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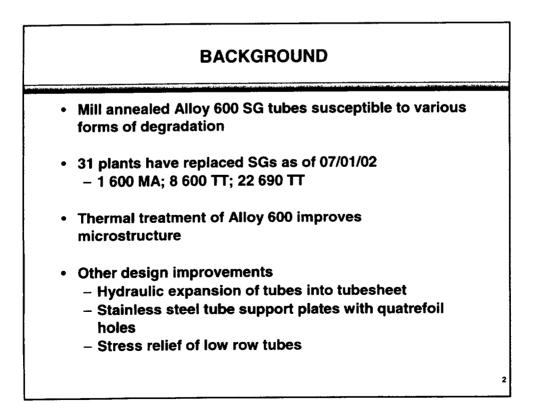
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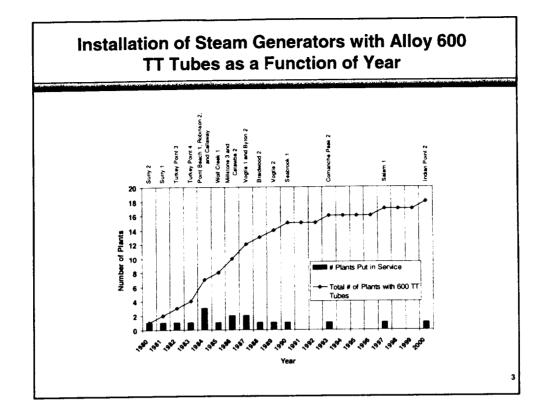
U.S. OPERATING EXPERIENCE WITH THERMALLY TREATED ALLOY 600 STEAM GENERATOR TUBES



EPRI Steam Generator NDE Workshop July 15, 2002

Kenneth J. Karwoski (kjk1@nrc.gov) U.S. Nuclear Regulatory Commission (301) 415-2752

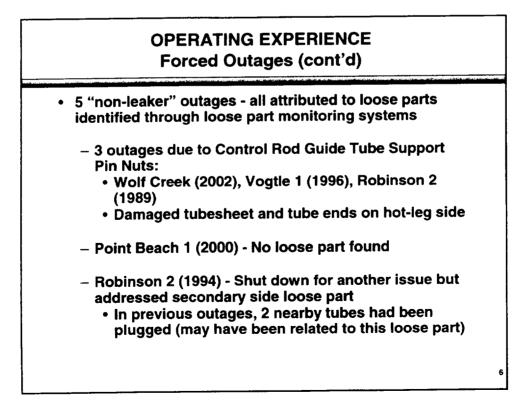




STEAM GENERATOR MODELS WITH ALLOY 600 TT TUBES								
Braidwood 2	1988	D5	4	N				
Byron 2	1987	D5	4	N				
Callaway	1984	F	4	N				
Catawba 2	1986	D5	4	N				
Comanche Peak 2	1993	D5	4	N				
Indian Point 2	2000	44F	4	Y				
Millstone 3	1986	F	4	N				
Point Beech 1	1984	44F	2	Y				
Robinson 2	1984	44F	3	Y				
Salem 1	1997	F	4	Y				
Seabrook 1	1990	F	4	N				
Surry 1	1981	51F	3	Y				
Surry 2	1982	51F	3	Y				
Turkey Point 3	1982	44F	3	Y				
Turkey Point 4	1983	44F	3	Y				
Vogtle 1	1987	F	4	N				
Vogtle 2	1969	F	4	N				
Wolf Creek 1	1985	F	4	N				

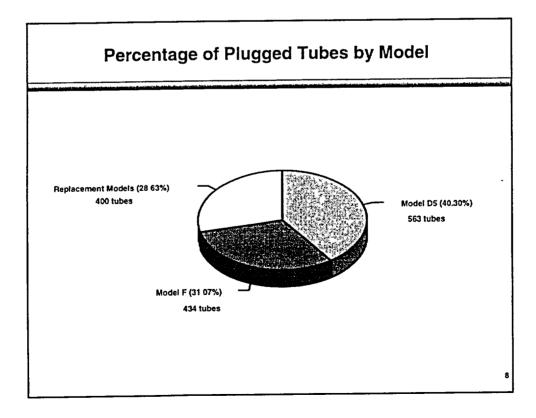
OPERATING EXPERIENCE Forced Outages

- Eight unplanned outages related to SG issues
- 3 Leakers
 - Byron 2 (2002) 75 gpd, secondary side foreign object
 - Byron 2 (1996) 120 gpd, secondary side foreign object
 - Surry 2 (1986) Shut down for another issue but addressed small SG leak – secondary side foreign object

