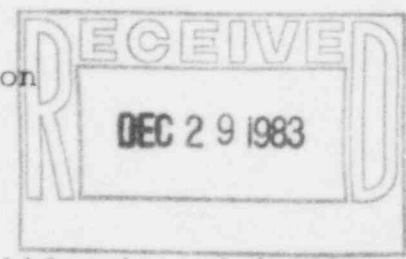


50-445  
50-446



December 20, 1983

Director  
Office of Inspection and Enforcement  
Region IV  
United States Nuclear Regulatory Commission  
611 Ryan Plaza Drive  
Arlington, Texas 76102



Dear Sir:

RTE Delta Corp is located in Stockton, California and is the manufacturer of the generator control panels which serve the Emergency Diesel Generators in the Nuclear Power Plant at Texas Utilities Comanche Peak Station Glen Rose, Texas.

Attached are copies of the following correspondence:

Texas Utilities letter of 11/7/83 to Transamerica Delaval, Inc. (the manufacturer of the Emergency Diesel Generators and the purchaser of our panels).

Transamerica Delaval, Inc. letter of 11/21/83 to RTE Delta Corp requesting our response to the TUSI letter.

RTE Delta Corp letter of 12/2/83 responding to the TUSI request for an explanation and resolution.

It is appropriate to point out that the "nonqualified" component, the States type M-25004 sliding link terminal block actually installed in the panels, is very similar to the Buchanan 4B104 short circuit terminal block the drawings call for. The one ageable material, the molded insulating base, is the same for both. Furthermore, the States Co. advises their product is now prequalified. Consequently, the effect of this chain of events does not in any way degrade the qualification of these panels, but rather, provides a minor alteration in function that was not specified nor desired. It is for that reason that I propose a rather simple field change to bring the panels into agreement with the original specifications.

We do not yet have Transamerica Delaval's reply to our recommendation. When it is received, you will be notified.

Sincerely,

RTE DELTA CORP  
*G. O. Mietz*  
G. O. Mietz  
General Manager

TEL 19  
11

PH/sls  
Attachment

8404170445 831220  
PDR ADDCK 05000445  
S PDR



705 N. Carlton Ave.  
P.O. Box 1995  
Stockton, CA 95201  
209/941-4111  
TLX 359-447

December 2, 1983

Transamerica Delaval, Inc.  
PO Box 2161  
Oakland, CA. 94621  
Attn: John Witt

Subject: TUSI  
Your P/O 62613  
Our S/O 54925  
Ref: Your 11/21/83 letter  
Terminal Block Discrepancy

Dear John,

A quick check of the record reveals a series of unclear instructions and half hearted compliance with them which I am reluctant to reveal, but which may justify the final recommendation I will make, so here are the facts.

1. On 12/17/76 TDI returned drawings including D54925-3 marked to provide sliding-link terminal blocks for all PT and CT secondaries, a total of five 4-point and one 2-point block.
2. No one here questioned this strange request which is not reflected in your specification 76001-103. We proceeded to add four 4-point sliding-link terminal blocks to our drawings for all but one set of CT secondaries (the non-differential set from the generator.) On our Bill of Material, however, the part number for this item (No.59) is for a short-circuit terminal block.
3. The matter lay dormant until 8/1/78 when I received a telephone call from Mr. I. Shah of Gibbs & Hill to advise where the sliding-link terminal blocks are employed. I referred him to our drawing D54925-5 which now included a terminal block layout, and explained they were used on all PT secondaries and some CT secondaries. We agreed that this was odd. He would prefer short-circuit type terminal blocks only on CT secondaries. He also agreed this was not specified. I told him I would check with Delaval.
4. On 8/1/78 I discussed this with Al Louis and explained how it developed that we now have sliding-link TB scattered thru the circuits but that Mr. Shah would prefer short-circuit blocks only on the CT secondaries. Sliding-link TB are not needed at all. Mr. Louis told me he would advise how we are to proceed.
5. On 9/5/78 you sent us a PEMS requesting that 2 pushbutton switches be changed to selector switches and that drawings be revised accordingly.

DESIGNATED ORIGINAL

Certified By

*Rheanne Clark*

6. On 9/22/78 I gave a note to our sales department so they could quote you a price for the pushbutton to selector switch change and suggested that you be given a price to eliminate the sliding-link TB and add short-circuit TB only to the CT-secondaries.
7. One 9/25/78 we quoted TDI prices for the P.B. switch change and the T.B. change.
8. On 10/25/78 Delaval advised to proceed with the P.B. switch change only. We were instructed not to add the short circuit terminal blocks to the CT circuits.

This now brings us to the present.

I was not aware that the part number listed in our Bill of Material, item # 59 (Buchannan No. 4B104) was a short circuit terminal block. You will note that in both our qualification plan (NES-26296-1, P.6) and our qualification report (NES-26296-1TR, P.69) it is still listed as a sliding-link terminal block, same as in the Bill of Material B-54925, sh. 2. The only explanation I have for this is that my predecessors here prepared this Bill of Material and I am not sufficiently familiar with Buchannan products to know that their part no. 4B104 is not a sliding-link terminal block. So I erroneously followed the false trail they blazed, as evidenced by the qualification plan and report cited above, which were prepared under my direction.

