



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D.C. 20555-0001

February 10, 1994

Docket Nos. 50-250  
and 50-251

Mr. J. H. Goldberg  
President - Nuclear Division  
Florida Power and Light Company  
P.O. Box 14000  
Juno Beach, Florida 33408-0420

Dear Mr. Goldberg:

SUBJECT: GENERIC LETTER 89-10, SUPPLEMENT 5, "INACCURACY OF MOTOR-OPERATED VALVE DIAGNOSTIC EQUIPMENT" (TAC Nos. M88013 and M88014)

On June 28, 1993, the NRC staff issued Supplement 5, "Inaccuracy of Motor-Operated Valve Diagnostic Equipment," to Generic Letter (GL) 89-10, "Safety-Related Motor-Operated Valve Testing and Surveillance." This supplement requested nuclear power plant licensees and construction permit holders to re-examine their Motor-Operated Valve (MOV) programs relating to new information on MOV diagnostic equipment inaccuracies. Inaccuracy of MOV diagnostic equipment can raise questions regarding the adequacy of torque switch settings to provide sufficient thrust while not exceeding thrust or torque structural limits and the capability of actuator motors at current settings. Supplement 5 required licensee actions to notify the NRC staff of the diagnostic equipment used to confirm the proper size, or to establish settings, for safety-related MOVs, and to report actions taken or planned (including the schedule) to address the new information on the accuracy of MOV diagnostic equipment.

By letter dated September 30, 1993, you responded to Supplement 5. Your response indicates that your MOV diagnostic equipment is manufactured by ITI-MOVATS (vendor). You have evaluated all MOV setups using the ITI-MOVATS Thrust Measuring Device in accordance with ITI-MOVATS Engineering Report 5.2. Your evaluations did not identify any operability concerns.

You stated that Turkey Point facilities now primarily use the ITI-MOVATS Torque Thrust Cell (TTC) for performing MOV diagnostic testing. In addition to the TTC, Stem Strain Rings, Stem Load Sensors and strain gauges from Teledyne Engineering are also used as dictated by specific applications. Addressing potential actuator thrust measurement errors resulting from installation of the TTC, your engineering evaluation concluded that, with the exception of two valves, all MOVs were operable. The affected two valves have been satisfactorily retested during your recent refueling outage. To minimize future potential for thrust variations as a result of TTC installation, you have made several changes to the Turkey Point MOV programs in the areas of stem lubricant and diagnostic testing.

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Mr. J. H. Goldberg  
Florida Power and Light Company

Turkey Point Plant

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Mr. J. H. Goldberg

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We find your responses satisfy the actions requested in GL 89-10, Supplement 5. Further staff review, if any, relating to MOV testing accuracy will be performed during future inspections and audits.

This completes all efforts on TAC NOs. M88013 and M88014. If you have any questions regarding this issue, please call me at (301) 504-1471.

Sincerely,



L. Raghavan, Project Manager  
Project Directorate II-2  
Division of Reactor Projects - I/II  
Office of Nuclear Reactor Regulation

cc: See next page

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