

FAX TRANSMITTAL

DRESSER-RAND

STEAM TURBINE, MOTOR & GENERATOR DIVISION
WELLSVILLE, NEW YORK

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Date: August 5, 1994

To: NRC Operations Center Fax No. 301-816-5151

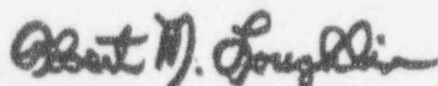
From: Robert M. Loughlin

Subject: "Verbal" Notification by facsimile of a Potential
Safety Hazard - 10CFR Part 21 Initial Report No. 038

A copy of approved 10CFR Part 21 Initial Report No. 038 is
provided as pages 2 and 3 of this facsimile transmittal (complete
transmittal is 3 pages).

Dresser-Rand Steam Turbine, Motor & Generator Division will
submit a written Final Report no later than September 2, 1994.

Questions relating to this 10CFR Part 21 Report may be directed
to the undersigned.



Robert M. Loughlin
Manager - Nuclear and Navy Product Engineering

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Form EF-065

Rev B

Nuclear NNSOP 1.2.001

NNSOP 1.2.001, Rev. 2, Page 7 of 9

REPORT NO. 038

**INITIAL REPORT 10CFR PART 21
REPORT OF A POTENTIAL SAFETY HAZARD****1. ISSUED TO:**

<u>Robert Loughlin</u>	Mgr. Navy/Nuclear Eng.
<u>Richard Kling</u>	Nuclear Product Eng.
<u>Harold Paris</u>	QA Manager
<u>P. J. Hoffmann</u>	VP Engineering
<u>John Gegus</u>	VP Engineered Products SBU
<u>Peter Salvatore</u>	VP Parts and Service Business
	Unit- DRSD

Date: July 26, 1994File No.: E-37686A/BSerial No.: T37686A/BType: GS2NRef.: N/APart No.: N/ADwg. No.: Gimpel P-2989Rev. Level: -PREPARED BY: Richard KlingTITLE: Supv. N/N Prod. EngPART NAME: Gimpel - Trip & Throttle Valve**DESCRIPTION OF DEFECT:**

During the testing of the aux. feed pump turbine (AFPT) No. 1 at Toledo Edison the Gimpel trip throttle valve would not open. The valve indicated 28 percent open in the tripped position, but in reality the valve was closed 0 percent open and the valve stem had unthreaded itself from the coupling. This prevented the valve from opening.

2. ENGINEERING EVALUATION & RECOMMENDATION:See attached page.

Evaluation/Recommendation Prepared By: _____ Title: _____ Date: _____

Approved by Mgr.-Navy/Nuclear Product Engineering: _____ Date: _____

3. DISPOSITION, CHECK ONE☒ Yes, this constitutes a safety hazard and requires that a report be prepared (Form NN-0002)☐ No, this does not constitute a safety hazard and does not require any further reportingDisposition by D-R President: [Signature]Date: 5 Aug 94

RETURN TO MGR.-NAVY & NUCLEAR PRODUCT ENGINEERING

2. ENGINEERING EVALUATION & RECOMMENDATION:

To our knowledge this experience at Toledo Edison represents the first time that this defect has been encountered, and it seems probable that it is an isolated incident. However, as the incident illustrated, if a valve stem coupling is not adequately secured to the trip throttle valve stem, the valve stem can unthread from the coupling and prevent the valve from opening either completely or partially. In this condition the turbine is unable to operate as required to perform its intended safety function.

By design secure attachment of the coupling to the stem is assured by proper installation of a setscrew which is inserted through a threaded hole in the coupling and seated firmly against a drilled indentation (.25 diameter x .125 deep) or machined flat (.25 wide x .125 deep) on the stem. Since proper assembly requires adjustment of the stem position within the coupling, the indentation or flat can be machined on the stem only after proper location is determined during assembly. In this case at Toledo Edison there was no evidence that any indentation or flat had been machined during the assembly of the coupling and stem. Failure to include this step in the assembly is believed to be the reason that the stem was able to eventually unthread from the coupling.

Based on the information relating to the Toledo Edison incident that has been made available to us and on initial discussions with Gimpel (the trip valve manufacturer) and with Dresser-Rand Quality Assurance personnel, Product Engineering has the following recommendations.

1. This defect does constitute a safety hazard and requires that a report be prepared.
2. All trip throttle valve stems supplied in the future by Dresser-Rand should be tagged with instructions defining proper procedures for securing the valve stem to the coupling.
3. All trip throttle valve stem couplings supplied in the future by Dresser-Rand should also be tagged per item 2 above.
4. The dedication procedure for these couplings should be enhanced to include confirmation that the setscrew hole is properly tapped fully through.
5. Dresser-Rand Quality Assurance should implement a dedication practice for any complete valve assemblies purchased from Gimpel to provide objective confirmation that the stem and coupling assembly procedure is fully and properly carried out.
6. Nuclear customers having these Gimpel trip valves should be made aware of this potential defect and advised to confirm appropriate assembly at first convenient opportunity.

Evaluation/Recommendation Prepared by: Richard King Title: Product Eng Date: 8/4/94
Approved by Mgr.-Navy/Nuclear Product Engineering: Pat M. English Date: 8/4/94