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TU ELECTRIC

September 11, 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)
DOCKET NOS. 50-445 AND 50-446
BLANK FOUND IN EDG LUBE OIL SUPPLY LINE
SDAR CP-92-14 (FINAL REPORT)

Gentlemen:

On August 12, 1992, via facsimile, TU Electric notified the NRC of a reportable defect concerning the CPSES Unit 2 Train "B" emergency diesel generator gearcase lube oil supply line.

Attached is the written report which satisfies the reporting requirements of 10CFR50.55(e). The report has been formatted in a manner that corresponds to the specific information requested by subparts (i) through (viii) of paragraph 10CFR50.55(e)(8) of the regulation. This is exclusive of that portion of subpart (viii) regarding advice that has been or will be given to other entities outside of TU Electric. Such advice would be dependent of the entities' specific use and operating/maintenance history of the subject components.

Sincerely,

William J. Cahill, Jr.
William J. Cahill, Jr.

By: *Roger D. Walker*
Roger D. Walker
Manager of Regulatory
Affairs for NEO

MCP/gj
Attachment

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10CFR50.55(e) REPORTABLE DEFECT INVOLVING THE
DIESEL GENERATOR LUBE OIL SUPPLY LINE

- (i) Information supplied by: William J. Cahill, Jr.
TU Electric
400 North Olive Street, L.8. 81
Dallas, Texas 75201
- (ii) The basic component which contains a defect is the gearcase exterior lube oil supply line flange for CPSES Unit 2 Train "B" emergency diesel generator (EDG).
- (iii) The basic component was supplied by the Delaval Engine & Compressor Division of Cooper Energy Services. However, the defect was not present when the component was delivered.
- (iv) A stainless steel blank was found in the gearcase exterior lube oil supply line flange. This flange connects the main lube oil header to the stanupipe which feeds the bushings of the camshaft drive gears, idler gears, fuel oil pump, overspeed trip governor and the engine-driven jacket water pump. The engine had run intermittently in this degraded condition for approximately 82 minutes.
- Loss of lube oil to these components could have led to failure of the EDG to supply safety related electrical loads in the event of a DBA.
- (v) This defect was identified on June 29, 1992.
- (vi) There are two EDGs in each of the two units at CPSES.
- (vii) The root cause of this defect was failure of several procedures in that they did not require adequate control of an accountability for blanks. The work documents did not specifically include signoff steps for quantification of blank installation and removal. In spite of the breakdown of this portion of the modification control program, the blank was found during the test phase of the EDG system, prior to preoperational testing. For this reason, there is reasonable assurance that any other blanks installed without documentation would be found during the startup test program.

Two procedures governing installation of ANSI B31.1 piping and control of work by Startup will be revised to require enhanced control and accountability of blanks.

Training and lessons learned information will be provided to appropriate Construction, Startup, and Maintenance personnel on the need for thorough documentation on work documents.

The engine-driven jacket water pump shaft, impeller and bushings were replaced as were the right-bank cam gear bushings and idler gear bushings. The overspeed trip and overspeed trip drive assembly were also replaced. In addition, an inservice leak test will be performed on the flange joint from which the blank was removed.

Corrective action will be complete prior to Unit 2 fuel load.

- (viii) Unit 1 was informed of the Unit 2 defect, but the Unit 1 diesel generators have a successful operating history with no blanks found in the systems.