

UNION ELECTRIC COMPANY

1901 GRATIOT STREET
ST. LOUIS, MISSOURI

June 24, 1983

DONALD F. SCHNELL
VICE PRESIDENT

MAILING ADDRESS:
P. O. BOX 149
ST. LOUIS, MISSOURI 63166

Mr. James G. Keppler, Director
U.S. Nuclear Regulatory Commission
Region III
799 Roosevelt Road
Glen Ellyn, IL 60137

50-483

ULNRC-640

Dear Mr. Keppler:

FINAL 10 CFR 50.55(e) REPORT NO. U-55
ROBERTSHAW THERMOSTATIC FLOW CONTROL VALVES
CALLAWAY PLANT UNIT 1

Union Electric Company advised the NRC on May 27, 1983 of a deficiency reportable under the criteria of 10 CFR Part 50.55(e) regarding Robertshaw Thermostatic Flow Control Valves. The valves are employed in the Callaway diesel generators supplied by Colt Industries and function to regulate the engine coolant fluid flow. This deficiency had been reported under Part 21 by Colt and is the subject of IE Information Notice No. 82-56, dated December 30, 1982. The defect involves the potential for the valve stem nut to disengage and thereby lower the coolant temperature setpoint. Operating the diesels with an excessively low coolant temperature may lead to engine damage. This deficiency was reported to both Mr. H. M. Wescott, U.S. NRC Region III and Mr. John Neisler, Callaway NRC Resident Inspector on May 27.

Union Electric has verified through the implementation of a field rework plan that the Callaway diesel generators have the potentially defective valves. Furthermore, consistent with the recommendations of IE Information Notice 82-56, the rework plan provided for installation of a castellated nut and cotter pin and the elimination of the valve body "O" ring. This corrective action is now complete.

8307050096 830624
PDR ADOCK 05000483
S PDR

JUN 27 1983

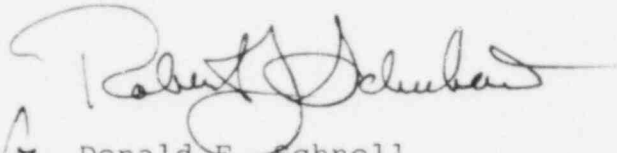
IE27
1/0

Mr. James G. Keppler
June 24, 1933
Page 2

This potential deficiency is considered a significant deficiency as the failure of the flow control valves to maintain the desired coolant flow setpoint could compromise the diesel generator's ability to perform their intended safety function. No other specific analysis of the safety implications of this potential defect has been performed as the potential deficiency has been corrected.

This letter serves as our final report on this subject.

Very truly yours,



Donald F. Schnell

JJS/mc

cc: H. M. Wescott, Region III
Richard DeYoung, Director I&E
John Neisler, NRC Resident Inspector
Missouri Public Service Commission