

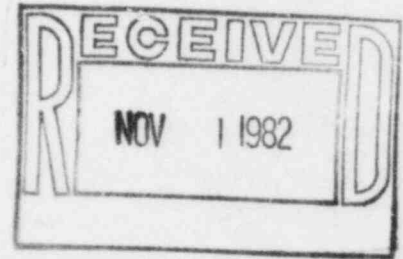


**GULF STATES UTILITIES COMPANY**

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AREA CODE 713 838-6631

October 29, 1982  
RBG- 13,651  
File Nos. G9.5, G9.25.1.1

Mr. John T. Collins, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region IV, Office of Inspection and Enforcement  
611 Ryan Plaza Drive, Suite 1000  
Arlington, Texas 76011



Dear Mr. Collins:

River Bend Station Unit 1  
Docket No. 50-458  
Final Report/DR-70

On August 27, 1982, Gulf States Utilities Company (GSU) notified the Nuclear Regulatory Commission's (NRC) Region IV Office of a reportable condition pursuant 10CFR50.55(e) concerning the isoprene-based rubber material used in the governor coupling drive element of the emergency diesel generator engines at River Bend Station. The Director, NRC Office of Inspection and Enforcement, was notified in accordance with 10CFR21, by Transamerica Delaval, Inc. of this potential defect in letters dated June 23 and July 13, 1982.

Attached is the thirty (30) day written report as required by 10CFR50.55(e)(3).

This concludes GSU's response on this subject.

Sincerely,

J. E. Booker  
Manager-Engineering,  
Nuclear Fuels & Licensing  
River Bend Nuclear Group

JEB/~~kt~~/kt

cc: Director of Inspection & Enforcement  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

R. L. Brown (SRI)

IE 27

October 29, 1982

ATTACHMENT

DR-70/Improper Material Used in the Governor  
Coupling Drive Element of the Emergency  
Diesel Generator Engines.

Description of the Deficiency:

The isoprene-based rubber material used in the governor coupling drive element of the emergency diesel generator engines was designed for atmospheric use and is not suitable for service in the high-temperature, oil atmosphere of the engine's gearcase.

Safety Implications:

The isoprene-based rubber in the coupling's drive element would have rapidly deteriorated and ultimately failed. Although the couplings are fail-safe and would have mechanically locked up when the element failed, sufficient frequency instability could have been induced that would have resulted in the engines tripping offline.

If the deficiency had remained uncorrected it could have adversely affected the safe operation of the plant.

Corrective Action:

Nonconformance and Disposition No. 2810 has been initiated to replace the affected parts. Replacement parts will be supplied by Transamerica Delaval, Inc. (TDI) and the governor drive coupling will be reworked as recommended by TDI.