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REGION V

December 18, 1984
ANPP-31524-TDS/TRB

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

Attention: Mr. D. F. Kirsch, Acting Director
Division of Resident
Reactor Projects and Engineering Programs

Subject: Interim Report - DER 84-28
A 50.55(e) Potentially Reportable Deficiency Relating To
Diesel Generator Fuel Lines In Unit 3
File: 84-019-026; D.4.33.2

Reference: (A) Telephone conversation between P. Narbut and T. Bradish on
May 11, 1984
(B) ANPP-29696, dated June 7, 1984 (Interim Report)
(C) ANPP-30447, dated September 6, 1984 (Time Extension)
(D) ANPP-30870, dated October 17, 1984 (Time Extension)

Dear Sir:

The NRC was notified of a potentially reportable deficiency in Reference (A), an Interim Report was transmitted by Reference (B) and Time Extensions were requested by Reference (C) and (D). At that time, it was estimated that a Final Report would be available by December 15, 1984.

Due to the extensive investigation and evaluation required, an Interim Report is attached. It is now expected that this information will be finalized by January 25, 1985, 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

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Mr. D. F. Kirsch
DER 84-28
Page Two

cc: Richard DeYoung, Director
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Washington, D. C. 20555

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INTERIM REPORT - DER 84-28
POTENTIAL REPORTABLE DEFICIENCY
ARIZONA PUBLIC SERVICE COMPANY (APS)
PVNGS UNIT 3

I. Potential Problem

Two diesel fuel lines, 3-DF-024 and 3-DF-037, which connect the Diesel Fuel Storage Tank (Train B) to the Diesel Generator Day tank are touching the penetration sleeve through which they pass. The lines are underground prior to passing through the penetration into the valve vault, where they join together. Condition of piping is indeterminate (i.e., cold spring, deformed due to backfilling, or installed incorrectly). This condition was reported in NCR PY-8274.

II. Approach To and Status Of Proposed Resolution

Bechtel Engineering is evaluating the condition described above using the associated possible causes. The case which results in the most detrimental effect on the piping system (both pipe stresses and system function) was to assume the pipe deformed during the backfilling process. The piping in the valve vault is not affected since it is not yet attached to the subject lines. The subject lines were analyzed for the maximum deflection determined from the data provided in NCR PY-8274. Preliminary engineering calculations show the additional stresses induced result in levels below the maximum allowables.

This condition causes the piping to slope in the wrong direction. The diesel fuel lines are designed to drain from the Diesel Generator Day Tank to the Diesel Fuel Storage Tank in case of fuel contamination. The reverse slope of the pipe results in a low point pocket.

Bechtel Engineering has certified that this condition is isolated to Unit 3.

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

The complete evaluation and final report are forecast to be completed by January 25, 1985.