### Southern California Edison Company

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M. O. MEDFORD MANAGER, NUCLEAR LICENSING

#### April 16, 1985

Director, Office of Nuclear Reactor Regulation Attention: 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 Engines Revised Maintenance and Surveillance Program San Onofre Nuclear Generating Station Unit 1
- Reference: Letter M. O. Medford (SCE) to J. A. Zwolinski (NRC), March 8, 1985, Revised Maintenance and Surveillance Program

By the referenced letter, Southern California Edison (SCE) submitted a revised maintenance and surveillance program for the San Onofre Nuclear Generating Station, Unit 1 emergency diesel generators. This letter is to identify a further revision to the program, as described below.

Item (1)(A) in Section II to Table A of the referenced letter requires hourly recording of various engine operating parameters as part of the monthly engine surveillance test. Included in the list of parameters to be recorded is the pressure drop across the filter of the fuel oil transfer pump. Even though Technical Specification 4.4.B requires the engines to be run for  $\geq 60$  minutes during the monthly test, the normal run time is two full hours, which is in compliance with the diesel manufacturer's recommendation. The requirement then translates into two pressure drop readings taken one hour apart during each run, which is both cumbersome and unnecessary, considering the following:

(A) Operation of the fuel oil transfer pump is intermittent and automatic (controlled by the fuel oil day tank level), as the result of which the pump must ordinarily be started manually to obtain the required reading(s).

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- (B) In the absence of any unusual changes in the other listed parameters, the second pressure drop reading would merely duplicate the data provided by the first reading.
- (C) After the first reading is taken, then further assurance as to the operability of the fuel oil transfer pump and filter is provided by an hourly check of the fuel day tank level, as required by the present program.

For the reasons stated above, only one pressure differential reading for the fuel oil transfer pump filter is necessary as part of the monthly diesel engine surveillance test. Accordingly, a revised insert page to Table A of the referenced letter is enclosed.

If you have any questions, please call me.

Very truly yours,

for MOTHelful

Enclosure

cc: USNRC Document Control Desk (Washington, D.C. 20555)
F. R. Huey (USNRC Senior Resident Inspector, Units 1, 2 and 3)

Insert Page to Revised M&S Program dated March 8, 1985 -5Enclosure Change Date: 4/85

### <u>Section II</u>

## <u>Action</u>

ب بر با <sup>رو</sup>ب ۱۹۰۱ مر

# <u>Frequency</u>

1)	(A)	<pre>Record engine operating parameters: a. engine inlet lube oil pressure b. turbo lube oil pressure c. fuel oil pressure d. fuel oil filter and strainers differential pressure e. left bank air manifold pressure f. right bank air manifold pressure g. lube oil filter differential pressure h. jacket water pressure (inlet and outlet) i. crankcase vacuum j. all cylinder exhaust temperatures k. exhaust manifold temperatures at turbine inlet l. lube oil temperature (inlet and outlet) m. jacket water temperature (inlet and outlet) n. tachometer o. hourmeter p. generator load</pre>	Once per hour, during surveillance testing (for items a. through p. below).
		q. fuel oil transfer pump filter differential pressure	Once per month, during surveillance testing.
	(B)	Check following operating parameters: a. starting air pressure b. fuel oil day-tank level	Once per hour, during surveillance testing.
2)	Aiı	r roll engine	At 4 hours and at 24 hours following engine shutdown. Also prior to a planned start, unless the engine has run and/or been air rolled in the 24 hours immediately preceding the start.
3)	Vis blo lea	sually inspect external engine ock and base for oil and water akage (engine running)	Monthly or after every 24 hours of engine operation, whichever comes first.
4)	Perform laboratory analysis of lube oil sample taken from the bottom of sump to check for presence of water.		Quarterly
5)	Vis box	sually inspect all connecting rod kes and check for bolt preload relaxation	At refueling or after every 285 hours of operation, whichever comes first.
6) Check preload relaxation on 25% of cylinder head studs, 25% of rocker arm bolts, and 50% of air start valve capscrews			At refueling.