

TEXAS UTILITIES GENERATING COMPANY
SKYWAY TOWER • 400 NORTH OLIVE STREET, L.B. 81 • DALLAS, TEXAS 75201

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WILLIAM G. COUNSIL
EXECUTIVE VICE PRESIDENT

September 30, 1985

Mr. Harold R. Denton
Director of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION
DOCKET NOS. 50-445 AND 50-446
DEFERRED PREOPERATIONAL TEST STATUS
REPORT

REF: Letters to Mr. H. R. Denton from B. R. Clements
(TXX-4169 dated May 15, 1984; TXX-4182 dated
May 29, 1984; TXX-4191 dated June 5, 1984;
TXX-4199 dated June 8, 1984 and TXX-4202 dated
June 15, 1984)

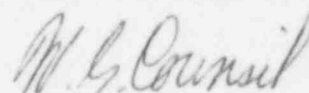
Dear Mr. Denton:

The purpose of this letter is to provide the status of certain preoperational tests which were deferred by NRC until after Unit 1 fuel load. The test deficiencies were reported in the referenced letters and deferrals were granted in CPSES Safety Evaluation Report, Supplement No. 6.

The change in status is as a result of a second plant heatup which was conducted from October 1984 to January 1985 during which certain of these tests were satisfactorily completed. The results of these tests and the current status of each item are indicated in Attachment A.

If you have any questions on this matter, please contact this office.

Very truly yours,



W. G. Council

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Attachment

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ATTACHMENT A

I. DEFERRED PREOPERATIONAL TESTING OF THE MAIN STEAM ISOLATION VALVES (MSIV's)

Deferred Test: ICP-PT-34-01
Present Test: ISU-234A

DEFERRAL ITEM A: Demonstrate the MSIV 5 second stroke time

TEST RESULTS: The closure time for each MSIV was less than 5.0 seconds after receipt of a Train A isolation signal.

The closure time for each MSIV was less than 5.0 seconds after receipt of a Train B isolation signal.

No further testing of this item is anticipated.

DEFERRAL ITEM B: Demonstration of MSIV operability 30 minutes after a loss of air occurrence.

TEST RESULTS: Each MSIV demonstrated closing operability, upon receipt of an isolation signal, after having been isolated from instrument air for at least 30 minutes.

No further testing of this item is anticipated.

DEFERRAL ITEM C: Demonstrate MSIV auto timing, i.e., verify limit switch settings.

TEST RESULTS: The MSIV auto feature was not tested due to an incomplete design modification. It is our plan to test the auto timing feature after fuel load (but prior to initial criticality), when the next plant heatup is expected to occur. This testing will be conducted during Mode 4 and will demonstrate the operability of the MSIV's prior to Mode 3.

STATUS OF DEFERRAL: This deferral is open pending satisfactory completion of the testing identified in Item C above.

II. DEFERRED PREOPERATIONAL TESTING OF CONTAINMENT COOLING SYSTEMS

Deferred Test: 1CP-PT-45-06
Present Test: ISU-282A

DEFERRAL ITEM A: Failure of the Containment Cooling System to maintain cooling to the Reactor Vessel Supports.

TEST RESULTS: The Reactor Vessel Support supply air temperature met the acceptance criteria of less than 88.5°F.

No further testing of this item is anticipated.

DEFERRAL ITEM B: Failure of the containment cooling system to maintain cooling to the Neutron Detector Well Area.

TEST RESULTS: The return air temperature from each neutron detector well with the exception of SR(N32) and IR(N36) met the requirement of less than 133.5°F. The return temperature from SR(N32) and IR(N36) at azimuth 0°F reached a maximum of 143°F due to the fact that the temperature detector measures combined neutron detector well and reactor cavity exhaust temperatures. A Technical Specification change request has been initiated requesting that the limit be increased to 150°F. (Refer to TXX-4418) Procedure OPT-102 will monitor temperatures during the next heatup.

DEFERRAL ITEM C: Failure of the Containment Cooling System to maintain cooling to the Pressurizer Compartment.

TEST RESULTS: The air temperature in the Pressurizer Compartment met the acceptance criteria of less than 118.5°F.

No further testing is anticipated.

DEFERRAL ITEM D: Failure of the Containment Cooling System to maintain cooling to Steam Generator Compartments 1, 2, 3 and 4 areas.

TEST RESULTS: The air temperature in Steam Generator Compartments 1, 2, 3 and 4 met the acceptance criteria of less than 118.5°F.

