

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

January 24, 1983

HTRD-50-518/83-02, -520/83-02

U.S. Nuclear Regulatory Commission  
Region II  
ATTN: James P. O'Reilly, Regional Administrator  
101 Marietta Street - Suite 3100  
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

HARTSVILLE NUCLEAR PLANT A - REPORTABLE DEFICIENCY - DIESEL GENERATOR  
ENGINE PISTON SKIRT CASTINGS - HTRD-50-518/83-02, -520/83-02

The subject deficiency were initially reported to NRC-OIE, Region II, Inspector Ross Butcher on December 15, 1982, as NCR HTA MEB 8205. In compliance with paragraph 50.55(e) of 10 CFR Part 50, enclosed is our first interim report on the subject deficiency. We consider 10 CFR Part 21 applicable to this deficiency.

TVA has elected to defer construction activities for this project. Deferral does not mean that the project will be cancelled but that TVA is minimizing its expenditures and construction efforts until such time that TVA has sufficient information to indicate whether the project should be completed or cancelled. Therefore, we will not be submitting a final report for this nonconformance until a final decision is made regarding this project.

A 10-day extension on the submittal of this report was discussed with and granted by Ross Butcher on January 17, 1983. If you have any questions, please call Jim Domer at FTS 858-2725.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

*D S Kammer*

for L. M. Mills, Manager  
Nuclear Licensing

Enclosure

cc: Mr. R. C. DeYoung, Director (Enclosure)  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

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ENCLOSURE  
HARTSVILLE NUCLEAR PLANT A  
DIESEL GENERATOR ENGINE PISTON SKIRT CASTINGS  
10CFR50.55(e) FIRST REPORT (INTERIM)  
NCR HTAMEB8205  
HTRD-50-518/83-02, -520/83-02

Description of Deficiency

There exists a potential problem with the piston skirt castings in the standby diesel generator engines supplied to TVA by Transamerica Delaval, Inc. (TDI), of Oakland, California. The potential problem concerns the possibility of residual stress caused by the method of heat treating of the piston. TDI has informed the NRC of this potential problem under 10CFR21 by letter dated November 28, 1982, from R. E. Boyer, Manager, Quality Assurance to the Director, Office of Inspection and Enforcement.

Interim Progress

TDI has recommended the removal of these piston skirts and their return for inspection. Defective items will be replaced by TDI. This action, however, will be deferred until restart of design and construction.