

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

May 18, 1982

USNRC REGION II
ATLANTA, GEORGIA

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BLRD-50-438/81-16

BLRD-50-439/81-16

U.S. Nuclear Regulatory Commission
Region II

Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - REACTOR BUILDING COOLING FANS -
BLRD-50-438/81-16, BLRD-50-439/81-16 - SIXTH INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector R. W. Wright on January 28, 1981 in accordance with 10 CFR 50.55(e) as NCR 1351. This was followed by our interim reports dated February 27, June 2, September 3, and December 16, 1981 and February 17, 1982. Enclosed is our sixth interim report. We expect to submit our next report by November 23, 1982. We consider 10 CFR Part 21 to be applicable to this deficiency.

If you have any questions concerning this matter, please get in touch with R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills
L. M. Mills, Manager
Nuclear Licensing

Enclosure

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

Mr. James McFarland (Enclosure)
Senior Project Manager
Babcock & Wilcox Company
P.O. Box 1260
Lynchburg, Virginia 24505

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ENCLOSURE

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2
REACTOR BUILDING COOLING FANS

NCR 1351

BLRD-50-438/81-16, BLRD-50-439/81-16

10 CFR 50.55(e)

SIXTH INTERIM REPORT

Description of Deficiency

The reactor building cooling system consists of three integral fan cooling coil units as well as other equipment. Onsite inspection of the fan motors by a service representative of the motor manufacturer (Reliance Electric Motor Company, Cleveland, Ohio) revealed that old grease in the bearings had become hard and that grease was forced onto the motor winding when new grease was pumped into the bearings.

The Reliance service representative also witnessed the regreasing of the motor bearings. It was noted that grease easily purged out of the relief hole with the relief tubing disconnected; but when the tubing was reconnected, grease did not purge properly from the relief tubing. Instead, it passed across the seal and onto the windings. This is because of the fact that the grease relief tubing in these fans is undersized. Also, these fans are required to receive semiannual maintenance to include the purging of bearing grease. This cannot be easily accomplished with the present configuration of grease relief tubing.

The units were purchased from B&W.

Interim Progress

A field change request (FCR) was generated on January 12, 1982, to document removal of the grease relief tubing. The tubing has been removed and the grease relief holes have been plugged. All corrective action has now been completed except for clarification of lubrication requirements for the motors. TVA is awaiting a revised lubrication schedule from B&W.