



GULF STATES UTILITIES COMPANY

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July 2, 1985

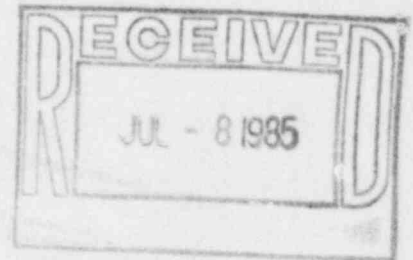
RBG- 21,447

File Nos. G9.5, G9.25.1.1

Mr. Robert D. Martin, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011

Dear Mr. Martin:

River Bend Station - Unit 1
Docket No. 50-458
Final Report/DR-310



On July 2, 1985, GSU notified Region IV by telephone that it had determined DR-310 concerning the missing roll pins from the fuel rack control lever to the control shaft in the diesel generators supplied by Transamerica Delaval, Incorporated to be reportable under 10CFR50.55(e). The attachment to this letter is GSU's final 30-day written report pursuant to 10CFR50.55(e)(3) with regard to this deficiency.

Sincerely,

J. E. Booker

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

W. J. H.
WB/PJD/amg

Attachment

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

NRC Resident Inspector-Site

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ATTACHMENT

July 2, 1985
RBG- 21,447

DR-310/Omission of Roll Pins from Fuel Rack Control Lever to Control Shaft

Background and Description of the Problem

The problem concerns the omission of roll pins from the fuel rack control lever to the control shaft connection in the diesel generators supplied by Transamerica Delaval, Incorporated (TDI) as identified by Nonconformance and Disposition Report No. 11,803.

In TDI's letter to the NRC dated October 2, 1984, TDI notified the NRC of this problem and furnished its recommendations to eliminate the problem relative to the DSRV and the DSR engines.

The problem, as addressed by TDI in its letter, is that on some of the diesel engines, some levers were not pinned. If the levers are not pinned and the torque of the securing cap screw is not properly maintained, the levers could move, leading to degraded engine performance that could result in a condition of less than synchronous speed which manifests itself in the generator causing underspeed on safety-related pumps to lower performance and causing an overheating condition.

This problem affects diesel generators 1EGS*EG1A and EG1B. N&D No. 11,803 required an inspection of the diesel engines for the above problem and installation of the pins. The inspection showed that only the pins on the No. 1 cylinder of each engine were pinned at the factory.

Safety Implication

Omission of the roll pins from the fuel rack control lever to the fuel control shaft connection, together with improper torque on the securing cap screw, causing a loose lever, could result in engine nonavailability during loss of offsite power. This, in turn, would render its associated Class 1E electrical system unavailable thereby affecting the safe operations of the plant.

Corrective Action

N&D 11,803 was issued to inspect all fuel control shafts for properly torqued fuel level cap screws and requires that the levers be pinned by drilling a 1/4 in. hole through the shaft using the pilot hole in the lever as a guide and installing a pin through the hole. In addition, Engineering and Design Coordination Report No. C-28,227 was issued to provide direction from TDI on the method for installation of the pins.