

## ArevaEPRDCPEm Resource

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**From:** Wunder, George  
**Sent:** Monday, February 03, 2014 11:11 AM  
**To:** usepr@areva.com  
**Cc:** Ader, Charles; Gleaves, Bill; ArevaEPRDCPEm Resource  
**Subject:** US EPR DC DRAFT RAI LETTER 626 RAI I7281  
**Attachments:** Draft RAI 626 RAI\_7281.docx

Attached please find Draft RAI No. 626 regarding your application for standard design certification of the U.S. EPR. If you have any questions or need clarification regarding this Draft RAI, please let us know as soon as possible; I will have our technical Staff available to discuss them with you.

Please also review the Draft RAI to ensure that we have not inadvertently included proprietary information. If there is any proprietary information, please let us know within the next ten days. If I do not hear from you within the next ten days, I will make the Draft RAI publicly available.

Sincerely,

George Wunder, Senior Project Manager  
Office of New Reactors

**Hearing Identifier:** AREVA\_EPR\_DC\_RAIs  
**Email Number:** 4788

**Mail Envelope Properties** (DAC719623E968245BD52D0369611110001BD27AAA884)

**Subject:** US EPR DC DRAFT RAI LETTER 626 RAI I7281  
**Sent Date:** 2/3/2014 11:10:49 AM  
**Received Date:** 2/3/2014 11:10:50 AM  
**From:** Wunder, George

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Tracking Status: None

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**Post Office:** HQCLSTR02.nrc.gov

<b>Files</b>	<b>Size</b>	<b>Date &amp; Time</b>
MESSAGE	710	2/3/2014 11:10:50 AM
Draft RAI 626 RAI_7281.docx	29817	

**Options**

**Priority:** Standard

**Return Notification:** No

**Reply Requested:** No

**Sensitivity:** Normal

**Expiration Date:**

**Recipients Received:**

## **Draft Request for Additional Information 626**

Issue Date: 02/03/2014

Application Title: U. S. EPR Standard Design Certification - Docket Number 52-020

Operating Company: AREVA NP Inc.

Docket No. 52-020

Review Section: 06.03 - Emergency Core Cooling System

Application Section: 6.3

### **QUESTIONS**

#### **06.03-19**

GDC 35 states that the emergency core cooling system shall provide abundant core cooling assuming a single failure.

In Chapter 6 of Revision 5 to the U.S. EPR FSAR Tier 2, the design certification applicant specifies that non-safety-related pumps and valves will be installed (attached and in parallel to the medium head safety injection system) to address the potential for long-term station blackout at a U.S. EPR nuclear power plant.

Figure 6.3-2, "Safety Injection / Residual Heat Removal System Train (Typical)," shows a class I MOV (30JND11 AA012) rated for 1525 psi leading off the safety-related medium head safety injection (MHSI) line that is capable of failing via spurious opening (see also Table 6.3-6, "Safety Injection System Failure Modes and Effects Analysis"). A check valve (30JND11 AA011) in sequence after the MOV intended to prevent flow off the MHSI line in the event of a spurious opening is class II and rated for 600 psi. How does this configuration satisfy GDC 35?