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Ref. # 10CFR50.55(e)

June 30, 1989

William J. Cahill, Jr.  
Executive Vice President

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-87-046 (SUPPLEMENTAL REPORT)

Gentlemen:

On July 17, 1987, TU Electric verbally notified the NRC of a reportable deficiency involving unsatisfactory internal clearances for two Containment Spray Pump motors. The last report on this deficiency, logged TXX-88126, dated January 21, 1988, indicated that this deficiency was conservatively considered reportable pursuant to the provisions of 10CFR50.55(e). The purpose of this report is to provide the results of the additional reviews performed to ensure that containment spray pump motors CP1-CTAPCS-02M and -04M were the only affected motors.

TXX-88126 indicated that the internal clearance problem discovered in Containment Spray Pump motors -02M and -04M could potentially exist in other large open-frame motors and a survey of Nonconformance Reports (NCRs) was performed to investigate this potential. During preparation of the final verification package for this SDAR, it was concluded that an NCR survey would not provide the requisite confidence in the clearances for other motors. In lieu of this approach, a review was performed of the maintenance work orders (on large open frame motors) that required the measurement of the internal clearances. The available information for Containment Spray Pump motor -03M was inconclusive and the internal clearances were remeasured with satisfactory results. For the other motors reviewed, the data in the work orders showed that the internal clearances were acceptable. These activities confirm the original conclusion that this deficiency was limited to Containment Spray Pump motors -02M and -04M, which were subsequently readjusted to establish the specified clearances.

In TXX-88126, this deficiency was described as conservatively reportable pending an analysis by the motor manufacturer to determine the effect of this deficiency on motor performance. Since the analysis is not necessary to establish the capability of the readjusted pumps to perform their intended safety function, TU Electric has elected to forgo the analysis, and the determination of conservatively reportable remains unchanged.

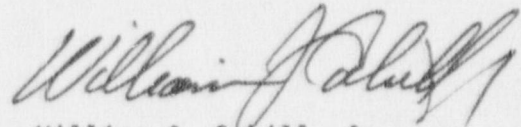
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This completes the corrective action for Unit 1. A review of work orders for large open frame motors in Unit 2 will be completed prior to fuel load for Unit 2. Additional correspondence will not be provided unless deficiencies requiring corrective action are identified.

Sincerely,



William J. Cahill, Jr.

VPC/ddm

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