



UNITED STATES
NUCLEAR REGULATORY COMMISSION
REGION II
101 MARIETTA ST., N.W. SUITE 3100
ATLANTA, GEORGIA 30303

September 10, 1982

MEMORANDUM FOR: Chief, Vendor Inspection Branch, Region IV
FROM: R. C. Lewis, Director, Division of Resident and Reactor
Project Inspection
SUBJECT: CONSTRUCTION DEFICIENCY REPORT - CONFIRMATION OF TELECON
(AITS NO. F02700286)

Enclosed is a 10/CFR 50.55(e)/10 CFR 21 report received from Duke
Power Company. This appears to be a generic problem. Would you
please followup on the generic aspects of the problem with the AE/Vendor?
Should you have additional questions, we will be glad to discuss them with
you.

R. C. Lewis
R. C. Lewis

Enclosure: as stated

cc: J. Blshinski, RII
Director, RRPI, RI
Director, RRPI, RIII
Director, RRP&E, RV
B. Heishman

CONTACT: A. Ignatonis
(242-5588)

8612120259 861203
PDR FOIA
ELLIS86-656 PDR

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4-521

DATE 9/10/82

FACILITY	NOTIFICATION	ITEM OR EVENT	REGIONAL ACTION
Catawba 1 & 2 DNS:50-413 - 50-414	Licensee 9/9	<p>CDR - <u>Unsuitable Rubber Application to Diesel Generator Coupling</u> - Per the 6/23 letter from DeLaval Co. to NRC reporting a Part 21 item, Catawba was listed as one of the plants that received an unacceptable governor drive coupling manufactured by Koppers Co., Inc., Baltimore, MD. The concern is that Isoprene rubber material was used in the coupling. This rubber tends to deteriorate under oil and high temperature conditions which creates the potential of metal to metal contact between flanges in the coupler while the diesel generator is running. Metal to metal contact can give false indication of generator frequency and trip out the running DG. For corrective action the licensee will remove couplers having Isoprene material and replace them ^{with couplers having} which would have Neoprene material. Written report due 10, 8.</p>	<p>Followup per MC 2512. Region IV Notified. Cat I</p>

VIB INSPECTION REPORT ROUTE SHEET

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VENDOR/CONTRACTOR: Transamerica Deland, Incorporated, Engine and Compressor Div -

DOCKET NO. 99900334 REPORT NO. 82-02 DATE OF INSPECTION: August 23-26, 1982

REPORT DUE DATE: 9-17-82 BY: J.W. Sutton

SUBMITTED TO PROCESSING:

PRIORITY STATUS: * DRAFT URGENT FINAL URGENT
 ASAP ASAP
 ROUTINE ROUTINE

VIB	<u> </u>	rf
EIB	<u>✓</u>	nh
RPB	<u> </u>	dm

(URGENT: i.e. stop other work in progress; ASAP: Supersedes other scheduled work; ROUTINE: normal order of work). *Other than Routine must be initialed by Branch Chief

CONTENTS: Report, /66, /66s, Inspection Data Sheets, Appendix A, Travel Itinerary

DRAFT: Review/Concurrent/Signature:	Date Submitted	Date Completed
REPORT SUBMITTED TO PROCESS: <i>Need my Inspector's signature 9/15/82 IL: Approved for typing 9/18/82</i>	(S) <u>9/3/82</u> <i>9/20/82</i>	(S) <u>9/29</u> <i>10/4</i>
TO: INSPECTOR/SECTION CHIEF:	(S) <u>10/4/82</u>	(1) <u>INSP/05-82/SC. IB</u> <i>10/6/82</i> (2) <u>S.C.</u>
TO: BRANCH CHIEF	(S) <u> </u>	(3) <u>IB for UP</u> <i>10/6/82</i>
TO: ENFORCEMENT COORDINATOR:	(S) <u>10/10/82</u>	(4) <u> </u>

COMMENT:

SPECIAL NOTE: RETURN DRAFT COPY TO BRANCH SECRETARY AFTER ENFORCEMENT COORDINATOR

- (S) Completed by Secretary
 - (1) Completed by Inspector/Section Chief
 - (2) Completed by extra Section Chief, if more than one section is involved
 - (3) Completed by Branch Chief
 - (4) Completed by Enforcement Coordinator
- *If Enforcement Coordinator is not present, submit to Administrator for review/concurrence
 *Branch Chief makes determination about status of report, i.e. redrafted, etc.

FINAL: Review/Concurrence/Signature:	Date Submitted	Date Completed
REPORT SUBMITTED TO PROCESS: <i>11/27/82</i>	(S) <u>10/6/82</u>	(S) <u>10/18/82</u> <i>11/23</i>
<i>ret. for corr. 10/19-11/2</i> TO: INSPECTOR/SECTION CHIEF:	(S) <u>10/19/82</u>	(1) <u>INSP. 05-82/SC. IB</u> <i>10/22</i> (2) <u>S.C.</u> <i>11/4</i>
<i>ret. corr. 10/28-11/2</i> TO: BRANCH CHIEF:	(S) <u>10/19/82</u>	(3) <u>IB</u> <i>11/24</i>
<i>ret. corr. 11/9-11/16</i> TO: ENFORCEMENT COORDINATOR:	(S) <u> </u>	(4) <u> </u>

DATE DUE AFTER 10 DAYS 12/19

CLOSEOUT DATE 4/20/83

DATE DUE AFTER 30 DAYS (RESPONSE DUE) 11/8/83