

Detroit
Edison

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June 22, 1981
EF2 - 53,465



Mr. L. L. Kintner
Division of Project Management
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Kintner:

Reference: Enrico Fermi Atomic Power Plant, Unit 2
NRC Docket No. 50-341

Subject: Diesel Generator Engine Mounted
Piping Code Classification

As requested by R. J. Giardina, Detroit Edison compared the wall thickness of the engine mounted piping against the minimum requirements of ANSI B31.1 and found the thicknesses to be acceptable.

This information will be provided in responses to Q. 222.55 in a forthcoming FSAR Amendment, draft copy attached.

Sincerely,

W. F. Colbert
Technical Director
Fermi 2 Project

WFC/LES:jl

cc: Mr. B. Little

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QUESTION The FSAR text and Table 3.2-1 states that the
222.55 piping systems for the diesel generator auxiliaries
(3.2) (fuel oil system, cooling water, lubrication,
(9.5.4) air starting, and intake and combustion system)
(9.5.5) that are mounted on the auxiliary skids are de-
(9.5.6) signed seismic Category I and are ASME Section
(9.5.7) III Class 3 quality. The engine mounted components
(9.5.8) and piping are designed and manufactured to DEMA
standards, and are seismic Category I. This is
not in accordance with Regulatory Guide 1.26
which requires the entire diesel generator auxi-
liary systems be designed to ASME Section III
Class 3 or Quality Group C. Provide the industry
standards that were used in the design, manufacture,
and inspection of the engine mounted piping and
components. Also show on the appropriate P&ID's
where the Quality Group Classification changes
from Quality Group C.

RESPONSE (222.55)

The engine mounted piping, other than those designated
as ASME Section III, Class 3, was inspected for
compliance to the minimal wall thickness require-
ments of ANSI B31.1. The engine piping of the
air start, air coolant, jacket coolant, fuel oil
and lube oil systems meets these B31.1 requirements.

J. R. Green
/dk
6-23-81