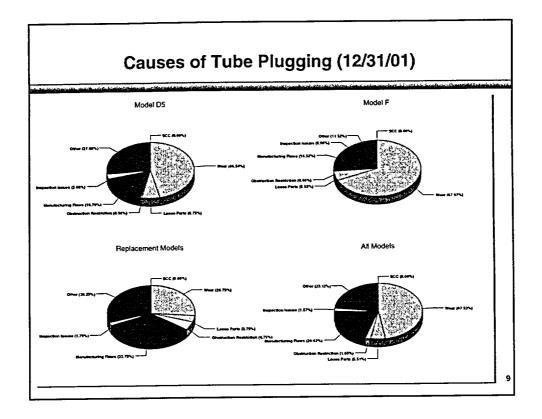


OPERATING EXPERIENCE Inspection Results

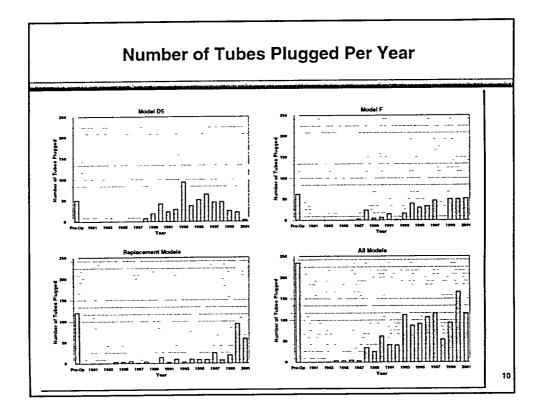
- ~281,000 Alloy 600 TT tubes in service
- Average age = 14.4 calendar years
- Results of SG tube inspections submitted to NRC
- Experience grouped by models
 - Model D5, Model F, and Replacement models (44F, 51F, and Salem Model F)
- Inspection scope and frequency varies
 - D5 typically all 4 SGs examined
 - F typically 2 of 4 SGs examined
 - Replacement varies inspect all SGs, skip cycles, 1 of 3 then 2 of 3, or 1 of 3 each outage



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OPERATING EXPERIENCE Observations

- Seabrook axial crack-like indications at tube supports
- Mechanical denting at tubes supports
- Wear at tube supports only 18 tubes plugged (12 at one plant last year)
- Volumetric indications attributed to tube wear in interior of tube bundle is not well explained

OPERATING EXPERIENCE Observations (cont'd)

- Causal mechanism for tube obstructions that prevent the passage of a bobbin coil is not readily ascertainable from "outage reports"
- Tube stabilization may be necessary as a result of continued degradation of plugged tubes

 Several plants have been evaluating
- Tubesheet anomalies not expanded, under expanded (i.e., not full length), or over expanded may require more frequent examination or preventive plugging

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OPERATING EXPERIENCE Observations (cont'd) Tube inspections before and/or after secondary side maintenance Before: may miss opportunity to detect loose parts left in SG After: may not be able to conclusively determine if loose part was the cause of indication Manufacturing anomalies Comprehensive preservice inspection could establish a baseline for dispositioning "anomalous" signals

OPERATING EXPERIENCE Tube Pulls

- Seabrook 2002
- Byron 2 1998
 - Removed portions of 3 tubes with circumferential indications at expansion transition
 - Manufacturing related indications
- Surry 1 1990
 - Removed portions of 2 tubes to examine indications near expansion transition
 - Manufacturing related indications
- Surry 1 1986
 - Removed portion of 1 tube to examine indications near uppermost tube support
 - No degradation

Operating Experience Tube Pulls (cont'd)

- Needed to:
 - Conclusively determine nature of "manufacturing related" eddy current signals which can't be traced to baseline
 - Conclusively determine nature of indications being detected at a number of plants
 - Volumetric
 - Loose Part Wear in interior of bundle
 - Support plate wear and denting
 - Obstructions/Restrictions
 - Cracking
- Uncertainties in determining type of degradation should be accounted for in operational assessments

	CONCLUSIONS					
•	Relatively good operating experience attributed to: – Thermal treatment					
	 Hydraulic expansion 					
	 Quatrefoil tube support hole design 					

- Stainless steel tube supports
- Although experience has been favorable, there is a continued need to monitor for tube degradation including cracking
- Better understanding of inspection results will be needed to determine appropriate intervals between inspections