



# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY

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Dalwyn R. Davidson  
VICE PRESIDENT  
SYSTEM ENGINEERING AND CONSTRUCTION

August 26, 1982

Mr. James G. Keppler  
Regional Administrator, Region III  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

RE: Perry Nuclear Power Plant  
Docket Nos. 50-440; 50-441  
Final Report on the Governor  
Drive Coupling [RDC 59(82)]

Dear Mr. Keppler:

This letter serves as a final report as required by 10CFR50.55(e) concerning a potential significant deficiency in the material used in the governor drive coupling for the Transamerica Delaval diesel generators. It was reported by Mr. R. L. Vondrasek of The Cleveland Electric Illuminating Company (CEI) on July 30, 1982, in a telephone conversation with Mr. Paul Pelke of your office.

The potential deficiency concerns the standby diesel generators, model DSRV 16 supplied by Transamerica Delaval, Incorporated. Transamerica Delaval notified the NRC of this potential deficiency under 10CFR21 in a letter dated June 23, 1982. CEI received this information in a letter dated August 18, 1982. This report contains a description of the deficiency, an analysis of safety implication, and a corrective action planned.

### Description of Deficiency

Transamerica Delaval is supplying four (4) diesel generator units (model DSRV 16) for the Perry Nuclear Power Plant (PNPP) that will be used as a standby power source for the PNPP.

The potential deficiency, as described by Transamerica Delaval, exists in the governor drive coupling. The failure could result in engine nonavailability. The potential defect is related to the material used in the couplings. The material, an isoprene, was designed for atmospheric use and is not suitable for use in high-temperature, oil atmosphere encountered in the engines' gear case.

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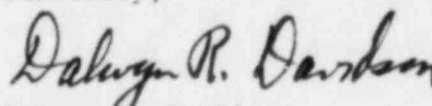
Analysis of Safety Implications

Transamerica Delaval has reported that the rubber used in the coupling drive element deteriorates rapidly and ultimately fails. While the coupling is "fail safe" and will mechanically lock-up when the element fails, sufficient frequency instability could be induced that would result in the engines tripping off-line.

Corrective Action

The corrective action will be to replace the coupling's flexible element and, if necessary, replace the governor drive coupling. This will be accomplished in accordance with Transamerica Delaval's recommended corrective action (letter dated 8-18-82). The rework will take place during the normal installation program under the direction of a Delaval service representative. The work will be completed by June 15, 1983.

Sincerely,



Dalwyn R. Davidson  
Vice President  
System Engineering and Construction

DRD:pab

cc: Mr. M. L. Gildner  
NRC Site Office

Director  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
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