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Arizona Public Service Company

P.O. BOX 21666 • PHOENIX, ARIZONA 85036

November 22, 1982  
ANPP-22366-GHD/BSK

U. S. Nuclear Regulatory Commission  
Region V  
Creskide Oaks Office Park  
1450 Maria Lane - Suite 210  
Walnut Creek, California 94596-5368

Attention: Mr. D. M. Sternberg, Chief  
Reactor Projects Branch 1

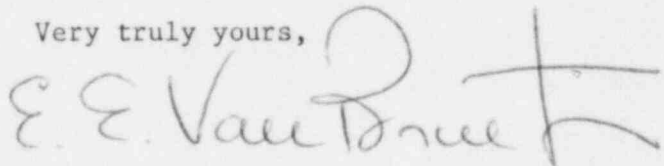
Subject: Final Report - DER 82-59  
A 50.55(e) Potentially Reportable Condition Relating to  
Diesel Generator Crankcase Sumps Internal Coating Flaking Off  
Into Lube Oil  
File: 82-019-026  
D.4.33.2

Reference: (A) Telephone Conversation between J. Eckhardt and  
G. Duckworth on October 21, 1982

Dear Sir:

Attached is our final written report of the deficiency, referenced above,  
which has been determined to be Not Reportable under the requirements of  
10CFR50.55(e).

Very truly yours,



E. E. Van Brunt, Jr.  
APS Vice President  
Nuclear Projects Management  
ANPP Project Director

EEVBJr/GHD:db  
Enclosure  
cc: See Attached Page 2

U. S. Nuclear Regulatory Commission  
Attention: Mr. D. M. Sternberg, Chief  
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cc: Richard DeYoung, Director  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

T. G. Woods, Jr.  
J. A. Roedel  
D. B. Fasnacht  
G. C. Andognini  
A. C. Rogers  
B. S. Kaplan  
W. E. Ide  
J. Vorees  
J. A. Brand  
A. C. Gehr  
W. J. Stubblefield  
W. G. Bingham  
R. L. Patterson  
R. W. Welcher  
R. M. Grant  
D. R. Hawkinson  
L. E. Vorderbrueggen  
G. A. Fiorelli  
J. R. Bynum

Lynne Bernabei, Esq.  
Harmon & Weiss  
1725 "I" Street, NW  
Washington, D. C. 20006

R. L. Greenfield  
Assistant Attorney General  
Bataan Memorial Building  
Santa Fe, New Mexico 87503

FINAL REPORT - DER 82-59  
DEFICIENCY EVALUATION 50.55(e)  
ARIZONA PUBLIC SERVICE COMPANY (APS)  
PVNGS UNITS 1

I. DESCRIPTION OF DEFICIENCY

During the startup cleanliness inspection of the Unit 1 Diesel Generators' crankcase lube oil sumps (Train A and B), it was found that paint was peeling in fine flakes off the bottom of the crankcases.

Upon inquiry, it was found that the paint was applied as a manufacturing aid by Cooper Energy Services to preclude corrosion of the crankcase prior to assembly with the engine at the factory. Once the crankcase is filled with a preservative or oil, the paint serves no further purpose.

II. ANALYSIS OF SAFETY IMPLICATION

This condition is evaluated as Not Reportable. The condition was observed by the Cooper Field Representative, and the extent of paint flaking was evaluated as not having any impact on the lube oil system.

The paint contains zinc chromate and iron oxide, is leadfree, and has an alkyd resin vehicle with phthalic anhydride. Manufacturers are: Sherwin Williams, Kem-Splash Buff (Yellow) #EG1H6; Mansfield Paint Company, Yellow oxide primer #50728; Technical Coatings Company, lead free yellow oxide zinc chromate primer #P-7476; Cooper's paint standard is SE-1. Existing lube oil filters with ten (10) micron cartridges will protect the engine.

III. CORRECTIVE ACTION

Nonconformance Report NCR SM-1222 will be dispositioned to remove the loose paint by wire brushing the affected areas back to the well bonded surfaces, cleaning, and reassembling the crankcase sumps.

This inspection and surface repair procedure will be included in the startup Test Procedures to assure that Units 2 and 3 diesel generators are adequately inspected and cleaned during startup process.