

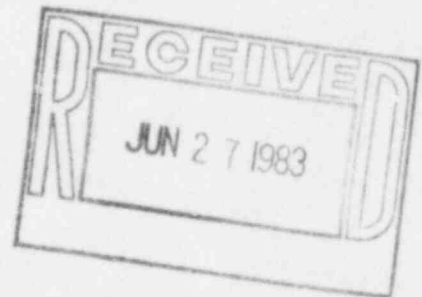


KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER
VICE PRESIDENT - NUCLEAR

June 24, 1983

Mr. W.C. Seidle, Chief
Reactor Projects Branch 2
U.S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011



KMLNRC 83-078

Re: Docket No. STN 50-482

Ref: KMLNRC 83-031 dated 3/21/83 from GLKoester,
KG&E, to WCSeidle, NRC

Subj: Final 10CFR50.55(e) Report - Bolt Torque on
Instrument Mounts

Dear Mr. Seidle:

The Referenced letter provided an interim report on a 10CFR50.55(e) item concerning the bolt torque on instrument mounts. This letter provides the final report concerning bolt torque on instrument mounts.

The attached final report is submitted pursuant to 10CFR50.55(e). If you have any questions concerning this subject, please contact me or Mr. Otto Maynard of my staff.

Yours very truly,

GLK:bb
Attach

cc: RCDeYoung, w/a
HRoberts/WSchum, w/a

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10CFR50.55(e) Final Report

On

Bolt Torque on Instrument Mounts

For

Wolf Creek Generating Station, Unit No. 1

Kansas Gas and Electric Company

June 24, 1983

I. INTRODUCTION

During a surveillance of instrument installations, a potentially reportable item was revealed concerning torque values for instrument mounting bolts. On February 22, 1983, Kansas Gas and Electric Company notified NRC Region IV of this matter. An interim report was then submitted to the NRC on March 21, 1983.

II. DESCRIPTION OF DEFICIENCY

The designer's specifications state that instruments should be installed in accordance with the manufacturer's specifications when they provide torque requirements for mounting bolts. If a specific torque value is not provided, the designer then recommends that the bolts be torqued snug using an eight to twelve-inch wrench. For three types of instruments supplied by ITT Barton, the bolts were potentially improperly torqued. The vendor's bolt torque specifications were not being picked up on the traveler. This resulted in bolts being torqued snug rather than to the vendor's specified torque value.

In the interim the traveler was revised to include the specified bolt torque value. However, when attempting to go back and correctly torque these bolts, it was found that the vendor specified torque value was too high and mounting bolts for the vendor's instruments broke. Therefore, the designer was requested to evaluate this item and to provide revised torque specifications for these instrument mounting bolts.

These instruments supplied by ITT Barton are used by other utilities. However, KG&E does not have a listing of users.

III. ANALYSIS OF SAFETY IMPLICATIONS

The designer's evaluations indicate that torquing these bolts snug rather than to the vendor's specifications, would not have adversely affected the safety of operations of the plant. However, if the bolts had been installed according to the manufacturer's specifications, they would have been overtorqued. Therefore, rather than performing a safety analysis, the conservative assumption was made that this deficiency could have adversely affected the safety of operations of the plant. This matter is therefore reportable under 10CFR21/50.55(e).

IV. CORRECTIVE ACTION

The bolts of these instruments that were torqued using the manufacturer's specifications are now considered to be overtorqued. These bolts will be replaced and torqued using the revised requirements specified by the designer. It is anticipated that approximately two months will be required to complete the corrective action. In any event, the corrective action will be completed prior to fuel load.