

## Amendment to Corrective Action on CAR 090606

The corrective action as originally written in the attached is rejected due to a re-appraisal of the interfacing hardware with these bosses (i.e., not yet designed or built) and due to the fact that acceptance of the CA as written would increase the already heavy work load at PPPL.

Accordingly, the revised corrective action below is to be implemented. The tapped and drilled holes in the VV support bosses (pads) should be provided to the maximum extent possible, given the undersize condition of some of the pads. To help in this regard, MTM is requested to offset the hole pattern relative to the cast pads as necessary to provide more (or all) of the tapped holes in the pads.

Mike Griffith provided the assessment and proposed machine for performing this work in an e-mail to P. Heitzenroeder and Frank Malinowski on 10/4/06:

B1 – all holes present

B2 – all holes present

B3 – 1 out of 2 pads has holes (could be finished on 40' Mitsu)

B4 – neither pad has holes (could be performed on 40' Mitsu)

B5 – neither pad has holes (could be performed on 40' Mitsu)

B6 – not started (could be added back to 40T operation)

Approved:

Tech. Rep.

RLM

Implemented by EIO / MTM by:

See Attachment for final update documenting final conditions.



# Energy Industries of Ohio

## CORRECTIVE ACTION REQUEST (CAR) FORM

1. Person Initiating CAR: Peter Djordjevich Date: 9/6/06

2. CAR Source:  Employee  Customer Feedback  Management Review

3. Problem:  Customer Complaint  Documentation  Product or Process  Other \_\_\_\_\_

4. Deficiency, Discrepancy, or Undesirable Condition, e.g., comment, customer complaint, process problem.

B3 & B6 V V support boss undersized leaving insufficient material for mounting.

Attach additional sheet if needed.

5. CAR Number: 090606 QPM/ISO Reference: Drawing violation

Assigned To: Energy Industries of Ohio

6. CAR Completion Due Date (include explanation if beyond 30 days): 09/06/06

7.  Is this a repeat problem? If yes, previous CAR # references: N/A CAR previously not issued

8. Root Cause: Why the issue originally occurred.

Bosses were located in areas of defects, and or excessive material buildup.  
During foundry grinding operations excessive material was removed without regard to  
Boss dimensions.



9. Corrective Action: What was done to correct the issue(s) and avoid reoccurrence?

EIO issued a report on 8/2/06 offering several viable alternatives. PPPL responded by e-mail on 8/7/06, with direction to omit the holes on castings B3 - B6. By that point, the holes had already been drilled into the one proper sized pad on B-3.

After further discussion with NCSX, the corrective action agreed upon is that the holes will not be drilled on castings B4, B5 & B-6, as well as on the one (1) undersized pad on B-3 and in lieu of the holes, PPPL will weld studs in place of the undersize bosses. This MRB action covers the B castings as described herein.

Drawings will be revised by PPPL to reflect these changes.

Regarding corrective action at the foundry for over grinding the bosses, the matter has been fully communicated to MTK Quality Manager and it has been noted in our files. No further corrective action is useful at this time since the castings have already been delivered to MTM.

10. CAR Completed by: Peter Djordjevich Date: 09/06/06

11. Verified for Effectiveness by: EIO QA Peter Djordjevich Date: 09/06/06