GULF STATES UTILITIES COMPANY

RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775

AREA CODE 504 635-6094 346-8651

July 5, 1985
RBG- 21451
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-298

On July 3, 1985, GSU notified Region IV by telephone that it had determined DR-298 concerning air start check valves for standby 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

PJD RSO
JEB/PJD/amg

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

NRC Resident Inspector-Site

INPO

85-574

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ATTACHMENT

July 5, 1985
RBG- 21451

DR-298/AIR START CHECK VALVES

Background and Description of the Problem

The deficiency concerns air start check valves supplied by the Williams Gauge Co. (now Clow Corporation) for standby diesel generators manufactured by Transamerica Delaval, Incorporated (TDI). TDI in its letter dated March 12, 1985, described how flames emanating from an air start assembly were noticed during diesel operation at another facility. Upon examination, it was found that two of these four air check valves installed by TDI were broken and/or cracked. The remaining two were undamaged. The cause of the problem is not known at this time. Failure of these valves has been known to occur only after 900 hours of operation.

The valves for the River Bend Station (RBS) diesels are identified with TDI Part No. KE-008-000. The diesels at RBS to date have run for approximately 330 hours.

A similar problem has not occurred at RBS; however, steps were taken to determine whether a similar deficiency might exist.

Safety Implication

While there is no physical evidence which indicates the existing valves at RBS are deficient, GSU conservatively assumes that the valves could have failed. Failure of the check valves could seriously degrade the diesel's performance to a condition where it would fail to start, or because of compression leakage during the firing stroke could result in external flaming with unplanned diesel shutdown. The safe operations of the plant could therefore be adversely affected by this condition.

Corrective Action

TDI's recommendation is to disassemble each of the two check valves/engine on RBS engine R-48 type for nondestructive examination.

In lieu of this procedure, replacement units were obtained from a different manufacture under TDI Warranty Order No. W-39258 for both diesels. Nonconformance and Disposition Report No. 12,209 has been initiated to remove the potentially deficient valves, to perform loose particle examination and return the existing valves to TDI, and to install the replacement valves.