

RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775 AREA CODE 504 635-6094 346-8651

> April 11, 1985 RBG- 20697 File Nos. G9.5, G9.25.1.1

Mr. Robert D. Martin, Regional Administrator U. S. Nuclear Regulatory Commission Region IV 611 Ryan Plaza Drive, Suite 1000 Arlington, Texas 76011

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River Bend Station - Unit 1 Docket No. 50-458 Final Report/DR-195

On January 2, 1985, GSU provided Region IV with a 30-day written report on DR-195 concerning the insulation for the motors of valves supplied by Velan Engineering, Limited. The attachment to this letter is GSU's revised final written report pursuant ot 10CFR50.55(e)(3) with regard to this deficiency.

Sincerely,

Q. E. Booky

J. E. Booker Manager-Engineering, Nuclear Fuels & Licensing River Bend Nuclear Group

NEPSO. JEB/PJD/trp

Dear Mr. Martin:

Attachment

cc: Director of Inspection & Enforcement U. S. Nuclear Regulatory Commission Washington, D. C. 20555

NRC Resident Inspector-Site

INPO

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ATTACHMENT

April 11, 1985 RBG- 20697

DR-195/Insulation for the Motors of Valves Supplied by Velan Engineering, Limited

Background and Description of the Problem

This deficiency concerns improper insulation for the motors of valves supplied by Velan Engineering, Limited (Velan) as identified in Engineering and Design Coordination Report (E&DCR) No. P-12,709 for valves 1E12*MOVF042A and B, and E&DCR No. P-12,898A for valve 1CCP*MOV105.

During a review by the Stone and Webster Engineering Corporation (SWEC) Equipment Qualification Group of motor-operated valves (MOVs) procured with Limitorque actuators under River Bend Station - Unit 1 purchase orders, it was discovered that the motors of certain valves were supplied with different motor insulation than required by the Environmental Design Criteria (EDC). A thorough investigation of all MOV specifications has been conducted. The valves identified below are the only valves affected by this deficiency.

Valves 1E12*MOVF042A and B (ASME III, Class 1) and 1CPP*MOV105 (ASME III, Class 2), procured from Velan, under Purchase Order No. RBS-228.212-047, were erroneously specified to be located outside containment and to be supplied with Class B insulation. Velan supplied the motors for these valves with Class B insulation. Before the current EDC were established, estimates of radiation and temperature levels were made for inside and outside containment with regard to insulation type.

Since the actual location of all three valves is inside the containment, Class B insulation is unacceptable. Class RH insulation was required for valves inside containment, and Class B insulation was required for valves outside containment.

Improper motor insulation was furnished as a result of specifying the wrong valve locations on the SWEC valve data sheets.

Safety Implications

The failure to identify the correct location of valves 1E12*MOVF042A and B allowed the use of an unacceptable motor insulation type. The failure to identify this design deficiency could have adversely affected the safety of operations of these two ASME III, Class 1 valves in the residual heat

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removal (RHR) system. These values function as injection values for the RHR system low-pressure core injection mode. During an accident, these values open to permit coolant injection into the vessel. If these values were to fail to open during an accident, the RHR A and B pumps would be unable to deliver the required coolant flow into the vessel.

Valve 1CPP*MOV105 functions as an isolation valve for the hydrogen purge system, which is designed to exhaust air from containment to the annulus and ultimately to the standby gas filter. Failure of this valve in the open position would present a possible leak path from containment following an accident. This would present additional bypass leakage, resulting in increased radiation.

Corrective Action

E&DCR No. P-12,709 was initiated on February 12, 1984, requiring the procurement of new motors with Class RH insulation for valves 1E12*MOVF42A and B inorder to replace the old motors. Though valve 1CPP*MOV105 is located inside the containment, it was determined that it is qualified for a service life of 5 years with Class B insulation of the motor. Therefore, replacement of the motor will not be performed until the qualified life of 5 years expires.

Additional valves procured to the specifications are not anticipated; therefore recurrence of the above problem is not anticipated.