

Cooper Industries
Cooper-Bessemer Reciprocating Products Division
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September 4, 1992



Our Ref: QCG-9050

Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Sir:

In accordance with the requirements of the Nuclear Regulatory Commission Title 10, Chapter 1, Code of Federal Regulations, Part 21, Cooper-Bessemer Reciprocating Products Division, a division of Cooper Industries, hereby notifies the Commission of a potential defect in a component of a DSRV-16-4 Enterprise Standby Diesel Generator System. There exists a potential problem with the 02-425-03-AF jacket water pump shaft.

These shafts are installed, or may be in stores as a replacement part. The following is a listing of affected Utilities, dates of shipment, and customer order numbers where these shafts are located:

<u>SALES ORDER #</u>	<u>DATE SHIPPED</u>	<u>CUSTOMER P.O. #</u>	<u>QUANTITY</u>	<u>SERIAL NO.</u>
N43657	8/21/87	ENTERGY GG10297 74033/34	1	N/A
N45300	9/19/87 9/26/87	ENTERGY MF709921 74033/34	1	N/A
N46508	11/6/87 12/29/87	GEORGIA POWER PAV2-25117 76021/24	1 2	N/A
N47695	10/26/88	KOREA 7 & 8 POL 872712D 81021/24	1	N/A
N44394	6/25/87	GEORGIA POWER FAV-29239 76021/24	*1	N/A
C00E7100*	8/20/91	TEXAS UTILITIES S0001118 S6A	3	1g1602, 03, 04

*SUPPLIED AS PART OF 1A-6666

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This condition was first discovered at T.U. Electric's Comanche Peak Steam Electric Station during the replacement of the originally supplied shaft on Unit 2B (Enterprise S/N 76004).

The pump shaft and gear drawings define mating dimensions of a 1.500"/1.498" taper per foot on both parts. The replacement shaft taken from stock at T.U. had a 3.000 inch taper per foot in this mating area. Subsequent inspection of two additional shafts at both T.U. and five at Cooper reveal these parts also had incorrect tapers machined on them. While it may seem apparent that a side by side comparison of the two components (shaft and gear) would immediately highlight the physical discrepancy between them, the maintenance crew on site at T.U. did attempt to assemble the gear to the new shaft before noting the problem.

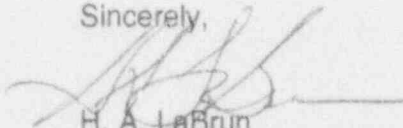
Due to the physical differences between the gear and shaft, it is unlikely that one of these mis-machined shafts is actually assembled in one of the six by diesel units. Also, because of the mis-match between the gear and shaft it is unlikely that the unit, once assembled, would operate for very long without a failure occurring.

The utilities affected in the previous list are only those which have received shafts which were purchased from a supplier of Enterprise or Cooper-Enterprise from March 1987 through the end of 1991. All previous shafts were supplied or manufactured at Enterprise and had in-process inspection with the proper gauging noted on the routing process sheet.

The root cause for this defect is mis-machining of the taper by our vendor. The drawing defines the taper as 1.500"/1.498" per foot, however pictorially more closely resembles a 3.00" taper per foot. The parts remaining in Cooper inventory resemble the shaft as pictorially shown on the drawing. Only the 8 shafts at T.U. and Cooper are known to have this defect, but because the possibility of this defect being present in previously supplied parts, all utilities which have received shafts from these purchased lots are being included in this notification.

Our corrective action includes recall of all shafts as listed above, changing the drawing to pictorially depict the correct taper, and changing quality inspection plans to include an inspection of the taper with a taper gauge.

Sincerely,



H. A. LaBrun
Vice President and
General Manager

HAL/kll

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