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Ref. # 10CFR50.55(e)

William G. Council
Executive Vice President

January 21, 1988

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

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION (CPSES)
DOCKET NOS. 50-445 AND 50-446
CONTAINMENT SPRAY PUMP MOTOR ROTOR/STATOR GAP
SDAR: CP-87-46 (FINAL REPORT)

Gentlemen:

On July 17, 1987, we verbally notified your Mr. I. Barnes of a deficiency involving unsatisfactory internal clearances for two Containment Spray Pump motors. We have conservatively deemed this condition reportable under the provisions of 10CFR50.55(e). The required information follows.

DESCRIPTION

After performance of grinding in the general area, the containment spray pump motors (CP1-CTAPCS-02M and -04M) were disassembled for inspection and cleaned in accordance with maintenance procedure, EMI-315. Although inspection of the motors did not reveal any visible debris resulting from grinding, the air gap between the rotor and stator was observed to exceed 10% of the average measured air gaps as prescribed by the procedure.

Further inspection of the motors by maintenance personnel and the supplier's field engineer documented small amounts of foreign material (rust, dust and metal burrs) on the rabbet fit between the end bell bracket and stator frame. The uneven air gaps have been attributed to this foreign material. This deficiency is the result of inadequate conformance with cleanliness and maintenance procedures for the mating surfaces between the end bell bracket and stator frame during a previous assembly of these components.

Since the deficiency has the potential to apply to all large open frame motors, we have surveyed Nonconformance Reports (NCRs) issued involving similar motors. Based on the results of the survey and our confirmation that the air gaps of the remaining Unit 1 containment spray pump motors (-01M and -03M) are acceptable, we have concluded that the deficiency is limited to the subject containment spray motors.

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SAFETY IMPLICATIONS

Pending an analysis by the motor manufacturer to determine the effect of these conditions on motor performance, we have conservatively concluded this issue could have adversely affected the ability of this component to perform its safety function.

CORRECTIVE ACTION

The subject motors were cleaned to remove the minimal amounts of rust, dust and metal burrs. Air gap dimensions have been subsequently measured with satisfactory results.

Our existing maintenance and cleanliness procedures are considered adequate and no additional action to prevent recurrence is required.

Very truly yours,

W. G. Council

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By: *D. R. Woodlan*

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VIP/grr

c-Mr. R. D. Martin, Region IV
Resident Inspectors, CPSES (3)