by HILTI Inc. Please find attached our third interim report regarding this item. The next interim report will be submitted to your office by September 4, 1981.

If you have any questions concerning this matter, please contact Mr. Michael E. Powell at (713) 676-8592.

Very truly yours,

G. W. Oprea, Jr.

L.D. Welling

Executive Vice President

MEP/flj Attachment

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cc: J. H. Goldberg
D. G. Barker
C. G. Robertson
Howard Pyle
R. L. Waldrop
H. R. Dean

June 10, 1981 ST-HL-AE-682 SFN: V-0530 Page 2

D. R. Beeth
J. D. Parsons
J. W. Williams
J. W. Briskin
R. A. Frazar
STP RMS

H. S. Phillips
J. O. Read
M. D. Schwarz
R. Gordon Gooch
J. R. Newman

(NRC) (Read-Poland, Inc.) (Baker & Botts) (Baker & Botts)

Newman (Lowenstein, Newman, Reis, & Axelrad)

Director, Office of Inspection & Enforcement Nuclear Regulatory Commission Washington, D. C. 20555

M. L. Borchelt
President
Central Power & Light Company
P. O. Box 2121
Corpus Christi, Texas 78403

R. L. Range Central Power & Light P. O. Box 2121 Corpus Christi, Texas 78403

R. L. Hancock
Director of Electrical Utilities
City of Austin
P. O. Box 1088
Austin, Texas 78767

T. H. Muehlenbeck City of Austin P. O. Box 1088 Austin, Texas 78767

J. B. Poston Assistant General Manager of Operations City Public Service Board P. O. Box 1771 San Antonio, Texas 78296

A. vonRosenberg City Public Service Board P. O. Box 1771 San Antonio, Texas 78296

Brian E. Berwick, Esquire
Assistant Attorney for the State of Texas
P. O. Box 12548
Capitol Station
Austin, Texas 78711

Jay Gutierrez, Established Hearing Attorney
Office of the Exemple Washington, D. C.

Charles Bechhoefer, Esquire Chairman, Atomic Safety & Licensing Board U. S. Nuclear Regulatory Commission Washington, D. C. 20555

Dr. James C. Lamb, III 313 Woodhaven Road Chapel Hill, North Carolina 27514

Mr. Ernest E. Hill Lawrence Livermore Laboratory University of California P. O. Box 808, L-123 Livermore, California 194550

William S. Jordan, III Harmon & Weiss 1725 I Street, N. W. Suite 506 Washington, D. C. 20006

Lanny Sinkin Citizens Concerned About Nuclear Power 5106 Casa Oro San Antonio, Texas 78233

Citizens for Equitable Utilities, Inc. c/o Ms. Peggy Buchorn Route 1, Box 1684 Brazoria, Texas 77422

Jay Gutierrez, Esquire
Hearing Attorney
Office of the Executive Legal Director
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

6-9-81

## Third Interim Report Concerning HILTI Kwik-Bolt Concrete Expansion Anchors

As previously identified in the Second Interim Report concerning this item, Houston Lighting & Power has conducted an on-site testing program to confirm the average ultimate tensile load capacity values for HILTI Kwik-Bolts. The results of the test are being evaluated by Engineering, however, preliminary findings are:

- a. Generally, expansion anchors installed in concrete supplied to STP develop the capacity to carry loads equal to or greater than the capacities as published in the supplier's design manual.
- b. Expansion anchors tested at less than 28 days concrete age show a lower load carrying capacity than those tested at 28 days or more.
- c. In grout, a significant number of test results fell below the vendor's published values of the ultimate capacity of expansion anchors in concrete. There are, however, no ultimate load values for expansion anchors used specifically in grout.
- d. Non-perpendicularity of the expansion anchor in concrete or grout does not appear to affect the ultimate capacities when held within 6 degrees of normal.
- e. Torque relaxation amounts to about 25 percent of installation torque within 24 hours with 50 percent of that amount occurring in the first hour.
- f. Expansion anchors installed at the minimum embedment of 4.5 times the diameter and tested in tension generally caused a concrete shear cone type failure while embedments of 6 times the diameter and greater caused wedge slippage type failure.
- g. The 1/4 and 1/2 inch sizes of expansion anchors had the greatest number of failures in tension, while the 1/4, 3/8, and 1/2 inch sizes had the largest number of shear failures.

Although a relatively large number of bolts have been used at STP, only a small percentage have been permanently installed in safety-related applications. These safety-related applications include pipe supports and restraints, cable tray supports, and HVAC hanger supports.

As an immediate response to this concern the supplier has been informally advised of the preliminary test results which indicate ultimate values. Final test results as presented in the testing agency's report are being evaluated for safety significance and need for corrective action. Recurrence control will be provided through revisions, as necessary, to design criteria documents and appropriate construction procedures. The testing agency's report will provide the

bases for revisions to these documents. Designs will then be reviewed and revised as required relative to any revision of the design criteria documents.

A determination of the safety significance of this concern is pending review and evaluation of the data and information presented in the testing agency's report.

DESTRUCTION OF A STREET AND ASSESSMENT IN A SECOND OF A STREET