TEXAS UTILITIES GENERATING COMPANY
2001 BRYAN TOWER · DALLAS, TEXAS 75201

R. J. GARY
EXECUTIVE VICE PRESIDENT
AND GENERAL MANAGER

September 8, 1982
TXX-3567

Mr. G. L. Madsen, Chief
Reactor Projects Branch 1
U. S. Nuclear Regulatory Commission
Office of Inspection and Enforcement
611 Ryan Plaza Drive, Suite 1000
Arlington, TX 76012

Docket Nos. 50-445
50-446

COMANCHE PEAK STEAM ELECTRIC STATION
DEFECTIVE GOVERNOR DRIVE COUPLINGS
FILE NO. 10110

Dear Mr. Madsen:

In accordance with 10 CFR 50.55(e), we are submitting the attached report of actions taken to correct a deficiency regarding defective governor drive couplings on the diesel generators. We had previously informed your Mr. R. G. Taylor of the deficiency on August 12, 1982.

Supporting documentation is available at the CPSES site for your Inspector's review.

Very truly yours,

B R Clement
for R. J. Gary

RJG:eaq

Attachment

cc: NRC Region IV - (0 + 1 copy)

Director, Inspection and Enforcement - (15 copies)
c/o Distribution Services Branch, DDC, ADM.
U. S. Nuclear Regulatory Commission
Washington, DC 20555

IE 27

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ATTACHMENT
DEFECTIVE GOVERNOR DRIVE COUPLINGS

DESCRIPTION OF DEFICIENCY

The supplier (Delaval) has identified a material deficiency in the governor drive couplings of the standby diesel generators. The material, an isoprene suitable for ambient applications, rapidly deteriorates and ultimately fails when subjected to the high temperature, oil atmosphere encountered in the engine gear case. While the couplings are "fail-safe" and will mechanically lock in the event of failure of the element, sufficient frequency instability exists in the engines to possibly actuate the engine auxiliary systems. Under these conditions, the availability of the standby diesel generators can not be assured.

SAFETY IMPLICATIONS

Had the deficiency gone undetected, the failure of the governor drive couplings could render the standby diesel generators inoperable prohibiting the controlled safe shutdown of the plant.

CORRECTIVE ACTION

Based upon the recommendations of the supplier and manufacturer (Koppers), the drive coupling elements will be replaced with neoprene which is suitable to the application.

DATE OF IMPLEMENTATION

The replacement elements have been received at CPSES. Unit 1 elements will be installed by November 1, 1982. Unit 2 elements will be replaced during start-up as the installation can not be accomplished without prior oil flush and turning of the engine.