

Delaval



Engine and Compressor
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R/A

OCRE # 8

82

50-440
441

March 18, 1985

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

Dear Sir:

In accordance with the requirements of Title 10, Chapter 10, Code of Federal Regulations, Part 21, Transamerica Delaval Inc., hereby notifies the Commission of a potential defect in a component of a DSR or DSRV-16 Standby Diesel Generator. There exists a potential problem with Oil Plugs in the Crankshaft, which could result in Engine non-availability.

Transamerica Delaval has supplied the DSR and DSRV Engines to the following Sites:

Utility	Site	Serial No.	Model	Engine Serial Number Affected
Long Island Lighting	Shoreham	74010/12	DSR 48	
Middle South Energy	Grand Gulf	74033/36	DSRV 16	
Gulf States Utilities	River Bend	74039/40	DSR 48	74040, 74039
Carolina Power and Light	Shearon Harris	74046/49	DSRV 16	74046
Duke Power Company	Catawba	75017/20	DSRV 16	
Southern California Edison	San Onofre	75041/42	DSRV 20	
Cleveland Electric Illuminating	Perry	75051/54	DSRV 16	
TVA	Bellefonte	75080/83	DSRV 16	
Washington Public Power	WPPSS 1	75084/85	DSRV 16	
Washington Public Power	WPPSS 4	76031/32	DSRV 16	
Texas Utilities Services	Comanche Peak	76001/04	DSRV 16	
Georgia Power	Vogtle	76021/24	DSRV 16	76021, 76022, 76023, 76024
Consumers Power	Midland	77001/04	DSRV 12	
TVA	Hartsville/ Phipps Bend	77024/35	DSRV 16	77033, 77034, 77035
SMUD	Rancho Seco	81015/16	DSR 48	81016

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PDR ADDCK 05000206
PDR

B505070410 B50409
PDR ADDCK 05000440
PDR

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NUCLEAR REGULATORY COMMISSION

50-440

Case No. 50441 Official Exh. No. OCRE #8

In the matter of PNP

Ident _____ IDENTIFIED
 Applicant _____ RECEIVED
 Intervener _____ REJECTED
 Cont'g DM? _____
 Contractor _____ DATE 4-9-85
 Other ☒ _____ Witness _____

Signature G. WALSH





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At Gulf States Utilities River Bend Site, a failed Crankshaft Oil Plug was recently discovered during routine maintenance. The failed Plug was 22 gauge material.

On 3/10/80 the Oil Plug material specification was changed from 16 gauge to 22 gauge. On 6/22/82 the material specification was changed back from 22 gauge to 16 gauge.

This Oil Plug, which seals drilled oil passages in the Crankshaft, is installed by Transamerica Delaval. The Oil Plug is rolled into the Crankshaft using an expansion tool. For your information, attached is a sketch showing the Oil Plug as it is installed in the Crankshaft.

If this Oil Plug fails, Engine availability may be affected depending on the amount of oil flow which is lost.

The Engines manufactured before 3/10/80 and after 6/23/82 should have 16 gauge Plugs unless for some reason they have been changed after shipment. Paragraph 2 indicates those 11 Engine Serial Numbers which our records show may have 22 gauge Plugs installed.

We recommend that all Engines be inspected to determine if any 22 gauge Plugs are installed. The 16 gauge Plug has a wall thickness of .0595. The 22 gauge Plug has a wall thickness of .0299. This wall thickness should be checked by measurement.

Transamerica Delaval recommends all 22 gauge Plugs be replaced with 16 gauge Plugs.

The 22 gauge Plug can be removed and replaced in the Engine without difficulty.

A copy of this letter will be sent to all the Sites in paragraph 2 of this letter as indicated by the cc's.

Delaval



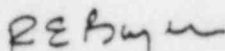
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Technical services and any parts or information will be furnished as required, on request, and in accordance with each individual contract.

Since action is required by others, we cannot estimate when the corrective action will be completed.

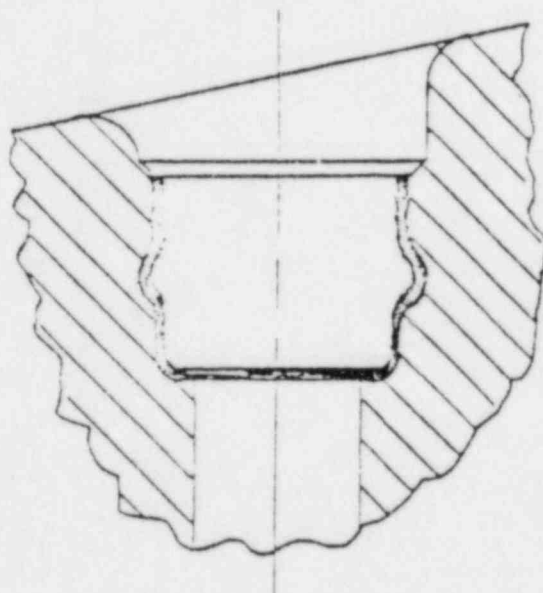
Our evaluation of this potential problem was completed on March 18, 1985.

Very truly yours,


R. E. Boyer
Manager, Quality Assurance

REB:hw
Enclosure

SKETCH SHOWING OIL PLUG ROLLED INTO CRANKSHAFT



REB, 3/18/85