

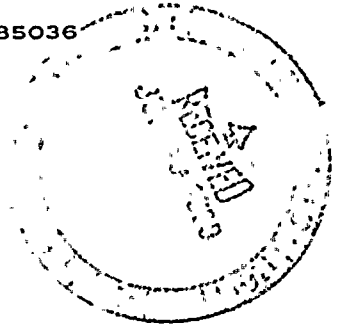
ARIZONA



PUBLIC SERVICE COMPANY

P. O. BOX 21666 • PHOENIX, ARIZONA 85036

June 25, 1980
ANPP-15723-BSK/JAR



U. S. Nuclear Regulatory Commission
Region V
Walnut Creek Plaza - Suite 202
1990 North California Boulevard
Walnut Creek, California 94596

Attention: Mr. G. S. Spencer, Chief
Reactor Construction and
Engineering Support Branch

Subject: A 50.55(e) Reportable Condition Relating to
Safety-Related Sway Struts
File: 80-019-026

Reference: Telephone Conversation between R. Dodds and
B. S. Kaplan on May 28, 1980

Dear Sir:

Attached, is our final written report of the reportable deficiency
under 10CFR50.55(e) relating to safety-related sway struts received
and installed in Unit #1 of the Palo Verde Nuclear Generating
Station.

Very truly yours,

E. E. Van Brunt, Jr.

E. E. Van Brunt, Jr.
APS Vice President
Nuclear Projects
ANPP Project Director

EEVBJr/BSK:skc

Attachment

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Mr. G. S. Spencer, Chief
Reactor Construction and
Engineering Support Branch
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June 25, 1980
Page 2

cc: Victor Stello, Jr., Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

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FINAL REPORT
REPORTABLE DEFICIENCY 50.55(e)
ARIZONA PUBLIC SERVICE COMPANY (APS)
PVNGS UNIT #1

I Description of Deficiency

During a Bechtel Power Corporation audit of ITT Grinnell Corporation, Warren, Ohio, twelve (12) Size #1 and Size #2, Figure 211 Sway Strut Assemblies (linear component standard supports) were found to have welds less than required by the ASME Section III Code.

ITT Grinnell Corporation Sway Struts, fabricated prior to November 15, 1980, had fillet weld requirements which were 1/16" undersized to ASME Section III Code. Per Subsection NF, Appendix XVII, Paragraph 2452.1 and Table 2452.1-1, the fillet weld minimum requirement is 5/16". ITT Grinnell Corporation drawings called for a 1/4" fillet weld. The Bechtel audit revealed that the applicable supplier drawing was revised to require the correct fillet weld; however, ITT Grinnell Corporation did not rework or preclude shipment of "in-stock" items. Subsequent surveillance activity revealed the subject sway struts had been delivered to the PVNGS jobsite for use in safety-related piping systems. A total of seventeen (17) struts have been received at PVNGS, seven (7) of which were installed, that were fabricated to undersized fillet requirements.

II Analysis of Safety Implications

It cannot be determined without extensive analysis whether the above items, if not detected, could have resulted in a safety significant event since each sway strut installation is different. This condition is considered reportable based on the supplier's noncompliance to purchase order specification requirements even after the noncomplying condition was documented in the supplier's facility prior to shipment.

III Corrective Action

Stop Work Notice 80-SW-3 was issued to prevent further installation of the discrepant struts.

A decision has been made to return the subject material to the supplier. The project corrective action is to only install safety-related sway struts which comply with Code requirements.

