



GULF STATES UTILITIES COMPANY

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July 2, 1984

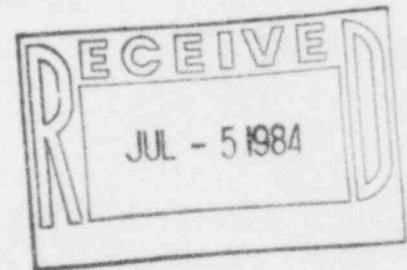
RBG- 18126

File Nos. G9.5, G9.25.1.1

Mr. John T. Collins, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV, Office of Inspection and Enforcement
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011

Dear Mr. Collins:

River Bend Station-Unit 1
Docket No. 50-458
Final Report/DR-163



On June 1, 1984, GSU notified Region IV by telephone that it had determined DR-163 to be reportable under 10CFR 50.55(e). This deficiency concerns a missing set screw on the Transamerica Delaval, Inc. (TDI) diesel generator. The attachment to this letter is GSU's Final 30-day written report pursuant to 10CFR 50.55(e) with regard to this deficiency.

Sincerely,

J. E. Booker

J. E. Booker
Manager-Engineering
Nuclear Fuels & Licensing
River Bend Nuclear Group

JEB/LAE/lp

cc: Director of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

NRC Resident Inspector-Site

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ATTACHMENT

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DR-163 Missing Set Screw on the
Transamerica Delaval, Incorporated
Supplied Diesel Generator

Background and Description of the Problem

The problem involves a missing set screw used to install the flexible coupling drive hubs on the shaft of standby diesel generator A. The problem was identified when TDI notified the U. S. Nuclear Regulatory Commission through 10CFR21 that there was a potential problem with the flexible coupling drive hubs being loose on the shafts in the overspeed governor and fuel transfer pump drive. The hubs are installed on the shaft using a key, a set screw over the key, and a taper pin.

As a result of an inspection of the drive for looseness of the hubs on the shafts, the set screw was discovered missing. TDI was requested to perform an evaluation of the condition. In a telephone conversation with TDI the factory representative indicated that since a taper pin was used, it would have held for a time with the set screw missing, but there is a chance that the pin would vibrate out.

Safety Implication

If the pin vibrated out, the fuel transfer pump shaft would stop turning and the engine would operate only on the auxiliary fuel transfer pump driven by an external source. However, the external source driving the auxiliary fuel transfer pump is non-Class 1E. The diesel could then be rendered unavailable (by concurrent loss of non-Class 1E power).

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Corrective Action

When RBS was notified in TDI Service Information Memorandum (SIM) NBR 363 to check the coupling, RBS was advised to use Loctite 680 when reassembling the coupling. This would preclude the set screw from backing out. Subsequently, the set screw was found missing. The hub was reinstalled and the pin and new set screw were installed using Loctite 680 in conformance with TDI's SIM. To prevent recurrence of this problem, TDI modified its procedure for installation of the hubs, key, setscrew, and pin to use Loctite 680 in accordance with the manufacturer's recommendation. This problem was noted on diesel generator 1EGS*EG1A. Rework Control Form Number M597 was issued to inspect diesel generator 1EGS*EG1B according to TDI SIM NBR 363 to implement the suggested corrective action for the suspect overspeed governor drive coupling.