

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

July 31, 1981

PBRD-50-554/81-10

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:

PHIPPS BEND NUCLEAR PLANT UNIT 2 - REPORTABLE DEFICIENCY - DIESEL
ENGINE OIL PLUGS - PBRD-50-554/81-10

The subject deficiency was initially reported to NRC-OIE, Region II, Inspector Pete Taylor on June 30, 1981 as NCR PBN MEB 81-02. In compliance with paragraph 50.55(e) of 10 CFR Part 50, we are enclosing the first interim report on the subject deficiency. TVA anticipates transmitting the next report on or before October 15, 1981. We consider 10 CFR Part 21 applicable to this nonconformance. 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
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE
PHIPPS BEND NUCLEAR PLANT
DIESEL ENGINE OIL PLUGS
PBRD-50-554/81-10
10CFR50.55(e)
REPORT NO. 1 (INTERIM)

On June 30, 1981 TVA informed NRC-OIE, Region II, Inspector Pete Taylor of a potentially reportable condition under 10CFR50.55(e) regarding diesel engine oil plugs. The vendor, Transamerica Delaval, notified NRC of this condition in a letter dated June 3, 1981 pursuant to the requirements of 10 CFR 21. This is the first interim report on this deficiency. We expect to supply you with our next report by October 15, 1981.

Description of Deficiency

Transamerica Delaval, Incorporated, Oakland, California, informed TVA of a potential defect in a component of a standby diesel generator engine which was supplied to Phipps Bend Nuclear Plant unit 2. This deficiency applies only to one engine (serial number 77034-2932). This engine was shipped in May 1981.

There exists a potential problem with oil plugs which seal oil passages drilled in the crank shaft. The potential defect was caused by improper installation. This plug is rolled into the crankshaft using an expansion tool. The plug is a slight drive fit in the crankshaft. It was driven into the shaft using a steel tool. The tool used on this engine was undersized. The mechanic used excessive force during installation, causing an upset on the bottom of the plug. This upset could lead to failure of the plug.

Corrective Action

The existence of the upset can be determined by visual inspection. Transamerica Delaval will perform the required inspection and repair at the site. To prevent recurrence of this problem, a new hardwood driver is now used by Transamerica Delaval.