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METROPOLITAN EDISON COMPANY SUBSIDIARY OF GENERAL PUBLIC UTILITIES CORPORATION

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October 15, 1976
GQL 1470

Mr. J. P. O'Reilly, Director
Office of Inspection and Enforcement, Region 1
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Sir:

Docket No. 50-289
Operating License No. DPR-50
Three Mile Island Nuclear Station, Unit 1 (TMI-1)
IE Circular 76-02

Attached please find our response to IE Circular 76-02 submitted by your office on August 18, 1976. We trust this report addresses all your inquiries on the subject.

Sincerely,

R. C. Arnold
Vice President

RCA:JMC:tas

Attachment

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Response to IE Circular 76-02

Reference: GQL 0660, dated May 7, 1976
(Response to IE Bulletin 76-05)

As noted in the referenced response, we do have BFD relays in safety related systems. BFD relays are used on Westinghouse DHP circuit breakers used on the 4KV ES buses and also in the controls for the emergency diesel generators. As previously indicated we plan to replace the BFD relays on the diesel generator because of the coil temperature problem. We have obtained and evaluated two relays of a new type that we believe would resolve the coil temperature problem.

The new type relay, however, may be subject to the armature pin problem. We have been informed by Westinghouse that they have recently developed a relay that will not be subject to the pin problem or coil temperature problem. Based on the availability of the recently developed relays we plan to replace the BFD relays in the diesel generator controls during the next refueling outage. At this time we do not plan to replace the relays on the 4KV circuit breakers.

The following actions are planned or have been completed regarding BFD relays in safety related systems:

1. Subsequent to the previous notice, a functional test was performed on the BFD relays associated with the A diesel generator. All the relays tested operated correctly.

2. There are 2 BFD relays used as emergency start relays for the diesel generators. On an Engineered Safeguards actuation signal both relays energize causing the diesel to start. Energizing either relay will result in the diesel starting. The periodic test procedure verifies each relay separately. No special testing is required for the other BFD relays in the diesel controls.

3. The effect of failure to energize the "Y" relay on the 4KV breakers has been evaluated. The "Y" relay is incorporated in the anti pump feature of the breaker. Failure of the "Y" relay to energize will not prevent the breaker from closing therefore, no special testing is required.

In summary; we intend, during the next refueling outage (March, 1977), to replace the BFD relays on both diesel generators to eliminate the coil temperature and armature pin problem. We do not plan any testing of the relays other than the Technical Specification Surveillance Tests on the affected components.