No further testing of this item is anticipated.

STATUS OF DEFERRAL: This deferral is considered open pending final approval of the technical specification change request in Item B above.

III. DEFERRED PREOPERATIONAL TESTING OF SAFETY INJECTION SYSTEM
CHECK VALVE LEAKAGE

Deferred Test: ICP-PT-57-09
Present Test: EGT-712A

DEFERRAL ITEM A: The following check valves were determined to leak
in excess of their acceptance criteria:

1-8949A
1-8956A, B, D
ISI-8948A, B, C, D
ISI-8905B

TEST RESULTS: The leakage rate of each of the check valves met the
acceptance criteria of less than 1 gallon per
minute.

No further testing of this item is anticipated.

STATUS OF DEFERRAL: The Deferred Test Report 84-1-002 has been reviewed
and approved by the Station Operations Review
Committee.

This deferral is considered complete.

IV. DEFERRED PREOPERATIONAL TESTING OF TURBINE DRIVEN AUXILIARY
FEEDWATER PUMP STEAM SUPPLY LINE CHECK VALVE AND DRAIN POT LEVEL
CONTROL VALVE

Deferred Test: ICP-PT-37-03
Present Test: ISU-206A

DEFERRAL ITEM A: The steam line inlet supply drain pot level control valve, 1LV-2383, failed to shut after condensate was drained from the steam line piping.

TEST RESULTS: Valve 1LV-2383 operated satisfactorily during 5 consecutive cold quick starts.

DEFERRAL ITEM B: The steam line inlet supply check valves, 1MS-142 and 1MS-143, were damaged during the 5 consecutive cold quick starts (the disks were eroded and bent).

TEST RESULTS: The inspection of check valves 1MS-142 and 1MS-143 revealed that one of the valves was damaged. A Problem Report was initiated to evaluate this problem and is in Engineering Review at present. Some retesting and reinspection will probably be required during the post fuel load heatup prior to criticality. This testing is to be performed during Mode 3, prior to entering Mode 2 as required by Technical Specifications.

STATUS OF DEFERRAL: This deferral is considered open pending completion of the testing identified in Item B above.

V. DEFERRED PREOPERATIONAL TESTING OF REACTOR COOLANT PUMP SEAL PERFORMANCE

Deferred Test: 1CP-PT-49-02, 1CP-PT-55-09
Present Test: ISU-300A

DEFERRAL ITEM A: Verification of proper Reactor Coolant Pump seal injection and leakoff flows prior to and after starting of the Reactor Coolant Pumps.

TEST RESULTS: The RCP seal injection and leakoff flows were within the expected values for initial operation.

No further testing of this item is anticipated.

DEFERRAL ITEM B: Verification of proper Reactor Coolant Pump seal injection and leakoff flows at Reactor Coolant System normal operating system temperature and pressure.

TEST RESULTS: The RCP seal injection and leakoff flows were within the expected values for normal Reactor Coolant System temperature and pressure.

No further testing of this item is anticipated.

STATUS OF DEFERRAL: The Deferred Test Report 84-1-004 has been reviewed and approved by the Station Operations Review Committee.

This deferral is considered complete.

VI. DEFERRED PREOPERATIONAL THERMAL EXPANSION TESTING

Deferred Test: 1CP-PT-55-11
Present Test: ISU-008A

DEFERRAL ITEM A: The following items required retesting.

- 1) Snubbers
- 2) Springs
- 3) Pipe Whip Restraints
- 4) Pipe Points
- 5) RCP Tie Rods

TEST RESULTS: The following items did not meet the acceptance criteria of ISU-008A.

- 1) Snubbers (4)
- 2) Springs (2)
- 3) Pipe Points (17)

All other items tested satisfactorily. It is our plan to retest these items after fuel load when the next plant heatup is expected to occur.

STATUS OF DEFERRAL: This deferral is considered open pending satisfactory completion of the retesting identified in Item A above.

VII. DEFERRED PREOPERATIONAL CONTROL ROOM AIR BALANCE

Deferred Test: AB-TUSI-001
Present Test: AB-TUSI-001

DEFERRAL ITEM A: The Control Room air balance could not be completed.

TEST RESULTS: The design modifications for the Control Room ventilation system are complete. The rebalancing of the system is in progress and is expected to be completed prior to fuel load.

STATUS OF DEFERRAL: This deferral is considered open pending satisfactory completion of the testing identified in Item A above.