



**American Air Filter**

AN ALLIS-CHALMERS COMPANY

215 CENTRAL AVENUE, LOUISVILLE, KENTUCKY 40208

9:30

3 September 1985

REPLY TO:

CLEAN AIR DIVISION

P.O. BOX 35260

LOUISVILLE, KY 40232

TELEX: 20-4351

OPERATOR: (502) 637-0011

TO CALL WRITER DIRECT

TELEPHONE: (502) 637-0 586

United States Nuclear Regulatory Commission  
101 Marietta Avenue  
Suite 2900  
Atlanta, GA 30323

Attention: Regional Administrator

Subject: 10 CFR 21 Reportable Item  
AAF Intake Silencer TDM or FTDM for  
Standby Diesel Generator

Gentlemen:

1. This is a formal notification made in accordance with 10 CFR 21, Paragraph 21.21.
2. PROBLEM: Nuclear Power Plant facilities listed in Attachment A of this document have a Standby Diesel Generator Intake Silencer, AAF Model TDM or FTDM. It is remotely possible that the intake silencer, produced by American Air Filter Company, has an internal part not welded in place. If the part is not welded in place as required by the design, it is possible for it to be ingested into the engine upon start-up.
3. BACKGROUND: On a commercial diesel engine installation, identical in most respects to standby diesel generator nuclear installations, a turbocharger and diesel engine failure was experienced when an internal part of an AAF intake silencer was ingested into the turbocharger shortly after jobsite startup. The ingested part was found not to have been welded in place per design. Absence of the weld seam allowed the sizable part to be held in place solely by a friction fit. Air pressures and vibration existing during engine operations were sufficient to dislodge the part and convey it downstream into the engine's turbocharger.

A determination was made on 3 September 1985 that the potential for a similar defect exists for equipment delivered to nuclear facilities and that this information is reportable under provisions of 10 CFR 21. Attached is a listing of domestic nuclear sites where these AAF silencers are located.

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4. RECOMMENDATIONS:

- a. Diesel Engine/Intake Silencer not yet in service.

Place an immediate hold on it so that it will not be started until a physical inspection has been made of the interior of the AAF silencers. The end caps of the centerline "bullet" of the silencer must both be welded onto the cylindrical section. If either cap is not welded, the action to be taken is to weld intermittently (2" welds on 6" centers) all around the cap. These welds must be performed by a qualified (per site requirements) welder. Temporary covers should be placed over the perforated internals to prevent entry of weld spatter and slag beads. Following welding a thorough cleaning must be performed to remove all slag, spatter, debris, etc. The weld should be coated with an approved rust inhibitive primer. (Site approval of the primer will be required.)

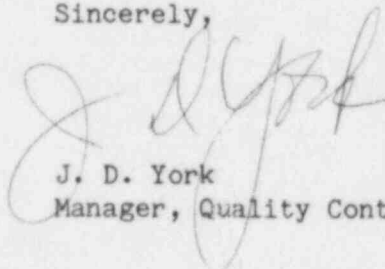
- b. Diesel Engine/Intake Silencer installed/operating.

The likelihood of the presence of the flaw is much lower if the engine/aircleaner/silencer train has already been in service. Schedule an inspection as in 4.a. above, and verify presence of the end cap welds.

5. CONTACT: For further information contact AAF  
at: (502)637-0739 Mr. Stan Wagar  
Manager, Machinery Filtration  
& Acoustic Systems

or: (502)637-0586 Mr. J. D. York  
Manager, Quality Control  
American Air Filter Company  
P. O. Box 35260  
Louisville, KY 40232

Sincerely,



J. D. York  
Manager, Quality Control

JDY:da

Enclosure

ATTACHMENT 'A'

Nuclear Power Plant installations having TDM or FTDM Silencers

Jobsite as defined in our customer

1. LILCO (Shoreham)
2. M.S.E. (Middle South Energy)/MP&L (Mississippi Power & Light) (Grand Gulf)
3. Gulf States (River Bend)
4. CP&L (Carolina Power & Light) (Shearon Harris)
5. Duke Power (Catawba)
6. Southern California Edison (San Onofre)
7. Cleveland Electric Illuminating (Perry)
8. TVA (Bellefonte & Hartsville/Phipps Bend)
9. WPPSS (1,4)
10. TUSI (Comanche Peak)
11. Georgia Power (Vogtle)
12. Consumers Power (Midland)
13. SMUD (Sacramento Municipal Utility District) (Rancho Seco)

NOTE: All of the above listed domestic jobsites were provided with AAF TDM or FTDM intake silencers applied to diesel engines built by Transamerica Delaval. If more data is required on the jobsite, contact Transamerica Delaval.