

Arizona Public Service Company

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June 13, 1984  
ANPP-29744-TDS/TRB

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

Attention: Mr. T. W. Bishop, Director  
Division of Resident  
Reactor Projects and Engineering Programs

Subject: Interim Report - DER 84-34  
A 50.55(e) Potentially Reportable Deficiency Relating To  
Critical Friction Type High Strength Connectors  
File: 84-019-026; D.4.33.2

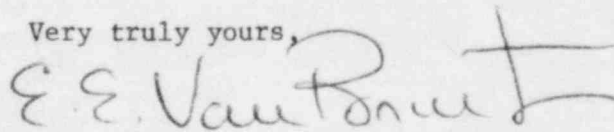
Reference: Telephone Conversation between P. Narbut and T. Bradish on  
May 17, 1984

Dear Sir:

The NRC was notified of a potentially reportable deficiency in the referenced telephone conversation. At that time, it was estimated that a determination of reportability would be made within thirty (30) days.

Due to the extensive investigation and evaluation required, an Interim Report is attached. It is now expected that this information will be finalized by August 10, 1984, at which time a complete report will be submitted.

Very truly yours,



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

EEVB/TRB:db

Attachment

cc: See Page Two

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PDR ADOCK 05000528  
S PDR

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Mr. T. W. Bishop  
DER 84-34  
Page Two

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

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INTERIM REPORT - DER 84-34  
POTENTIAL REPORTABLE DEFICIENCY  
ARIZONA PUBLIC SERVICE COMPANY (APS)  
PVNGS UNIT 1, 2, 3

I. Potential Problem

During a Bechtel engineering inspection walkdown of critical, friction type, high-strength connectors, it was discovered that several bolts on the Safety Injection (SI) tank keyways had less than minimum specified torque, and slotted holes that were not completely covered by a plate washer.

Additionally, the review found that the design did not provide a hardened washer under both the nut and bolt head as required by the Specification for Structural Joints using ASTM A325 or A490 Bolts.

Less than minimum specified torque was also detected on structural steel framing and main steam line structural steel support connections. These were addressed in reference letter B/ANPP-E-114700, May 9, 1984.

II. Approach To and Status of Proposed Reslution

Bechtel engineering is currently studying this problem to determine reportability and technical justification for corrective action. A draft of the final report is scheduled to be issued for comments by June 15, 1984.

III. Projected Completion of Corrective Action and Submittal of the Final Report

The complete evaluation and final report are forecast to be completed by August 10, 1984.