Washington Public Power Supply System
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September 6, 1983
G01-83-0430

Nuclear Regulatory Commission
Region V
1450 Maria Lane, Suite 210
Walnut Creek, California 94596

Attention: Mr. D.M. Sternberg
Chief, Reactor
Projects Branch No. 1

Subject: NUCLEAR PROJECT NOS. 1 AND 4
DOCKET NO. 50-460 and 50-513
10CFR50.55(e) REPORTABLE CONDITION
EMERGENCY DIESEL GENERATOR GOVERNOR
DRIVE COUPLING

References: A) Telecon, C.R. Edwards, Supply System to P.P. Narbut, Region V, Nuclear Regulatory Commission, August 19, 1982.
B) Letter G01-82-0569, same subject, R.W. Root to D.M. Sternberg, dated September 20, 1982.

In Reference A, the Supply System informed your office of a reportable deficiency in accordance with the requirements of 10CFR50.55(e). Reference B was an interim response on the subject deficiency.

Attachment A has not required updating since the last interim report and includes a brief description of the identified deficiency and the Project's planned corrective action. Based on the current construction status at WNP 1/4, the Supply System will not be able to issue a final report at this time. An update will be provided at construction restart.

If you have any questions or desire further information, please advise.

R.A. De Lorenzo
Program Director

RAD/LCO/cmh

Attachment

cc: TA Mangelsdorf, BPC (852)
V. Mani, UE&C (899)
G. Haren, UE&C (895)
NRC Document Control Desk

FDCC (899)
BDCC (828)
ORM (847)

1/1 IE-27

ATTACHMENT A
WNP-1/4
DOCKET NOS. 50-460 AND 50-513
REPORTABLE CONDITION PER 10CFR50.55(e)
EMERGENCY DIESEL GENERATOR GOVERNOR DRIVE COUPLING

Background

The Supply System purchased Emergency Diesel Generators, two per plant, from Transamerica Delaval. A problem exists with the material used for the governor drive coupling which could result in loss of engine availability. Transamerica Delaval has reported this deficiency under the requirements of 10CFR Part 21.

Description of the Deficiency

The governor drive coupling is manufactured by Koppers Co. Inc. and is installed by Transamerica Delaval. The potential defect is related to the isoprene material used in the governor drive coupling elements. The isoprene material was designed for atmospheric use and is not suitable for use in the high temperature and oil atmosphere encountered in the engine's gear case. The isoprene rubber deteriorates rapidly and ultimately fails.

Safety Implications

The governor coupling is "fail-safe" and will mechanically lock-up when the element fails, but sufficient frequency instability could be induced that would result in the engine tripping off line.

Corrective Action

Review of the problem by the manufacturer and Transamerica Delaval resulted in changing the material for the drive element to neoprene. Neoprene is a suitable material for the application.

A field change document has been prepared and approved by the Architect Engineer to implement the changeout of the coupling drive element material. Installation will be performed by a site contractor after restart of WNP-1. For WNP-4, the change will be filed and tracked until disposition of WNP-4 is known.