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LTR-NRC-26-47
September 30, 2026

Subject: Notification of the Potential Existence of Defects Pursuant to 10 CFR Part 21 Associated with TracWorks Fuel Data Management System

The following information is provided pursuant to the requirements of 10 CFR 21.21(d). This report is the final report for Interim Report log number 2026-11-00.¹ Westinghouse has completed its evaluation of the subject deviation and has concluded that were the issue to remain uncorrected it could potentially contribute to a substantial safety hazard.

- (i) Name and address of the individual or individuals informing the Commission.

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- (ii) Identification of the facility, the activity, or the basic component supplied for such facility or such activity within the United States which fails to comply or contains a defect.

The **TracWorks**® fuel data management system provides information to the plant operators to plan and perform fresh fuel moves in the Spent Fuel Pool (SFP) and ensure compliance with the storage configuration(s) in the plant SFP storage Technical Specifications (TS) and regulatory acceptance criteria in 10 CFR 50.68(b)(4).

- (iii) Identification of the firm constructing the facility or supplying the basic component which fails to comply or contains a defect.

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- (iv) Nature of the defect or failure to comply and the safety hazard which is created or could be created by such defect or failure to comply.

For plants that are licensed for such SFP storage configurations as reflected in their Technical Specifications, the **TracWorks** system assesses the acceptability for fresh fuel that contains integral fuel burnable absorber (IFBA) to be stored in the SFP. User input to the **TracWorks** system includes a curve of Enrichment vs. the number of IFBA-bearing

¹ [Westinghouse Elec. Co., Interim Report of the Evaluation of a Deviation in the TracWorks Fuel Data Management System](#), ADAMS Accession Number ML26170A012.

rods along with an IFBA "reference" value relating to the IFBA thickness which represents the IFBA requirements for storage. If the IFBA loading value for a fresh fuel assembly does not match the IFBA "reference" value defined in the Enrichment vs. IFBA curve, then the **TracWorks** system performs a conversion to an equivalent number of IFBA rods at the different loading value. Notably, when the input "reference" value and the loading value for the fuel assembly targeted for storage are the same, then no conversion is necessary. Westinghouse has determined that when the **TracWorks** system adjusts for an IFBA loading different from the input IFBA curve, the scaling analysis performed may allow storage of fresh IFBA-bearing fuel that is not encompassed by the SFP criticality analysis of record.

Westinghouse performed representative analyses to assess the impact of the identified deviation for typical fuel storage configurations recognizing that the SFP storage rack analyses are not generically applicable across different plants. The evaluations examined increasing and decreasing IFBA loading for different potential loading combinations (e.g., 1.0X, 1.5X, 2.0X), across different Westinghouse fuel types (14x14 OFA, 15x15OFA, 16x16 STD, and 17x17 OFA) for enrichments between 3.0 and 5.0 weight percent U-235.

Through evaluation, Westinghouse determined that, were the deviation to remain uncorrected, the **TracWorks** system could potentially permit storage configurations of fresh IFBA-containing fuel assemblies in the SFP that in conjunction with a potential abnormal condition in the SFP could potentially result in a substantial safety hazard. Therefore, this issue represents a delivered defect in the **TracWorks** fuel data management system.

This issue only affects plants that are using the **TracWorks** system with burnup credit curves defined in the plant database and one or more SFP storage curves that contain IFBA credit. There are no safety concerns if the affected licensees do not have fresh fuel stored in their SFP storage racks.

- (v) The date on which the information of such defect or failure to comply was obtained.

The Westinghouse President and CEO was informed of this issue on September 28, 2026.

- (vi) In the case of a basic component which contains a defect or fails to comply, the number and location of these components in use at, supplied for, being supplied for, or may be supplied for, manufactured, or being manufactured for one or more facilities or activities subject to the regulations in this part.

This issue affects the following operating power plants that have the **TracWorks** system and have IFBA limits for fresh fuel storage implemented in their Technical Specifications:

- | | |
|-----------------------|----------------------|
| • Diablo Canyon 1 & 2 | • Sequoyah 1 & 2 |
| • Farley 1 & 2 | • South Texas 1 & 2 |
| • Millstone 3 | • Turkey Point 3 & 4 |
| • Point Beach 1 & 2 | • Vogtle 1 & 2 |
| • Salem 1 & 2 | • Wolf Creek |

- (vii) The corrective action which has been, is being, or will be taken; the name of the individual or organization responsible for the action; and the length of time that has been or will be taken to complete the action.

Westinghouse generated a corrective action program (CAP) problem identification and resolution (PIR) record to identify and track resolution of this issue. The CAP PIR due date is in Q4 of 2026 and includes actions to determine and implement updated software requirements for IFBA conversion into the **TracWorks** system.

- (viii) Any advice related to the defect or failure to comply about the facility, activity, or basic component that has been, is being, or will be given to purchasers or licensees.

When the interim report was issued, Westinghouse notified affected users of the **TracWorks** system about the ongoing evaluation. Westinghouse continues to provide support and guidance to affected licensees for storing fresh, IFBA-bearing fuel in the SFP to ensure that affected licensees are storing fuel in compliance with their Technical Specifications. As an interim measure, Westinghouse has implemented a user warning into the **TracWorks** system to alert users of the potential nonconservative results when using the fresh fuel IFBA credit for storage in the SFP.

- (ix) In the case of an early site permit, the entities to whom an early site permit was transferred.

Not applicable



Andrew B. Bowman
Part 21 Program Manager

cc: Ekaterina Lenning

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