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Subject: River Bend Station - Unit 1
Docket No. 50-458
Special Report - Failure of Division II EDG Exhaust Bolts

File No.: G9.5, G9.25.1.3

RBG-41166
RBF1-95-0023

Gentlemen:

On December 21, 1994, a monthly operability surveillance was being performed on the Division II Emergency Diesel Generator (EDG). Subsequent to the successful loading of the diesel, an increase in the exhaust noise level was recognized. As the test proceeded, the source of the increased noise was located at the exhaust manifold of the number eight cylinder. Visual inspection of this area, while the test was ongoing, identified that two of the four bolts in the exhaust manifold flange of the number eight cylinder were broken. Based on the identification of this condition, a conservative decision was made to terminate the test before its completion; however, a post-test assessment has concluded that the EDG was not inoperable as a result of this condition. The diesel had successfully run in a loaded condition for less than one hour when the test was terminated.

Immediate corrective actions were taken to install four new bolts on the number eight cylinder exhaust manifold. The exhaust manifold flange bolts on the other seven cylinders were checked to verify that none were loose. Upon termination of the test, the diesel vendor was immediately consulted to help assess the impact of this condition on the operability of the EDG. Our assessment concluded that this condition did not adversely affect the EDG's capability to carry the design basis load. After completion of these immediate corrective actions, the surveillance test was satisfactorily completed.

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The same bolts on the Division I diesel were subsequently checked for tightness. A number of these bolts moved slightly when verifying their tightness. As a precaution, these bolts were replaced and checked for crack indications by the magnetic particle method. No indications were found.

Our evaluation of the root cause of this condition has not been completed. A laboratory analysis was performed that concluded that the failure mode of the bolts was high-cyclic fatigue and bending. Note that the diesel vendor has reviewed the adequacy of the bolting material and our installation practices and has concluded that both are fully adequate. A discussion of the completed root cause and appropriate long-term corrective actions will be provided in a supplement to this Special Report by March 9, 1995.

This condition has been evaluated against the criteria provided in Regulatory Guide 1.108 and categorized as a non-valid test and a non-valid failure for the purposes of this Special Report. This report is submitted pursuant to Technical Specification 4.8.1.1.3.

The statistics for valid EDG failures at River Bend were not impacted by this condition. These statistics remain as follows:

Length of time diesel generator was out-of-service: 16.2 hours

Current surveillance intervals:

Division II : monthly

Test intervals conform to Technical Specifications?: Yes

Failures for division II:

1 valid failure in the last 20 valid tests

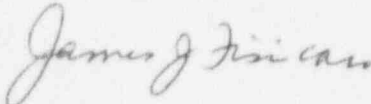
1 valid failure in the last 100 valid tests

Cumulative failures for all River Bend Station diesel generators:

1 valid failure in the last 100 valid tests

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If there are any questions concerning this issue please contact T. W. Gates at (504) 381-4866.



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