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SUBJECT: Responds to 960702 RAI ltr re GL 92-08, "Thermo-Lag 330-1 Fire Barriers."

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**SUSQUEHANNA STEAM ELECTRIC STATION
RESPONSE TO THE REQUEST FOR ADDITIONAL
INFORMATION REGARDING GENERIC LETTER 92-08
"THERMO-LAG 330-1 FIRE BARRIERS," SUSQUEHANNA
STEAM ELECTRIC STATION, UNITS 1 AND 2
(TAC NOS. M85613 AND M85614)
PLA-4484**

Docket Nos. 50-387
and 50-388

FILE R41-2

Reference: PLA 4286, R. G. Byram to U. S. NRC, "Response to the Follow-up to the Request for Additional Information Regarding Generic Letter 92-08 Issued Pursuant to 10 CFR 50.54(f) Susquehanna Steam Electric Station Units 1 and 2 (TAC Nos. M85613 and M85614)," dated March 27, 1995.

This letter is provided in response to your request for additional information regarding Generic Letter 92-08 "Thermo-Lag Fire Barriers," dated July 2, 1996 and supplements our response provided in PLA-4286 referenced above.

Thermo-Lag material used at Susquehanna SES is representative of the population of samples that were tested by the Nuclear Energy Institute (NEI). The sample population tested for chemical composition by NEI contained 15 samples representative of each of the four construction vintages used at Susquehanna SES. The samples that were selected are described below:

- a. 1-hour Sprayed on Thermo-Lag conduit. (1 specimen)
- b. 1-hour Site Fabricated Thermo-Lag Panels. (1 specimen)
- c. Trowel Grade material used with 1-hour Site fabricated Panels. (1 specimen)
- d. 1-hour and 3-hour Thermo-Lag Panels installed prior to the 1985 Appendix R Reanalysis. (2 specimens)

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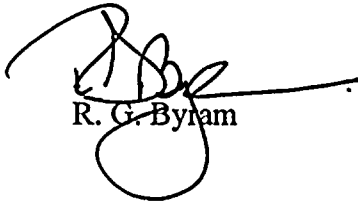
- e. 1-hour and 3-hour Thermo-Lag Pre-formed conduit sections installed prior to the 1985 Appendix R Reanalysis. (2 specimens)
- f. Trowel Grade material from d. or e. above. (2 specimens)
- g. 1-hour and 3-hour Thermo-Lag Panels installed after the 1985 Appendix R Reanalysis. (2 specimens)
- h. 1-hour and 3-hour Thermo-Lag Pre-formed conduit sections installed after the 1985 Appendix R Reanalysis. (2 specimens)
- i. Trowel grade material from g. or h. above. (2 specimens)

Based upon the results of the testing and the inclusion of the Susquehanna SES representative samples therein, PP&L considers any questions regarding the consistency of the chemical composition of Thermo-Lag material used at Susquehanna SES to be resolved. Therefore, PP&L believes that the use of generic independent industry testing performed on Thermo-Lag materials is acceptable for evaluating the acceptability of the Thermo-Lag material used at Susquehanna SES to demonstrate the acceptability of the required raceway fire barriers for the other material properties listed in the NRC Request For Additional Information dated December 29, 1994 (Question 1.a.). It is also recognized that any evaluations performed using this testing must address the "Important Barrier Parameters" discussed in our response to NRC Request Number 2 of PLA-4286.

Additionally, as stated in our response to NRC Request 1.b subsection (3) in PLA-4286, PP&L has had weight and density testing conducted on a sampling of installed Thermo-Lag. The sample size consisted of specimens from each of the four construction vintages used at Susquehanna. As with chemical testing, the approach used included samples from each of the time frames when significant quantities of Thermo-Lag were installed in the plant. The specimens selected are described by items a, b, d, e, g and h above. The results of the density testing determined that the density of the Thermo-Lag materials at Susquehanna SES were on average less than had been assumed in our calculations for the weight effects of fire wrapping on raceway and raceway supports. Based on testing results, PP&L will use the average of the tested density values, along with the combustibility properties provided in the NEI Combustibility Guideline, for determining the combustibility impact of Thermo-Lag as stated in PLA-4286 in our response to NRC Request 1b. [See item (6)].

Should you require any additional information, please contact Mr. William W. Williams at (610) 774-7742.

Very truly yours,



R. G. Byram

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