



# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY

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MURRAY R. EDELMAN  
VICE PRESIDENT  
NUCLEAR

July 27, 1984

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  
Flexible Coupling Drive Hubs  
Supplied by Transamerica Delaval,  
Inc. [RDC 92(84)]

Dear Mr. Keppler:

This letter serves as the final report pursuant to 10CFR50.55(e) concerning a potential problem with loose flexible coupling drive hubs on Standby Diesel Generator components supplied by Transamerica Delaval, Inc. (TDI). Mr. P. Pelke of your office was first notified on January 20, 1984, by Mr. P. Martin of The Cleveland Electric Illuminating Company that this matter was being evaluated for applicability to the Perry Nuclear Power Plant. An interim report on this subject was filed on February 17, 1984, and a subsequent letter dated May 24, 1984, also concerned this deficiency.

This report contains a description of the deficiency, an analysis of the safety implication, and the corrective action taken.

### Description of Deficiency

On January 9, 1984, TDI filed a 10CFR21 notification with the NRC relative to a problem identified with flexible coupling drive hubs which were found loose on the shafts in the Overspeed Governor and Engine Driven Fuel Oil Pump Drive on a non-nuclear commercial engine installation manufactured by TDI. It was determined that if the Engine Driven Fuel Oil Pump stops turning, an engine would not operate unless there was an auxiliary pump driven by an external source. The engine would continue to operate if the overspeed governor stopped turning. Inspection of the four Standby Diesel Generator Units supplied to the Perry Nuclear Power Plant has confirmed the applicability of this potential deficiency to the PNPP Units.

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Analysis of Safety Implications

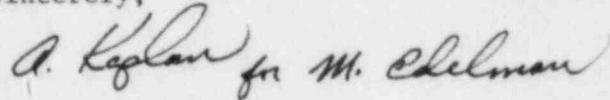
Loose flexible coupling drive hubs on the Overspeed Governor and Engine Driven Fuel Oil Pump Drive could result in the failure of the engine driven fuel oil pump. Fuel flow to the engine would be inadequate, affecting engine availability and thus affecting availability of the Standby AC power source.

Corrective Action Taken

Upon receipt of the TDI notification, Nonconformance Report TAS-0074 was initiated to track resolution of this problem and transmit the inspection/rework program recommended by TDI in Service Information Memo NBR 363 to our site contractor. The required corrective action has now been completed for Unit 1 engines. Inspections of Unit 2 engines have been completed and rework is in progress with completion pending receipt of parts from TDI. Unit 2 rework is expected to be complete by December 1, 1984.

Please call if there are any additional questions.

Sincerely,



Murray R. Edelman  
Vice President  
Nuclear Group

MRE:pab

cc: Mr. J. A. Grobe  
NRC Site Office

Director  
Office of Inspection and Enforcement  
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