

June 14, 1985
(NMP2L 0426)

Mr. R. W. Starostecki, Director
U.S. Nuclear Regulatory Commission
Region I
Division of Reactor Projects
631 Park Avenue
King of Prussia, PA 19406

Re: Nine Mile Point - Unit 2
Docket No. 50-410

Dear Mr. Starostecki:

Enclosed is a final report in accordance with 10CFR50.55(e) for the problem concerning the high-pressure lube oil hose of the diesel generators furnished by Cooper Energy Services. This problem was reported by means of tel-con to J. Linville of your office on March 29, 1985. An interim report was submitted on April 29, 1985.

Very truly yours,

C. V. Mangan

C. V. Mangan
Vice President
Nuclear Engineering and Licensing

CVM/GG/cia
(1049H)

xc: Director of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

R. A. Gramm, NRC Senior Resident Inspector

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NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
DOCKET NO. 50-410

Final Report for a Problem
Concerning the High-Pressure Lube Oil Hose
of the Diesel Generators (55(e)-85-11)

Description of the Problem

The problem concerns the high-pressure lube oil hose of the standby diesel generators furnished by Cooper Energy Services. During testing and inspection activities at the Nine Mile Point - Unit 2 site for the Division I standby diesel generator (2EGS*EG1), a damaged lube oil line was discovered. A lube oil hose which feeds the timing chain tightener sprockets was observed to have approximately a 1/4-in. square hole worn into it. A subsequent inspection of the Division II standby diesel generator (2EGS*EG3) indicated that the subject line in this diesel also was heavily abraded, but a hole was not visible. Since neither of these engines had been run at the site prior to discovering this problem, the damage occurred during testing at the vendor's facilities.

The cause of the damage has been determined to be the loose attachment of a lube oil hose. As a result the flexible hose contacted either or both the timing chain and crankshaft timing chain sprocket. This may have occurred either due to vendor's incorrect installation of the hose or due to a design anomaly which caused the hose to move during engine operation.

Analysis of Safety Implications

It is possible that the continued operation of these engines would have resulted in a timing chain failure which could render the engines inoperative. During a loss of offsite power, this could result in a loss of Division I and/or II emergency ac power and, had the condition gone uncorrected, the safe operation of the plant could have been adversely affected.

Corrective Action

Cooper Energy Services is redesigning this lube oil hose line so as to mount it more rigidly. Cooper Energy Services will supply the parts necessary to modify both diesel generators (2ESG*EG1 and 2EGS*EG3). The modification to correct this problem will be completed by October 31, 1985.