



COOPER-BESSEMER RECIPROCATING

F. Bruce Stolba
Vice President and General Manager

March 4, 1985

Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

ATTENTION: Director of Inspection and Enforcement

Gentlemen:

In accordance with the requirements of the Nuclear Regulatory Commission rules, and in particular 10CFR21, we wish to advise you of an incident involving one of our engines used for driving a standby power generator. I was advised of this situation on Saturday, March 2, 1985.

The engine in question is known as a KSV-20. The twenty cylinders of this diesel engine have a bore of 13.5 inches and a stroke of 16.5 inches. It is pure turbocharged and rated at 5,000 KW at 600 RPM. It bears the serial number 7218.

Serial number 7218 was built in our Grove City, Pennsylvania plant and shipped to the Power Systems Division of Morrison Knudsen in Rocky Mount, North Carolina at the end of May, 1984. The engine passed a routine test prior to shipment. The purpose for shipment to Rocky Mount was to allow Power Systems to complete the assembly of their standby generator. This included connection of the engine to the generator and associated systems, and performing a series of acceptance tests. Ultimately the standby generator is to be shipped to the Susquehanna Steam Electric Station Plant of the Pennsylvania Light and Power Company at Berwick, Pennsylvania. It was during one of the test runs that a damaging incident occurred.

On February 26, 1985 the engine had been running for about four hours when the number six piston on the right bank separated from the connecting rod. Secondary damage occurred to the cylinder block, cylinder head, piston rod and some other parts adjacent to or part of the six right location. There was minor damage in evidence to control systems.

A preliminary investigation into the cause for separation of the piston from the rod indicates that the attachments were loose or loosened. We are continuing to investigate all aspects of this circumstance.

The corrective action we propose, and which is under way, is to repair the engine so that it may be delivered to Berwick, Pennsylvania for installation.

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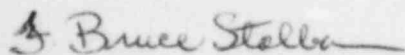
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Careful attention to design detail followed by years of experience attest to the fact that this is a unique incident. There is no advice or recommendation pertinent to this situation that would be of value to other users of the nuclear standby KSV engine. Therefore, we will not be contacting directly any Utility where KSV engines are installed. In the case of Pennsylvania Light and Power Company, any communication will be through our immediate Customer, Power Systems, a Morrison Knudsen Division in Rocky Mount, North Carolina.

Sincerely,



F. Bruce Stolba

cc: J.W. Winstead, Manager, Purchasing, Power Systems



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