

**Transamerica
Delaval**

Transamerica Delaval Inc.
Engine and Compressor Division
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82-723-000

October 28, 1982

Director, Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Sir:

In accordance with the requirements of Title 10, Chapter 1, Code of Federal Regulations, Part 21, Transamerica Delaval, Inc. hereby notifies the Commission of a potential defect in a component of the DSRV or DSR Standby Diesel Generator. There exists a potential problem with the engine piston skirt casting which could result in engine non-availability.

Transamerica Delaval has supplied the DSR and DSRV engines to the following utilities:

Duke Power Company	Catawba	S/N	75017
		S/N	75018
		S/N	75019
		S/N	75020
Tennessee Valley Authority	Stride	S/N	77026
		S/N	77027
		S/N	77028
		S/N	77029
		S/N	77030
			77031
			77032
			77033
			77034
			77035
Texas Utilities	Commanche Peak	S/N	76003
Gulf States Utilities	River Bend	S/N	74039
		S/N	74040
Carolina Power & Light	Shearon Harris	S/N	74046
		S/N	74047
Georgia Power Co.	Vogtle	S/N	76021
		S/N	76022
		S/N	76023
		S/N	76024

At present none of these units have been placed in commercial operation.

The Piston Skirts were manufactured and installed in the engine by Transamerica Delaval.

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The potential problem is the possibility of residual stress caused by the method of heat treating of Piston Skirts used between December 1978 and October 1981.

This residual stress in combination with operating stress could cause cracking of the Piston Skirt during operation which could result in engine failure if undetected.

We recommend that the Pistons be removed from the engines and returned to Transamerica Delaval's plant in Oakland, Calif. Transamerica Delaval will inspect, stress relieve, and return the Pistons for reinstallation. Any Piston Skirts which are found defective will be replaced.

A copy of this letter will be sent to each of the cognizant parties listed in paragraph 2 no later than November 18, 1982. Transamerica Delaval has in stock sufficient Piston Skirts and related parts to handle this change. The engine Instruction Manual contains instructions on how to replace Pistons, and each site has a copy of the Instruction Manual. Transamerica Delaval will furnish related parts and technical services as required upon request and in accordance with each individual contract.

All of the sites involved are in various states of construction, so we cannot estimate when the change out will be completed. Removal of Pistons requires the ability to bar the engine over. This can only be done after the engine is installed on its foundation and the flywheel has been installed.

Our evaluation of this matter was concluded on October 27, 1982.

Sincerely,

RE Boyer

R. E. Boyer, Manager
Quality Assurance

REB:hw