



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

Docket File

JAN 29 1985

Docket No.: 50-458

Mr. William J. Cahill, Jr.
Senior Vice President
River Bend Nuclear Group
Gulf States Utilities Company
Post Office Box 2951
Beaumont, Texas 77704
ATTN: Mr. J. E. Booker

Dear Mr. Cahill:

Subject: Request for Additional Information - TDI Diesel Generators -
River Bend Station

As a part of the NRC staff's review of your application for an operating license, the staff has determined the need for additional information in the area of Transamerica DeLaval, Inc. (TDI) emergency diesel generators (EDG). The following items result from a preliminary review of the emergency diesel generators at River Bend Station (RBS); additional information needs may be identified as the review progresses.

For the RBS TDI diesel generators, please provide:

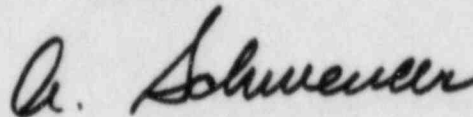
- 1) Maximum emergency loads for the engines under design-basis accident conditions
- 2) Data on TDI Shop Qualification Tests of the engines, including:
 - Dates of tests
 - Purpose (i.e., intended to qualify some aspect of design, or conventional shop test to verify operability?)
 - Loads and hours at each load for each EDG
 - Number and type of starts for each EDG
 - Results and conclusions
- 3) For each engine disassembly: operating hours and loads prior to the disassembly, and number and type of starts
- 4) Results of preliminary tests of auxiliary components and systems (Table 2 of the Gulf States utilities (GSU) letter, dated December 21, 1984 (Booker to Denton). The table was not included in the enclosure, but was to be provided "later".)

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- 5) Load at which each engine was run for confirmatory tests at 100% power (i.e., were the tests conducted at the "nameplate" rating of 3500 kW?)
- 6) Results and conclusions of preoperational tests in accordance with FSAR Section 14.2.12.1.36 if the tests have been performed.
- 7) Description of the "improved idler gear locknut" mentioned on page 16 of the enclosure to the letter referenced above.
- 8) Surveillance and maintenance program for the engines, and in particular, for the 16 components that were the focus of attention during Phase I of the Owner's Group Program Plan. (According to page 25 of the enclosure to the letter referenced above, the S&M program is contained in Appendix II of the DR/QP. However, the latter document references certain TDI manuals. Clarification is requested on the actual S&M program planned for the TDI engines.)
- 9). Information on the key engine components (the "Phase I" components) actually installed in the engines at River Bend. For example:
 - Cylinder heads have been classified by the Owner's Group in three categories. Which are installed at River Bend? What non-destructive examinations of these heads have been performed to verify proper firedeck thickness and absence of flaws in critical areas?
 - Who manufactured the crankshafts, what process was used, and what are the materials properties? Are the fillets shotpeened?

Please inform NRC Project Manager Edward Weinkam of your schedule for response and for clarification or further discussion on this topic. A timely response is requested to aid in the review of the RBS engines.

Sincerely,



A. Schwencer, Chief
Licensing Branch No. 2
Division of Licensing

cc: See next page

River Bend Station

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