

NIAGARA MOHAWK POWER CORPORATION

NIAGARA  MOHAWK

300 ERIE BOULEVARD, WEST
SYRACUSE, N. Y. 13202

August 13, 1976

Mr. James P. O'Reilly
Directorate of Regulatory Commission
Region I
631 Park Avenue
King of Prussia, Pa. 19406

RE: Docket No. 50-220
I.E. Bulletin 76-07

Dear Mr. O'Reilly:

In response to I.E. Bulletin 76-07 dated July 28, 1976, the following information is supplied:

1. a) The Reactor Building Crane at the Nine Mile Nuclear Station Unit 1 was supplied by Whiting Corporation and utilizes a G.E. IG9528 D.C. magnet operated two-shoe brake. The D.C. magnet on the brake overcomes spring pressure to release the brake when energized through a D.C. contact from a contractor in the hoist motor power circuit. The crane is presently being modified to provide redundant hoist capability. However, slow speed hoist capability is not being added.
- b) Changes to the brake power and control circuitry involve adding an additional (redundant) brake solenoid in series with the existing brake solenoid, both of which will be controlled by the single contact of the brake contractor. The second (additional) brake solenoid is provided with an adjustable time delay circuit in parallel with it to maintain it energized for an adjustable period after the existing brake solenoid drops out.
- c) The existing brake circuit was tested prior to fuel loading through the performance of a formal pre-operational test and has operated satisfactorily since initial operation of the plant in November of 1969. Since no new contacts are being added in the brake solenoid circuit and the redundant solenoid to be added is identical to the original one, operation of the brake circuitry is expected to be unaffected.

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2. Planned modifications to the hoist control system including redundant hoist and restrictive path operation are scheduled for completion by September 13, 1976. Design reviews of these modifications have been conducted by our design engineers, our Safety Review and Audit Board and Site Operations Review Committee. This modification has also been reviewed and approved by the NRC Division of Reactor Licensing.

Extensive pre-operational and functional testing is planned prior to any operation. Pre-operational testing will include tests intended to verify correct operation of electrical and mechanical systems and safety features. Functional testing will include a no load and static load test at 125% of rated capacity. Non-destructive examination of load bearing members will also be performed prior to use. In addition, preventive maintenance, including brake inspection, will be performed on the crane prior to use if it has been idle for more than a month, prior to fuel handling operations, and prior to spent fuel cask handling.

Very truly yours,

Original Signed by R. R. Schneider

R.R. Schneider
Vice President
Electric Production

DLP/aih