

Washington Public Power Supply System

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November 19, 1981
G02-81-0480

Docket No. 50-397

Mr. R. H. Engelken
U.S. Nuclear Regulatory Commission
Region V
1450 Maria Lane
Suite 210
Walnut Creek, California 94596

Dear Mr. Engelken:

Subject: SUPPLY SYSTEM NUCLEAR PROJECT NO. 2
10CFR50.55(e) POTENTIALLY REPORTABLE CONDITION #98
OUT OF CALIBRATION TORQUE WRENCHES

Your staff was informed of a potentially reportable condition regarding torque wrenches which were used and subsequently found to be out of calibration. Attached is an updated report on this subject. A further update or final report will be provided by February 5, 1982.

Very truly yours,

R. G. Matlock
R. G. Matlock
Program Director, WNP-2

RGM/RH/kd

Attachment: Interim Report

cc: W.S. Chin BPA - Site
A. Forrest, Burns and Roe - HAP0
N.D. Lewis, NRC - Olympia
J. Plunkett, NUS Corp. - Clearwater, FL
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EDC WNP-2 Files

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INTERIM REPORT
WASHINGTON PUBLIC POWER SUPPLY SYSTEM
DOCKET NO. 50-397
LICENSE NO. CPPR-93
10CFR50.55(e) REPORTABLE CONDITION NO. 98
OUT OF CALIBRATION TORQUE WRENCHES

POTENTIAL PROBLEM

In the time period March 1979 to June 1980, it was determined that a number of torque wrenches used by the 215 Contractor were out of the permissible + 15% calibration tolerance. It was further determined that the contractor's installation procedure could not identify which items the wrenches had been used on, i.e., safety related or non-safety related. The out of tolerance varied from -40% to +100% at the calibrated point.

APPROACH TO RESOLUTION OF THE PROBLEM

The Supply System has identified the use of a Special Requirements Checklist (SRC) as the method that would be employed to resolve this deficiency. Basically, the SRC is a controlled document which specifies a series of documentation and hardware checks to be performed by the mechanical contractor in order to resolve the subject problem.

STATUS OF PROPOSED RESOLUTION

A preliminary evaluation of the re-calibration data for a number of the torque wrenches reported as out of calibration by the 215 Contractor has indicated that only about 20% of these wrenches were out of calibration far enough to represent a potential problem with respect to over or under torquing of concrete anchors. In addition, the magnitude of the out of calibration high errors which would lead to over torquing are such that in a number of cases the wrenches in question would only produce an over torque problem in certain sizes and/or types of anchors.

At this point it still appears fruitful to pursue the evaluation of the torque wrench calibration data, work records and the installation/rework program history to determine if the anchors in question can be isolated to a group amenable to a direct rework program. The near term plan described below is focusing on resolving the problem.

Item No. 1

Complete the evaluation of the torque wrench inspection reports and associated re-calibration data. Identify the specific torque wrench/ anchor bolt combinations which represent an unacceptable over or under torque condition. Approximately one third of the 222 out of calibration inspection reports have been evaluated at this time.

Item No. 2

Identify the Seismic Category I hangers or groups of hangers where these wrenches were used during the period that the wrenches were out of calibration.

STATUS OF PROPOSED RESOLUTION (CONT.)

Item No. 3

Complete the review of the history of the Contract 215 anchor bolt installation and rework programs and correlate this history with the requirements for torque wrench utilization and calibration and the occurrence of the out of calibration problems as identified by items 1 and 2 above.

Item No. 4

Develop the integral inspection criteria/techniques and associated sampling plan that would be required to address the existence of over or under torque conditions in combination with the other concrete anchor parameters required to be evaluated in response to IE Bulletin 79-02.

Item No. 5

Based on items 1 through 4 above, identify the preferred approach to resolve the out of calibration torque wrench problem and provide the supporting documentation.

These near term activities will have been completed and evaluated by January 1, 1982.

REASON FOR DELAY OF FINAL REPORT

The final report will be delayed until inspections and rework activities are completed.

PROJECTED COMPLETION OF CORRECTIVE ACTION AND FINAL REPORT

It is anticipated that the final report identifying the resolution of this issue and any associated corrective action will be provided by February 5, 1982.