

## 4.17 SHOCK SUPPRESSORS (SNUBBERS)

Applicability

Applies to all hydraulic shock suppressors (snubbers) which are required to protect the reactor coolant system and safety related systems.

Objective

To specify the minimum frequency and type of surveillance to be applied to the hydraulic snubbers listed in Table 4.17-1 and 4.17-2.

Specification

- A. All hydraulic shock suppressors whose seal material has been demonstrated by operating experience, lab testing or analysis to be compatible with the operating environment shall be visually inspected.

This inspection shall include but not necessarily be limited to, inspection of the hydraulic-fluid reservoir, fluid connections, and linkage connections to the piping and anchor to verify snubber operability in accordance with the following schedule:

Number of Snubbers Found Inoperable During Inspection or During Inspection Interval	Next Required Inspection Interval
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0

18 Months  $\pm$  25%

1

12 Months  $\pm$  25%

2

6 Months  $\pm$  25%

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3, 4	124 Days	$\pm 25\%$
5, 6, 7	62 Days	$\pm 25\%$
$\geq 8$	31 Days	$\pm 25\%$

The required inspection interval shall not be lengthened more than one step at a time.

Snubbers may be categorized into two groups, "accessible" or "inaccessible" based on their accessibility for inspection during reactor operation. These two groups may be inspected independently according to the above schedule.

- B. All hydraulic snubbers whose seal material are other than ethylene propylene or other material that has been demonstrated to be compatible with the operating environment shall be visually inspected for operability every 31 days.
- C. The initial inspection shall be performed within 6 months from the date of issuance of these specifications. For the purpose of entering the schedule into specification 4.17-A, it shall be assumed that the facility had been on a 6 month inspection schedule.
- D. Once each refueling cycle, a representative sample of 10 hydraulic snubbers or approximately 10% of the hydraulic snubbers, whichever is less, shall be functionally tested for operability including verification of proper piston movement, lock-up and bleed.