

Southern California Edison Company



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December 19, 1984

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Director, Office of Nuclear Reactor Regulation
Attention: Mr. J. A. Zwolinski, Chief
Operating Reactors Branch No. 5
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Gentlemen:

Subject: Docket No. 50-206
Transamerica DeLaval Inc. (TDI) Diesel Engine
Reliability and Operability
San Onofre Nuclear Generating Station
Unit 1

Reference: (A) Letter D. M. Crutchfield (NRC) to K. P. Baskin (SCE),
dated November 19, 1984, TDI Diesel Engine Reliability
and Operability

Reference (A) transmitted the NRC's Safety Evaluation Report for the San Onofre Unit 1 emergency diesel generators and also contained a set of conditions to be met by Southern California Edison (SCE). Reference (A) further requested that a schedule be established to close out these commitments.

The following is SCE's itemized schedule for meeting the conditions numbered 1 through 5 in Reference (A).

- (1) Proposed Technical Specification changes that limit engine loading during engine testing and in addition specify "slow starts" for monthly surveillance testing and "fast start" for the refueling interval test will be prepared and submitted to the NRC by approximately February 1, 1985. Emergency service requirements will be set forth in Emergency Operating Instructions (see Item 5 below).
- (2) A revised maintenance and surveillance program which considers Section 4.0 of the Battelle Pacific Northwest Laboratory Technical Evaluation Report as well as Owners Group recommendations will be submitted for NRC staff review by February 15, 1985.
- (3) The Owners Group, in coordination with its contractor Failure Analysis Associates, is preparing a schedule to complete the Diesel Generator #1 torsigraphic test report. Upon receipt and review of the report, SCE will transmit it to the NRC. Tentatively, the report is expected to be submitted to the NRC in March 1985.

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- (4) a. Cylinder block crack surveillance in the flange region (liner landing area) will be performed to Owners Group or SCE recommendations, if a cylinder liner disassembly occurs.
 - b. As reported by SCE in recent meetings with the NRC, a program is in place to upgrade cylinder heads on an approximately 25% basis at each refueling, or at reactor outages of sufficient duration to permit head replacement.
 - c. The high pressure fuel lines will be inspected to Owners Group specifications at the next refueling outage.
 - d&e. The front-end gears and gear teeth and their support bearings are part of the approximately 12 components affected by the crankshaft torsional vibration. For these components, the Owners Group is conducting an evaluation and preparing a recommended scope of inspection and inspection techniques for application at the next refueling outage.
 - f. SCE plans to implement all relevant Owners Group recommendations in a timely manner.
- (5) SCE will review the San Onofre Unit 1 Emergency Operating Instructions (EOI's) and will endeavor to limit the applied loads to the short term capability of the engines consistent with the proposed Technical Specification change discussed in Item 1 above. EOI review and necessary revisions are expected to be completed by July 1985. SCE expects that upon final implementation of Owner's Group recommendations (at the next refueling outage), SCE will be able to operate the diesel generators at power levels up to their 6000 kW rating.

If you have any questions, please contact me.

Very truly yours,

M. D. Medford

cc: USNRC Document Control Desk (Washington, D.C. 20555)
F. R. Huey (USNRC Senior Resident Inspector, Units 1, 2 and 3)
C. L. Ray, Jr. (TDI D/G Owners Group)