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SUBJECT: Forwards "NRC Licensing Submittal Review of Licensing Conditions Imposed by NUREG-1216." Submittal made on behalf of eight utils having Enterprise EDGs for emergency standby ac power.

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December 8, 1992

Document Control Desk
Nuclear Regulatory Commission
Washington, DC 20555

Subject: TDI Owners Group
Generic Licensing Submittal for Emergency Diesel Generators
Conditions of License for Utilities with Enterprise Engines

Gentlemen:

Attached please find five (5) copies of the subject submittal. This submittal is made on behalf of eight utilities having Enterprise Emergency Diesel Generators (EDG) for emergency standby AC power. These utilities are listed below with the respective plants they operate:

UTILITY

STATION

| | |
|---|------------------|
| Texas Utilities, Inc | Comanche Peak |
| Entergy Operations, Inc. | Grand Gulf |
| Duke Power Co., Inc. | Catawba] |
| Carolina Power and Light Co., Inc. | Shearon Harris] |
| Georgia Power/Southern Nuclear Operating, Inc. | Vogtle |
| Cleveland Electric Illuminating, Inc./Centerior, Inc. | Perry] |
| Gulf States Utilities, Inc. | River Bend? |
| Tennessee Valley Authority | Bellefonte] |

This Owners Group was formed in late 1983 following the crankshaft failure of an Enterprise EDG at the Shoreham Nuclear Plant. A complete Design Review and Quality Review of these EDGs was performed and completed in February 1985. The Nuclear Regulatory Commission reviewed the detailed Owners Group Program Plan and the components referred to as Phase I. (This Phase I program reviewed 16 major components that were selected as being the most critical to engine operation.) Phase II was completed by the Owners Group but was not reviewed in detail by the NRC staff as they had concluded that review of the Program Plan and Phase I of that plan provided sufficient justification for operation of the engines in a safe and reliable manner.

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December 8, 1992
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The NRC review of Phase I is documented in NUREG 1216. This document also imposed some of the findings of the review as conditions of license. It was noted in these findings that many of these conditions were imposed due to the lack of operational experience with these machines in nuclear standby service. Since 1985, over 9000 hours of operation have been logged collectively by TDI engines. While a few problems have been found, the program has served its function and has increased the reliability of these machines. In addition, many of the surveillance items that are in place have proven to be as effective as inspection for revealing a potential problem. Using surveillances in lieu of inspections will also contribute to decreased unavailability especially during outages.

This submittal presents background on the relevant issues for the Phase I components and the history collected over the past seven years of performing teardowns and inspections required by NUREG 1216. The conclusions drawn from this data are also presented. It is respectfully requested that the staff review this information by June 30, 1993, and permit the utilities listed above to remove these prescriptive teardowns and inspections as licensing conditions to give the utility the flexibility to determine the best way to monitor engine condition while maintaining reliability and reducing unavailability.

Correspondence concerning this issue should be addressed to C.W. Hendrix or R.C. Day.

Sincerely,



JB George
Chairperson
TDI Owners Group

RCD and
for CW Hendrix
Project Manager
Duke Engineering and Services, Inc.

RCD/pja.017

Attachment

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