My recommendation to resolve this matter is to replace the sliding-link terminal blocks with standard GE type EB-25 terminal blocks and revise our documentation accordingly.

My reasons for this are as follows:

- A. They are available pre-qualified
- B. The qualification can be combined with that for the other terminal blocks (Bill of Material, item 49) already documented in our qualification plan and report, if we need to proceed quickly by procuring commercial grade blocks.
- C. Customer has no use for the sliding-link feature of the terminal blocks now installed.
- D. Customer apparently does not need the short-circuit feature discussed with Mr. Shah (see fact 3, pg. 1) since it was rejected by TDI when proposed by RTE (see fact 7 & 8 above.)
- E. To add short-circuit terminal blocks to the CT secondary circuits at this time would involve a major rewiring, since the CT secondary circuits are not conveniently grouped on the existing terminal blocks and certain potential circuits would have to be wired to other T.B. locations.
- F. It would eliminate the discrepancy between the Bill of Material and the equipment, since we would revise the Bill of Material, the drawings, the qualification plan and report to reflect this action.

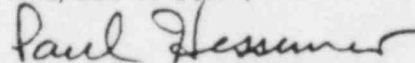
We regret that this situation was permitted to develop. If our proposal is accepted, we would offer to supply replacement EB25 4-pole terminal blocks with covers, similar in every other way to the 12 point terminal blocks used through out the panels, provided they are installed by others. The dimensions and mounting of these replacement blocks is the same as the sliding-link blocks they would replace and the existing wiring and mounting provisions would not be altered. We would include the documentation changes along with those now under discussion with you concerning the change out by TUSI of the G.E. differential relays in the field.

We await your direction in this matter.

At this time, it is appropriate to suggest, again, that the updating of our drawings to reflect all the DCA's affecting our panels (see our 8/5/83 letter to you) also be resolved before we proceed with documenting any changes, regardless of cause.

Very Truly Yours,

RTE/DELTA CORP.



Paul Hessemer  
Manager of Engineering

PH/ph

cc: Bud Greer

**Transamerica  
Delaval**



Transamerica Delaval Inc.  
Engine and Compressor Division  
550 85th Avenue  
P.O. Box 2161  
Oakland, California 94621  
(415) 577-7400

November 21, 1983

RTE-Delta Corporation  
P.O. Box 1995  
Stockton, Calif. 95201

Attention: Bud Greer/*Paul Hester*

Subject: TUSI/COMMANCHE PEAK

Dear Mr. Greer:

The attached correspondence from TUSI is self explanatory,  
and requires your immediate attention and reply.

Sincerely,

*[Signature]*  
John Witt  
Purchasing Agent

JW:jt

Enclosure



# TEXAS UTILITIES SERVICES INC.

P. O. BOX 1002 • GLEN ROSE, TEXAS 76043

TSG-3331

November 7, 1983

Transamerica Delaval Inc.  
Engine and Compressor Division  
P. O. Box 2161  
Oakland, California 94621

Attention: W. V. Dilworth

RECEIVED

NOV 21 1983

DUCT ENGINEERING

WVD PROJECT  
BLB ADMINISTRATION SP

17 1983

CIRC HANDLE DIST SEE  
THE 2 FOLLOW-UP 12/8 WVD  
COMANCHE PEAK STEAM ELECTRIC STATION 76001  
MS-34 Generator Control Panel Terminal Blocks  
P. O. CP-0034

Gentlemen:

As a follow up to the telephone conversation on November 3, 1983 between Vince Dilworth, Perry Desai and Walker Hart, the following describes the problem we have encountered:

*D. Desai* *pls explain & make recommendation by 12/7.*  
*J. Siegel*  
*50w/young* *info*  
*\* w/ dwg attached*

In an effort to replace a broken Class 1E terminal blocks in the Delaval Diesel Generator RTE Generator Control Panel, it was found when fabricating these panels, States Company sliding link terminal blocks were installed rather than the Buchanan 4B104 terminal blocks called for on the attached copies of RTE Delta drawings (identified as item No. 59 on Page 13 and Section 8.32 of Equipment Qualification Test Report Analysis in RTE Delta Qualification Report No. NES-26296-ITR).

Getting a replacement terminal block is not an urgent requirement now as a replacement block can be transferred from Unit #2, however, it is imperative that the situation of having non-qualified Class 1E terminal blocks in service in these panels be resolved.

Please investigate this discrepancy and provide a resolution as soon as possible.

If additional information is required, call either Perry Desai (Ext. 213) or W. Hart (Ext. 449).

Very truly yours,



Peter D. Stevens  
Supervising Engineer  
TUSI Nuclear Engineering

*W. Hart*  
PBS:CLW:LWH:PMD:aq  
Attachment

cc: R. D. Calder  
L. Popplewell  
I. Vogelsang/Fred Hunstable  
J. Rankin