



Carolina Power & Light Company

May 19, 1982

USNRC REGION II
ATLANTA, GEORGIA

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FILE: SH N-2/18
ITPM 80

CQAD 82-885

Mr. James P. O'Reilly
United States Nuclear Regulatory Commission
Region II
101 Marietta Street, Northwest
Atlanta, Georgia 30303

SHEARON HARRIS NUCLEAR POWER PLANT
DOCKET NO. 50-400
PRESSURE SENSING LINE IN THE
STARTING AIR SYSTEM FOR EMERGENCY STANDBY
DIESEL ENGINE-GENERATOR SETS FOR UNIT NO. 1

Dear Mr. O'Reilly:

Attached is an interim report on the subject item which was deemed reportable per the provisions of 10CFR50.55(e) on April 19, 1982. CP&L is pursuing this matter, and it is currently projected that corrective action and submission of the final report will be accomplished by September 1, 1982.

Thank you for your consideration in this matter.

NJC/gea (206)
Attachment

Yours very truly,

cc: Mr. G. Maxwell W/A
Mr. V. Stello (2) W/A

N. J. Chiangi - Manager
Engineering & Construction
Quality Assurance/Quality Control

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CAROLINA POWER & LIGHT COMPANY
SHEARON HARRIS NUCLEAR POWER PLANT

UNIT NO. 1

Pressure Sensing Line In The
Starting Air System For Emergency
Standby Diesel Engine-Generator Sets

Interim Report
May 18, 1982

Reportable Under 10CFR50.55(e)

SUBJECT:

Shearon Harris Nuclear Power Plant Unit No. 1
10CFR50.55(e) reportable deficiency concerning a potential problem with the pressure sensing lines in the starting air systems for the Emergency Standby Diesel Engine-Generator Sets supplied by Transamerica DeLaval, Inc., under Purchase Order NY-435079.

ITEM:

The pressure sensing line between the starting air storage tank manual isolation valve and pressure switch mounted on the starting air compressor for the Transamerica DeLaval, Inc., Standby Diesel Engine-Generators Model No. DSRV-16-4.

SUPPLIED BY:

The manual isolation valves, compressors, and air tanks are supplied by Transamerica DeLaval, Inc., Oakland, California. The sensing line is furnished and installed by CP&L in accordance with the design documents generated by Ebasco Services, Inc.

NATURE OF DEFICIENCY:

In a letter dated March 24, 1982, Transamerica DeLaval notified CP&L that in the event of a pressure sensing line failure during a seismic event, the starting air pressure could bleed down to 150 psig in a minimum of six minutes. The engine will not automatically start when the starting air pressure is less than 150 psig.

DATE PROBLEM OCCURRED:

Refer to section above.

DATE PROBLEM REPORTED:

April 19, 1982 - CP&L (N. J. Chiangi) notified the NRC (Region II - C. Julian) that this item was reportable under 10CFR50.55(e). Transamerica DeLaval reported this to the NRC under 10CFR Part 21 on March 19, 1982.

SCOPE OF PROBLEM:

The potential problem affects the four pressure sensing lines (two per diesel engine).

SAFETY

IMPLICATION:

The emergency standby diesel engine-generator sets supply power to the emergency safety feature buses in the case of a loss of normal on-site and off-site power sources. Failure of the pressure sensing line could affect engine availability.

REASON

DEFICIENCY IS

REPORTABLE:

If left uncorrected, the diesel engines might not start during a pressure sensing line failure and emergency on-site A.C. power would not be available.

CORRECTIVE

ACTION:

Transamerica DeLaval recommends the installation of a 1/8" restrictive orifice between the manual isolation valve and the starting air tank, which would increase the time to reach 150 psig to 53 minutes if the sensing line failed. This orifice will be installed during installation of the diesel-generator.

FINAL REPORT:

A final report will be issued once the corrective action described above has been completed. It is currently projected that the submittal date will be September 1, 1982.