

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

December 19, 1983

BLRD-50-438/83-61

BLRD-50-439/83-54

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:

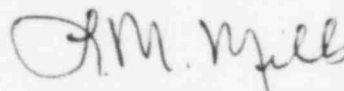
WATTS BAR AND BELLEFONTE NUCLEAR PLANTS UNITS 1 AND 2 - OVERTORQUED STUDS
ON BORG-WARNER GATE VALVE MOTOR OPERATORS - BLRD-50-438/83-61,
BLRD-50-439/83-54 - FIRST INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector
P. E. Fredrickson on November 21, 1983 in accordance with 10 CFR 50.55(e)
as NCR 2390. Enclosed is our first interim report. We expect to submit
our next report by March 28, 1984. We consider 10 CFR Part 21 applicable
to this deficiency.

If you have any questions, please get in touch with R. H. Shell at
FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



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

WATTS BAR AND BELLEFONTE NUCLEAR PLANTS UNITS 1 AND 2

OVERTORQUED STUDS ON BORG-WARNER

GATE VALVE MOTOR OPERATORS

BLRD-50-438/83-61, BLRD-50-439/83-54

NCR 2390

10 CFR 50.55(e)

FIRST INTERIM REPORT

Description of Deficiency

The operator studs on the 6-inch 150 lb motor-operated gate valves (which isolate the auxiliary feedwater (AFW) from the emergency raw cooling water (ERCW)) could not be torqued to the 140-160 ft-lbs specified on Borg-Warner Corporation, (Van Nuys, California) drawing No. 79760. When approximately 70 percent of the recommended torque was applied, the maximum allowable yield stress for these studs was exceeded resulting in elongation.

Interim Progress

Borg-Warner has informed TVA that the torque values specified on the drawing are incorrect and will be revised accordingly. Additionally, Borg-Warner is in the process of reviewing all of their drawings to ensure that torque values are correct.