

Bechtel Associates Professional Corporation

Attachment
Howe-276-79

SUBJECT: MCAR 32 (Issued 7/20/79)
States Terminal Block, Cracked Disconnect Links

INTERIM REPORT 2

DATE: October 22, 1979

PROJECT: Consumers Power Company
Midland Plant Units 1 & 2
Bechtel Job 7220

Introduction

This report is submitted to provide the current interim status and current course of action required pursuant to MCAR 32 and Bechtel NCR 2362.

Description of Discrepancy

Refer to Interim Report 1 (revised) dated August 10, 1979.

Probable Cause

Refer to Interim Report 1 (revised) for a description of potential causes of the cracked disconnect links. The actual cause for the failures has not been definitely determined; however, the manufacturing process and the type of material used in the process are now considered as the most probable primary causes.

Corrective Action

To date, three meetings have been held among Bechtel, CPCo, and Multi-Amp Corporation (States) to determine corrective action as well as probable cause. These meetings proceeded in the following order:

Meeting No. 1 - September 19, 1979, at Bechtel's Ann Arbor Office between Bechtel and CPCo

Meeting No. 2 - September 26, 1979, at the Midland jobsite between Bechtel, CPCo and Multi-Amp (States).

Meeting No. 3 - October 16, 1979, at Multi-Amp's (States) Dallas headquarters between Bechtel, CPCo, and Multi-Amp (States).

As a result of these meetings the following action items were acted upon:

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Bechtel Associates Professional Corporation

Attachment
Howe-276-79

MCAR 32
Interim Report 2
October 22, 1979
Page 2

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- 1) CPGO initiated a search of their records for their facilities to identify any other link failure of States terminal blocks. They found no extensive failure problems with the sliding links, only isolated cases.
- 2) Bechtel is developing an inspection plan for determining the extent of cracked links in the major equipment using States terminal blocks. The inspection activity is to be completed by the end of December, 1979.
- 3) States and CPGO independently conducted metallurgical failure analyses to determine the probable cause of the sliding link failures. Both CPGO and States have agreed to investigate, via additional metallurgical testing, the findings of each others' preliminary metallurgical analysis. As of this date, no conclusive results are available, since the additional metallurgical tests are not complete.

Safety Implication

Refer to Interim Report 1 (revised).

Forecast Date for Corrective Action

An exact date for the corrective action to be completed cannot be established until:

- 1) The cause of the cracks is determined.
- 2) The inspection plan is implemented and all results are received and evaluated.

A schedule for completion of the corrective action will be provided in the next report.

Submitted by: J. C. Sabelli

Approved by: LHC/Dr. V. S. S. S. S. S.

Concurrence by: K. Bailey

CS/jt

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