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Dalwyn R. Davidson
VICE PRESIDENT
SYSTEM ENGINEERING AND CONSTRUCTION

February 12, 1982

Mr. James G. Keppler
Director, Region III
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, Illinois 60137

RE: Perry Nuclear Power Plant
Docket Nos. 50-440; 50-441
Final Report on Location of
Governor Lube Oil Cooler/
Standby Diesel Generator
[RDC 45(82)]

Dear Mr. Keppler:

This letter serves as a final report pursuant to 10CFR50.55(e) concerning the governor lube oil coolers on the standby diesel generators supplied by Transamerica Delaval. Initial notification relative to this report was made to Mr. John Streeter of your office by Mr. Emanuel Riley of The Cleveland Electric Illuminating Company (CEI) on January 14, 1982.

This report includes a description of the deficiency, an analysis of the safety implication, and the corrective action taken.

Description of Deficiency

Transamerica Delaval is supplying four (4) diesel generator units (Model DSRV16) for the Perry Nuclear Power Plant (PNPP) for use as a safety-related standby power source. The engine governor and governor lube oil cooler were manufactured by the Woodward Governor Company of Fort Collins, Colorado, and were installed and piped on the engine by Transamerica Delavel.

The potential defect exists in the mounting location of the governor lube oil cooler. If the lube oil cooler is installed above (elevation) the oil level indicator of the governor, the possibility exists that air might become trapped in the system when the oil level in the governor is low.

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Analysis of Safety Implications

If air is trapped in the governor's oil system, engine starting, and thus standby electric power availability, may be affected. Design Criterion 17 of Appendix A to 10CFR50 and Section 8.3.1.1.4 of the PNPP PSAR require an available standby power supply to provide for safe shutdown of the reactor and to maintain the plant in a safe condition.

Corrective Action

Initial notification of this potential defect was submitted to CEI by Transamerica Delaval in a letter dated December 18, 1981. Upon receipt of this notification, a visual inspection of all four (4) engines was conducted by Perry Project personnel along with a Transamerica Delaval technical representative. This inspection verified that the lube oil cooler was mounted on the turbocharger support bracket, above the governor oil level indicator. Nonconformance Report P S 0002 was then issued to control modification.

Information supplied by Transamerica Delaval states that moving the governor lube oil cooler to a location below the governor oil level indicator will eliminate this deficiency. Transamerica Delaval has been notified of the existance of this deficiency at PNPP and will supply mounting instructions and materials (tubing). The relocation of the cooler will take place during engine assembly under the direction of a Transamerica Delaval service representative.

Completion of this modification is presently scheduled for July 1, 1982.

Sincerely,

Dalwyn R. Davidson

Dalwyn R. Davidson
Vice President
System Engineering and Construction

DRD:pab

cc: Mr. M. L. Gildner - NRC, Site

Director
Office of Inspection and Enforcement
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