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 CP-92-08  
 Ref. # 10CFR50.55(e)

**TU**ELECTRIC

August 21, 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  
 EDG AUXILIARY LUBE OIL PUMP SUCTION CHECK VALVE  
 SDAR CP-92-08 (INTERIM REPORT)

Gentlemen:

On July 22, 1992, via facsimile, TU Electric notified the NRC of a reportable defect in the CPSES Unit 2 Train "B" diesel generator auxiliary lube oil pump suction swing check valve (foot valve) located in the lube oil sump. A large piece of casting was broken from the seating area which allowed failure of the check valve disc.

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 the advice that has been or will be given to other entities outside of TU Electric. Such advice would be dependent on the entities' specific use and operating/maintenance history of the subject components.

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The determination of root cause and corrective action to prevent recurrence is still ongoing. TU Electric's final report will be submitted by October 30, 1992.

Sincerely,

*William J. Cahill, Jr.*

William J. Cahill, Jr.

By: *Roger D. Walker*

Roger D. Walker  
Manager of Regulatory  
Affairs for NEO

MCP/tg  
Attachment

c - Mr. J. L. Milhoan, Region IV  
Mr. B. E. Holian, NRR  
Cooper Energy Services  
Resident Inspectors, CPSES (2)

10CFR50.55(E) REPORTABLE DEFECT INVOLVING  
THE DIESEL GENERATOR AUXILIARY LUBE  
OIL PUMP SUCTION CHECK VALVE

(i) Information supplied by:

William J. Cahill, Jr.  
TU Electric  
400 North Olive Street, L. B. 81  
Dallas, Texas 75201

(ii) The basic component is the CPSES Unit 2 train "B" diesel generator auxiliary lube oil pump suction swing check valve (foot valve) located in the lube oil sump.

(iii) The foot valve, part number KF-003-000, was manufactured by Clearflow Valves, Inc. and was supplied by DeLaval Engine & Compressor Division of Cooper Energy Services.

(iv) Both the shaft-driven lube oil pump and the auxiliary lube oil pump take suction from the same lube oil sump through foot valves and discharge to a common header. If the subject foot valve disc were to fall from its valve body, a short-circuit path for lube oil flow back to the sump through the idle pump could be created and the diesel engine might not receive the required flow. This could lead to loss of the diesel generator during an accident.

(v) This defect was identified and documented on June 15, 1992.

(vi) Each diesel generator utilizes two foot valves for a total of eight installed in Units 1 and 2. There were also nine valves in the warehouse.

(vii) The broken foot valve has been replaced with a new foot valve which was magnetic particle examined and accepted prior to installation. The foot valve from the shaft-driven lube oil pump was removed, examined, accepted, and reinstalled.

The remaining valves from the warehouse will be magnetic particle examined and if acceptable, returned to the warehouse.

Corrective action will be complete by Unit 2 fuel load.

(viii) The deviation discussed above is applicable to CPSES Unit 1 and was transmitted to Unit 1 via a technical evaluation form. The foot valves in Unit 1 will be examined during the next refueling outage.