

TENNESSEE VALLEY AUTHORITY

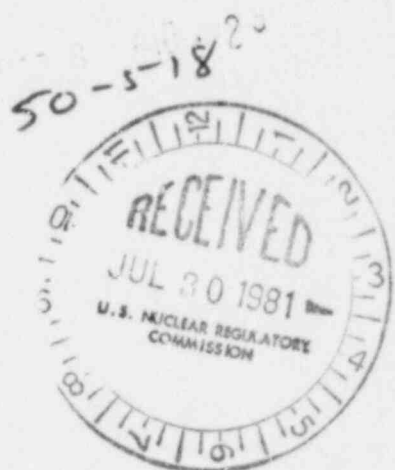
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CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

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March 3, 1981



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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:

HARTSVILLE AND PHIPPS BEND NUCLEAR PLANTS - REPORTABLE DEFICIENCY -
LINK ROD ASSEMBLY - DELAVAL DIESELS (NCR DELAVAL NO. 1)

Initial notification of the subject deficiency was made to NRC-OIE, Region II, Inspector R. W. Wright on October 27, 1980. The first interim report was submitted on November 26, 1980. In compliance with paragraph 50.55(e) of 10 CFR Part 50, enclosed is the second interim report on the subject deficiency. We consider 10 CFR Part 21 applicable to this nonconformance. TVA anticipates transmitting the final report on or before June 11, 1981. If you have any questions regarding this subject, please call Jim Domer at FTS 857-2014.

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

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ENCLOSURE
HARTSVILLE AND PHIPPS BEND NUCLEAR PLANTS
LINK ROD ASSEMBLY - DELAVAL DIESELS
NCR - DELAVAL NO. 1
10CFR50.55(e) - SECOND INTERIM REPORT

Description of Deficiency

Transamerica Delaval (TDI) informed TVA of a potential problem in TDI-supplied diesel generators at the Hartsville and Phipps Bend Nuclear Plants. This was reported to NRC-OIE under 10CFR Part 21 by letter from D. H. Martini (TDI) to V. Stello of the NRC dated September 19, 1980. The problem is that the dowel counterbore of the link rod assembly may be too shallow. This condition, if it exists, could result in the failure of that assembly and ultimately in the unavailability of the diesel generators.

Interim Progress

A total of 12 Transamerica Delaval diesels are designed for use at Hartsville and Phipps Bend (two TDI generators per unit). The eight Transamerica diesels for Hartsville are in on-site storage there.

Transamerica Delaval has described the inspection method required to determine whether the dowel counterbore defect is present. Onsite diesels have been placed on hold and will be inspected for the subject defect by TDI. To date no action has been taken by Transamerica Delaval to provide for inspection. Since the last report submitted to the NRC, TVA has received an additional diesel at the Phipps Bend site (two of four diesels are now onsite). This diesel was not accompanied by any documentation that would indicate that it has been inspected for the subject deficiency. TVA will take steps to ensure that all 12 diesels have been or will be inspected for the presence of this defect before operation.