

Transamerica Delaval



Transamerica Delaval Inc.
Engine and Compressor Division
550 85th Avenue
P.O. Box 2161
Oakland, California 94621
(415) 577-7400

November 6, 1985

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

Dear Sir:

In accordance with the requirements of Title 10, Chapter 10, Code of Federal Regulations, Part 21, Transamerica Delaval Inc., hereby notifies the Commission of a potential defect in a component of a DSR or DSRV Standby Diesel Generator. There exists a potential problem with the engine's intake and exhaust valve springs which could result in engine non-availability.

Transamerica Delaval has supplied the DSR and DSRV engines with this potential defect to the following sites:

<u>Utility</u>	<u>Site</u>	<u>Serial No.</u>	<u>Model</u>
Long Island Lighting	Shoreham	74010-12	DSR 48
Middle South Energy	Grand Gulf	74033-36	DSRV 16-4
Gulf States Utilities	River Bend	74039-40	DSR 48
Carolina Power	Shearon Harris	74046-49	DSRV 16-4
Duke Power	Catawba	75017/20	DSRV 16-4
Southern California Edison	San Onofre	75041-42	DSRV 20-4
Cleveland Electric Illuminating	Perry	75051-54	DSRV 16-4
TVA	Bellefonte	75080-83	DSRV 16-4
Washington Public Power	WPPSS 1	75084-85	DSRV 16-4
Texas Utilities Serv.	Comanche Peak	76001-04	DSRV 16-4
Washington Public Power	WPPSS 4	76031-32	DSRV 16-4
Georgia Power	Vogtle	76021/24	DSRV 16-4
Consumers Power	Midland	77001/04	DSRV 12-4
TVA	Hartsville	77024/35	DSRV 16-4
SMUD	Rancho Seco	81015/16	DSR 48

The valve springs are manufactured by Betts Spring Company, San Leandro, California. They are installed on the engine cylinder head assembly (4 per cylinder head) by Transamerica Delaval or provided as spare parts.

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We have recently experienced isolated failures of this spring in commercial applications. In June of 1984, one spring failed in a 16 cylinder engine used for ship propulsion, and in October 1985 eleven springs failed in a second ship. The eleven springs all failed within a short time following a Coast Guard required over-speed test. We have not determined the causal relationship between the two events.

While our investigation continues, preliminary indications reveal impurities on the wire coupled with draw marks from the manufacturing process and subsequent incomplete shot peening. Additionally, all springs failed after an extensive operating period (approximately 5,000 to 7,000 operating hours).

During our investigation we recommend all users inspect their engines for broken springs and to identify the original manufacturer. This identification is made by the color of stripe painted on the spring; the Betts spring has a white stripe.

Our investigation of this problem is proceeding on a high priority basis. To assist in this process we request all users report the results of their inspection within thirty (30) days of this notification. We will keep the Commission and engine users apprised of the progress of our investigation.

A copy of this letter will be sent to all of the sites referenced in paragraph 2 of this letter as indicated by the carbon copy list.

Our evaluation of this potential problem was completed on November 4, 1985.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'B. C. Guntrum'. The signature is fluid and cursive, with a long, sweeping horizontal line extending to the right.

B. C. Guntrum
Manager, Quality Assurance

BCG:hw
Enclosure



Page
Date
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CC: Long Island Lighting Co.
Shoreham Nuclear Power Station
North Country Rd.
Wading River, New York 11791

Attention: Mr. M. H. Milligan
Project Engineer

Middle So. Energy - Grand Gulf
P.O. Box 1640
Jackson, Mississippi 39205

Attention: Mr. J. B. Richard
Sr. Vice-Pres. Nuclear Production

Gulf States Utilities Co.
Stone & Webster Eng. Co.
Cherry Hill Operations Center
3 Executive Campus
P.O. Box 5200
Cherry Hill, New Jersey 08034

Attention: Project Manager (J.O. No. 12210)
Gulf States Project

Carolina Power & Light Co.
Shearon Harris Nuclear Plants
P.O. No. 101
New Hill, North Carolina 27662

Attention: Mr. R. M. Parsons
Project, General Manager

Duke Power - Catawba
Mill Power Supply Co.
P.O. Box 32307
Charlotte, North Carolina 28232

Attention: W. T. Robertson, President

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CC: (continued)

Southern California Edison
P.O. Box 800
Rosemead, Calif. 91770

Attention: Q. A. Manager

Cleveland Electric Illum. Co.
c/o Perry Nuclear Power Plant
P.O. Box 97
Perry, Ohio 44081

Attention: Mr. C. M. Shuster, Manager
Nuclear Quality Assurance

(TVA - Bellefonte)
Mr. C. A. Chandley
Tennessee Valley Authority
W7C126, 400 West Summit Hill Dr.
Knoxville, Tenn. 37902

Attention: Mr. I. L. Beltz

Mr. G. K. Dyekman, Acting Assistant Program Director - Engineering (899)
Washington Public Power Supply System
Post Office Box 460
Richland, Wash. 99352 (Call Vince Dilworth for # that will go with
10CFR21)

Texas Utilities Services Inc.
P.O. Box 2300
Glen Rose, Texas 76043

Attention: Mr. J. T. Merritt, Jr.
Engineering & Construction Mgr.

Georgia Power
Bechtel Power Corp.
Los Angeles Power Div.
P.O. Box 60860, Terminal Annex Bldg.
Los Angeles, Ca. 90060

Attention: Mr. M. Malcom
Project Engineering Mgr.

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CC: (continued)

Consumers Power Co.
1945 West Parnall Road
Jackson, Michigan 49201

Attention: J. W. Cook, Vice President Projects
MARK OUTSIDE ENVELOPE "10CFR21"

TVA Hartsville
W 10 D224-400 Commerce Ave.
Knoxville, Tenn. 37902

Attention: Mr. C. A. Chandley
Chief, Mech. Eng. Branch

Sacramento Municipal Utility Dist.
L. R. Keilman
Nuclear Engineering Dept., M.S. 32
P.O. Box 15830
Sacramento, CA 95813

Mr. George Bockhold, Jr.
Plant Manager
Georgia Power Co.
Plant Vogtle
P.O. Box 282
Waynesboro, Georgia 30830

Sacramento Municipal Utility Dist.
J. R. Beal
Purchasing Department, M.S. 50
P.O. Box 15830
Sacramento, CA 95813