


August 26, 2022

TSTF-22-08
PROJ0753Attn: Document Control Desk
U. S. Nuclear Regulatory Commission
Washington, DC 20555-0001**SUBJECT:** TSTF Response to NRC Questions on TSTF-589, Revision 0, "Eliminate Automatic Diesel Generator Start During Shutdown"

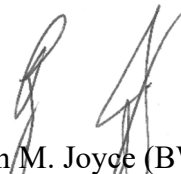
On June 30, 2022, the NRC provided a Request for Additional Information (RAI) regarding TSTF-589, Revision 0, "Eliminate Automatic Diesel Generator Start During Shutdown" (ADAMS Accession Number ML22034A015).

The TSTF's response to the NRC RAI is attached.

Should you have any questions, please do not hesitate to contact us.



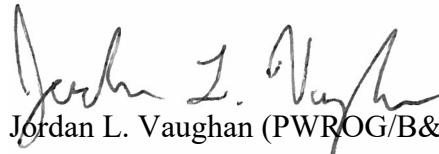
Andrew M. Richards, Jr. (PWROG/W)



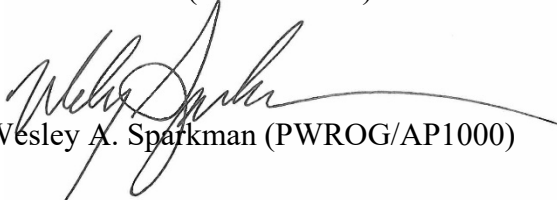
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Attachment

cc: Michelle Honcharik, Technical Specifications Branch
Victor Cusumano, Technical Specifications Branch

TSTF Response to NRC Questions on TSTF-589, Revision 0, "Eliminate Automatic Diesel Generator Start During Shutdown"

The NRC request is repeated below in italics, followed by the TSTF response.

By letter dated February 3, 2022 (ML22034A015), you submitted a request to the U.S. Nuclear Regulatory Commission (NRC) to incorporate Traveler TSTF-589, "Eliminate Automatic Diesel Generator [DG] Start During Shutdown," into the standard technical specifications (STS). The proposed change eliminates the technical specifications requirements for automatic DG start and loading during shutdown. The proposed change affects the STS in NUREG-1430, NUREG-1431, and NUREG-1432. Upon review of the information provided, the NRC staff has determined that additional information is needed to complete the review.

1. *Describe any hardware changes that may be required to distinguish a loss of offsite power (LOOP) between plant operating condition (Modes 1, 2, 3 and 4) and shutdown condition (Modes 5 and 6) so that a DG is not fast started if a LOOP occurs during Modes 5 or 6 condition. Describe any impact on the plant procedures that may be required to detect a LOOP, requiring a manual start of a DG during Modes 5 and 6.*

Response to RAI 1

The traveler requests a change to the TS to no longer require automatic start of a DG on a LOOP or Engineered Safety Feature (ESF) signal in Mode 5 or 6. The proposed change to the TS does not require that a DG be prevented from automatically starting in Modes 5 and 6. When TSTF-589 is implemented by a licensee, any modifications or procedure changes will be evaluated under 10 CFR 50.59 to determine whether NRC prior approval is required, but such approval is not anticipated and is not in the scope of this proposed TS change.

Regarding detection of a LOOP in Mode 5 or 6, the instrumentation which monitors plant bus voltages and switchyard conditions and the associated control room alarms are not affected by the proposed change. As a result, there is no change to the detection of a LOOP in Mode 5 or 6. When TSTF-589 is implemented by a licensee, any modifications or procedure changes will be evaluated under 10 CFR 50.59 to determine whether NRC prior approval is required, but such approval is not anticipated and is not in the scope of this proposed TS change.

2. *Describe any hardware changes in the load sequencer that may be required to distinguish a LOOP between plant operating condition (Modes 1, 2, 3 and 4) and shutdown condition (Modes 5 and 6) so that automatic load sequencing does not occur during Modes 5 and 6.*

Response to RAI 2

The traveler requests a change to the TS to no longer require automatic load sequencing on a LOOP or Engineered Safety Feature (ESF) signal in Mode 5 or 6. The proposed change does not require that a load sequencer be prevented from operating in Mode 5 or 6. When TSTF 589 is implemented by a licensee, any modifications or procedure changes will be evaluated under 10 CFR 50.59 to determine whether NRC prior approval is required, but such approval is not anticipated and is not in the scope of this proposed TS change.