

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

February 8, 1983

BLRD-50-438/83-11

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

33 FEB 10 AM 10:00

Dear Mr. O'Reilly:

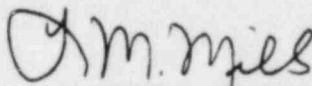
BELLEFONTE NUCLEAR PLANT UNIT 1 - GENERAL ELECTRIC MOTORS EXCEED RATED LOAD
- BLRD-50-438/83-11 - FIRST INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector P. E. Fredrickson on January 10, 1983 in accordance with 10 CFR 50.55(e) as NCR 1976. Enclosed is our first interim report. We expect to submit our next report by July 25, 1983.

If you have any questions, please get in touch with R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY


L. M. Mills, Manager
Nuclear Licensing

Enclosure

cc: Mr. Richard C. DeYoung, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

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ENCLOSURE

BELLEFONTE NUCLEAR PLANT UNIT 1
GENERAL ELECTRIC MOTORS EXCEED RATED LOAD
BLRD-50-438/83-11
NCR 1976
10 CFR 50.55(e)
FIRST INTERIM REPORT

Description of Deficiency

Current readings taken on two 150 hp General Electric (GE) induction motors supplied by Ingersoll Rand (I-R), Chamblee, Georgia, exceeded their nameplate value of 195 amperes. The increased current could be partially attributed to TVA operating the compressors at a discharge pressure of 110 lb/in² instead of the 100 lb/in² originally specified in the contract.

Interim Progress

A calibrated oscillograph measurement indicating a 20% current variation was taken on an identical compressor-motor combination. An average current reading of 208 amperes was taken at the same time at a discharge pressure of 110 lb/in². TVA will forward this additional information to I-R for their technical review and comment.

TVA has experienced two previous failures of other compressor motors of the same type at the site and has documented these failures in NCRs 1942 and 2102. The preliminary findings of the GE motor-repair facility personnel is that it appears that neither previous failure was caused by overload, unbalance, or single-phasing.