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TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

OFFICIAL COPY

March 3, 1981

HTRD 50-518, -519, -520, -521/81-06
PBRD 50-553/81-07, -554/81-05

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303



Dear Mr. O'Reilly:

HARTSVILLE AND PHIPPS BEND NUCLEAR PLANTS - REPORTABLE DEFICIENCY -
TRANSAMERICA DELAVAL DIESEL GENERATOR TURBOCHARGER THRUST
BEARINGS (HTRD-50-518, -519, -520, -521/81-06, PBRD-50-553/81-07,
-554/81-05)

The subject deficiency was initially reported to NRC-OIE, Region II, Inspector R. W. Wright on January 30, 1981, as NCR's HTA MEB 81-02, HTB MEB 81-02, and PBN MEB 81-01. In compliance with paragraph 50.55(e) of 10 CFR Part 50, we are enclosing the first interim report on the subject deficiency. We consider 10 CFR Part 21 applicable to this nonconformance. TVA anticipates transmitting the final report on or before July 14, 1981. If you have any questions, please call Jim Domer at FTS 857-2014.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills
L. M. Mills, Manager

Nuclear Regulation and Safety

Enclosure

cc: Mr. Victor Stello, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE

HARTSVILLE AND PHIPPS BEND NUCLEAR PLANTS
TRANSAMERICA DELAVAL DIESEL GENERATOR TURBOCHARGER THRUST BEARINGS
10 CFR PART 50.55(e)
HTRD-50-518, -519, -520, -521/81-06
PBRD-50-553/81-07, -554/81-05
REPORT NO. 1 (INTERIM)

Description of Deficiency

Transamerica Delaval (TDC) has notified the NRC (letter dated December 16, 1980) of a potential defect in the standby diesel generators that TDC has supplied to TVA. The potential defect exists in the lubrication oil system that supplies oil to the turbocharger bearings.

The oil seal of the turbocharger is a labyrinth type seal which is only effective when the turbocharger is in operation. Because of the possibility of seal leakage when the turbocharger is at rest (engine standby mode), turbocharger thrust bearings may be prematurely worn.

Interim Progress

TVA is awaiting Transamerica Delaval action to address the subject deficiency.