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TU ELECTRIC

June 8, 1992

William J. Cahill, Jr.
Group Vice President

U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION (CPSES) - UNIT 2
DOCKET NO. 50-446
CONTAINMENT SPRAY PUMP MOTOR/ROTOR STATOR GAP
SDAR: CP-87-046 (SUPPLEMENTAL REPORT UNIT 2)

- REF: 1) TU Electric Letter logged TXX-6641 from William J. Cahill, Jr. to NRC dated August 13, 1987
2) TU Electric Letter logged TXX-88126 from William J. Cahill, Jr. to NRC dated January 21, 1988
3) TU Electric Letter logged TXX-89431 from William J. Cahill, Jr. to NRC dated June 30, 1989

Gentlemen:

On July 17, 1987, TU Electric orally notified the NRC of a deficiency involving the Containment Spray Pump motor/rotor stator gap measurements. These measurements had been determined to be out of tolerance. The purpose of the report is to identify and provide justification for reducing the scope of previously committed actions for Unit 2.

Reference 1 stated that excessive air gap had been found in two large open frame motors (Containment Spray) during routine inspections. The cause of this condition was determined to be foreign material, rust, dust and metal burrs on the rabbet fit between the end bell bracket and stator frame. Reference's 2 and 3 stated that the (Containment Spray) motors had been cleaned in accordance with the applicable procedures. TU Electric committed to review work orders of large frame motors in Unit 2 prior to fuel load.

Work orders for thirty-seven Unit 1 and common large frame motors were reviewed. The deficiency was found to be limited to two Containment Spray Pump motors only. CPSES performed an evaluation of stator gap for the Unit 2 Containment Spray Pump motors. Historical maintenance work orders were reviewed and stator air gap measurements were found to be satisfactory.

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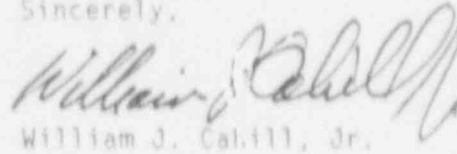
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TXX-92253
Page 2 of 2

Based on the review of the Unit 2 Containment Spray Pump motors and the Unit 1 results in which no deficiencies were identified in the population of large frame motors reviewed, TU Electric has concluded that further review of the remaining Unit 2 large frame motors is not warranted and that no additional corrective action is required.

Sincerely,



William J. Cahill, Jr.

RHS/ds

c - Mr. R. D. Martin, Region IV
Resident Inspectors, CPSES (2)
Mr. T. A. Bergman, NRR
Mr. B. E. Holian, NRR