

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

March 14, 1984

Director of Nuclear Reactor Regulation
Attention: Ms. E. Adensam, Chief
Licensing Branch No. 4
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Ms. Adensam:

In the Matter of the Application of) Docket Nos. 50-390
Tennessee Valley Authority) 50-391

On February 23, 1984, a telephone conference call was held between NRC and TVA to discuss the feasibility of exempting TVA's Watts Bar Nuclear Plant unit 1 175-ton polar crane from that portion of the preoperational test which required the performance of a specific braking exercise. This exercise is identified as item 3 of preoperational test TVA-43A in Table 14.2-1 of the Watts Bar FSAR.

NRC agreed that the requested exemption would be allowed based on the following conditions:

1. The braking exercise is to be performed on the unit 2 crane with acceptable results before the unit 1 fuel load date.
2. In the event that the results of the unit 2 test prove to be unacceptable, the braking exercise will be performed on unit 1 before fuel load.
3. TVA must verify the similarity of the units 1 and 2 cranes.
4. TVA must confirm acceptability of all other braking exercises performed on the unit 1 crane.

TVA agreed to perform the test(s) as identified in conditions 1 and 2 above. With respect to condition 3, TVA has verified the similarity of the Watts Bar units 1 and 2 cranes by noting that the cranes were purchased under the same contract with the same vendor using identical procurement specifications. The cranes were produced by the vendor at essentially the same time with only an approximate six-month lag time in the unit 2 crane due to space limitations at the vendor's shop. TVA's ongoing analysis per the requirements of NUREG-0612 further substantiates the cranes' similarity.

Upon receipt of the units 1 and 2 polar cranes, TVA performed a construction acceptance test on the cranes. Section 4.1 of this test includes exercises to examine proper brake operation at up to 100 percent of rated load. In addition, section 5.9 of this test requires braking the hoist at 125 percent of rated load. The results obtained from performing these sections of the test were acceptable.

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Paragraph 5.2 of the TVA preoperational test verifies that the main and auxiliary hoist brakes (primary and secondary) have been adjusted to overcome no less than 150 percent of the full load motor torque. All preoperational requirements for the hoists require extensive braking and no aberrant brake operation has been identified. From the above, TVA concludes that all other braking exercises are acceptable (condition 4).

If you have any questions concerning this matter, please get in touch with D. P. Ormsby at FTS 858-2682.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills
L. M. Mills, Manager
Nuclear Licensing

Sworn to and subscribed before me
this 14th day of March 1984

Paulette W. White
Notary Public
My Commission Expires 9-5-84

cc: U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30303