

March 4, 1985  
NE-85-0342



Nuclear  
Operations

Mr. M. D. Lynch  
Licensing Project Manager,  
Division of Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Reference: Fermi 2  
NRC Docket No. 50-341

Subject: Transmittal of Additional Information

As committed during our telecon of February 28, 1985, I am forwarding a copy of the letter from our turbine generator manufacturer indicating their concurrence with a 14 day stroke test of the turbine stop and control valves versus 7 days. This memo was provided previously as the basis for revising the technical specifications to require a 14 day test.

Concerning the question of whether the valves identified in Final Safety Analysis Report Table 6.2-2 as V8-4616 and V8-4617 are in Technical Specification table 3.6.3-1, as we discussed by phone, these valves are in the Technical Specification Table (item D.21) though the "V" numbers are incorrect. We requested that all "V" numbers be deleted from the Technical Specifications in a previous letter dated January 10, 1985.

In addition, Table 6.2-2 of the Final Safety Analysis Report will be revised in a future amendment to either list the "F" number for each valve instead of or in addition to the current "V" numbers.

Please direct any questions to me at (313) 586-4211.

Sincerely,

O. K. Earle  
Supervisor-Licensing

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cc: Mr. P. M. Byron  
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# THE ENGLISH ELECTRIC CORPORATION

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Date: June 12, 1984  
Ref. DSEF.L.495

To: A. Peluso ✓

From: D. T. Shepperd

Subject: On-Load Testing of H.P. Valvegear

Reference: Your Detroit Edison Company letter NE.84.0478 of May 18, 1984

Your queries have been reviewed by the G.E.C. Turbine Design Department Control Specialists who have made the following observations.

Ringhals (Sweden) On-Load test the turbine stop and control and bypass valves every 14 days. They reduce load before the test by a sufficient amount to allow the pressure control to open the other control valves as the valve being on-load tested is fully closed. There are no abnormal pressure disturbances. The Ringhals BWR pressure control constraints are similar to those at Fermi 2. The pre-test reduction in load at Fermi would need to be to approximately 95% M.C.R.. The valve on-load test stroking time can be adjusted to between 15 and 30 seconds. Note the three open control valves must not be fully opened during the test as this would inhibit effective pressure control.

G.E.C. Design Engineering Department is satisfied that the Fermi 2 H.P. Stop and Control valves test frequency can be reduced to the same 14 day cycle.

Ringhals on-load test the bypass valves to the Condenser by reducing the Turbine Valve Opening Limit thus forcing the pressure control to open the bypass valves. Fermi 2 bypass valves are identical to the Ringhals valves. As the unit capacity is four times that of Ringhals, the disturbance to the Condenser should be considerably less at Fermi 2. It is presumed that the Fermi 2 Condenser has been designed for this duty.

G.E.C. Design Engineering Department is unable to agree that limiting the test to 10% valve opening shows that the valves will go to 100% open when required. Apart from possible stiction of the valves the full range of the valve positioning system would not be proved. G.E.C. cannot agree with the Detroit Edison proposal to carry out reduced stroke on-load tests of the Dump valves.

DTS/jll *P.K. Hudson P.D.T.S.*

cc: G. Overbeck  
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