50-388

PP&L Pennsylvania Power & Light Company
Two North Ninth Street • Allentown, PA 18101 • 215 / 770-5151

Norman W. Curtis
Vice President-Engineering & Construction-Nuclear
215/770-7501

July 22, 1983

Dr. Thomas Murley
Regional Administrator, Region I
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

SUSQUEHANNA STEAM ELECTRIC STATION
FINAL REPORT OF A DEFICIENCY INVOLVING IMPROPERLY
TORQUED SHOCK SUPPRESSOR SCREWS
ER 100508 FILE 821-10
PLA-1754

Dear Dr. Murley:

This letter serves to provide the Commission with a final report on improperly torqued shock suppressor screws on various Unit #2 piping systems.

This deficiency was originally reported by telephone to Mr. R. Architzel of NRC Region I on June 22, 1983 by Mr. J. Saranga of PP&L.

The attachment to this letter contains a description of the deficiency, its cause, an analysis of safety implications, and the corrective actions taken. This information is furnished pursuant to the provisions of 10CFR50.55(e).

Since the details of this report provide information relevant to the reporting requirements of 10CFR21, this correspondence is considered to also discharge any formal responsibility PP&L may have in compliance thereto.

We trust the Commission will find this report satisfactory.

Very truly yours,

N. W. Curtis
Vice President-Engineering & Construction-Nuclear

MHC:sab

Attachment

IE27

cc: Mr. Richard C. DeYoung (15)
Director-Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. G. McDonald, Director
Office of Management Information & Program
Control
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. Gary Rhoads
U.S. Nuclear Regulatory Commission
P.O. Box 52
Shickshinny, PA 18655

Records Center
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, GE 30339

ATTACHMENT TO PLA-1754

SSES PLA-1754
ER 100508 File 821-10
Dr. Thomas Murley

FINAL REPORT

SUBJECT:

Improper Torquing of Snubber Screws on Unit #2 Piping Systems

DESCRIPTION:

During a PP&L QA review of the Bechtel shock torque program, it was discovered that one Bechtel Field Engineer was improperly torquing pivot mount assembly screws on ITT Grinnell PSA #10 shock suppressors. ITT Grinnell's installation procedure requires torquing of the PSA #10 shock suppressor's pivot mount assembly screws to 440 in-lb. Contrary to the above, the Bechtel Field Engineer torqued numerous PSA #10 shock suppressor pivot mount assembly screws to 120 in-lb.

CAUSE:

The governing ITT Grinnell procedure specifies different pivot mount assembly screw torque values for each size shock suppressor. The Bechtel "Snubber Construction Checklist" did not identify these different values. Consequently, one of the Bechtel Field Engineers mistakenly torqued the PSA #10 shock suppressors to the value specified for PSA #3 shock suppressors (120 in-lb).

SAFETY IMPLICATIONS:

Undertorqued pivot mount assembly screws could loosen under load causing partial separation of the suppressor from the extension piece. Ineffective suppressor operation could result. Additionally, disengagement of the extension piece from the suppressor could occur rendering the suppressor inoperable.

In light of the above, this condition represents a significant deficiency in construction which would have adversely affected the safe operation of Unit #2. Therefore, this condition is reportable under the provisions of 10CFR50.55(e).

CORRECTIVE ACTIONS:

Bechtel NCR 11102 documents the improperly torqued PSA #10 shock suppressor pivot mount assembly screws. All PSA #10 pivot mount assembly screws improperly torqued to 120-in-lb by the Bechtel Field Engineer have been loosened and retorqued to the correct value of 440 in-lb. NCR 11102 was closed on 6/22/83.

The following corrective actions have been taken to prevent the recurrence of this deficiency:

1. The Bechtel Field procedure (FP-P-20) governing shock suppressor installation was revised to include a table in the "Snubber Construction Checklist" delineating the torque values for each size suppressor.

2. Each of the Bechtel Field Engineers responsible for torquing shock suppressors attended a training session which emphasized the use of the correct torque values.

3. A Bechtel Staff Engineer was assigned to perform periodic reviews of the torque crew to insure program compliance.