

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

May 26, 1983

BLRD-50-438/83-02

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

BELLEFONTE NUCLEAR PLANT UNIT 1 - FAILURE OF AIR COMPRESSOR MOTOR -
INGERSOLL RAND - BLRD-50-438/83-02 - SECOND INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector P. E. Fredrickson on December 9, 1982 in accordance with 10 CFR 50.55(e) as NCR 2102. This was followed by our first interim report dated January 7, 1983. Enclosed is our second interim report. NCR 2231 has since been reported and is now being included as part of this 50.55(e) concern. We expect to submit our next report on or about January 9, 1984.

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, D.C. 20555

Records Center (Enclosure)
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, Georgia 30339

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ENCLOSURE

BELLEFONTE NUCLEAR PLANT UNIT 1
FAILURE OF AIR COMPRESSOR MOTOR - INGERSOLL RAND
NCRs 2102, 2285
BLRD-50-438/83-02
10 CFR 50.55(e)
SECOND INTERIM REPORT

Description of Deficiency

During performance of a functional test on stationary air compressor motor 1RJ-EMOT-002-B, the motor failed during an attempted restart. This was the second instance of this type of failure on this type and size motor (nonconformance report 1942). NCR 2285 documents a third failure of the same size and type motor.

Bellefonte is the only TVA nuclear plant to use this size motor and system configuration.

Interim Progress

TVA indicated in our previous report on this deficiency that the motor stators were to be returned to the vendor for rework. However, TVA has since determined that Class 1E motors will be used for this application and has initiated discussions with the vendor in order to secure the Class 1E motors.

TVA is continuing to investigate the nonconformance to determine the root cause of the problem and the actions required to prevent recurrence. TVA will provide further details in the next report.