



Imo Delaval Inc.
Enterprise Engine Division
Enterprise Way and 85th Avenue
P. O. Box 2161
Oakland, CA 94621
415-577-7400

December 20, 1988

Director of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Mail Station P1-137
Washington, D.C. 20555

Report #147

Dear Sir,

In accordance with the requirements of Title 10, Chapter 1, Code of Federal Regulations, Part 21, Energy Services Group, a division of Cooper Industries hereby notifies the Commission of a potential defect in a component of a DSRV Standby Diesel Generator. There exists a potential problem with repair kits provided for a specific pressure regulator in the air start system.

Cooper Industries has supplied this component with this potential defect to the following site:

<u>UTILITY</u>	<u>SITE</u>	<u>ENG. SERIAL NO.</u>	<u>ENG. MODEL</u>
So. Cal. Edison	San Onofre	75041/42	DSRV-20-4

The pressure regulator (F-579-013) in this application is a relieving type regulator designed to reset the Stop/Run valve after either a manual or emergency start. Modification of this regulator to a non-relieving configuration would render the automatic reset signal inactive. If the engine was shut down by means of the Stop/Run valve with the regulator in a non-relieving configuration, the Stop/Run valve would not be reset for a subsequent start resulting in engine nonavailability.

Repair kits for the pressure regulator are available in a relieving (F-579-013-04) or non-relieving (F-579-013-05) configuration. The difference between the two kits is in the diaphragm supplied; the relieving type is perforated to relieve air while the non-relieving is not perforated. Installation of a non-relieving repair kit will modify the pressure regulator to a non-relieving configuration.

Our records indicate that two (2) of the non-relieving repair kits were supplied to the Southern California Edison, San Onofre site in June, 1988. As described above, use of this kit could result in engine nonavailability.

We recommend these kits be removed from stock and disposed of immediately.

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Page 2

Our records also indicate that six (6) pieces of this same kit were shipped to Long Island Lighting (Shoreham) in April, 1986. The pressure regulator at Shoreham, however, is installed in a manner different than at San Onofre and does not interact with the emergency start function of the diesel engine. Nevertheless, we recommend these kits be disposed of as well.

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

A copy of this letter will be sent to the Southern California Edison Company for their action. An information copy will be sent to Long Island Lighting.

Our evaluation of this matter was concluded on December 19, 1988.

In order to prevent any confusion caused by our letterhead, Energy Services Group, a division of Cooper Industries recently acquired the Enterprise Engine Division from Imo Delaval Inc.

Sincerely,

Bruce C. Guntrum
Manager, Quality Assurance

BCG/dfa

cc.: Southern California Edison
P.O. Box 800
Rosemead, CA 91770

Attn: Q.A. Manager