

APPENDIX C SUPPLEMENT TO
GENERIC LICENSING TOPICAL REPORT
EDR-1

SUMMARY OF REGULATORY POSITIONS
TO BE ADDRESSED BY THE APPLICANT

FOR

PRIVATE FUEL STORAGE, LLC
PRIVATE FUEL STORAGE FACILITY
SKULL VALLEY, UTAH

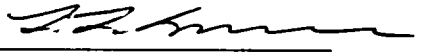
200/25 TON BRIDGE CRANE

P.O. # 0599602-023
EDERER S.O. NO. F2621

REVISION 1
12/09/98

PREPARED: 
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EDR-1 APPENDIX C SUPPLEMENT
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SUPPLIED BY EDERER INCORPORATED
FOR
PFSF, SKULL VALLEY, UTAH

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REGULATORY POSITION	TOPICAL REPORT SECTION	INFORMATION TO BE PROVIDED	SPECIFIC CRANE DATA
--	III.C(C.1.b.(1))	1. THE EXTENT OF VENTING OF CLOSED BOX SECTIONS.	1. CLOSED BOX SECTIONS ARE NOT VENTED SINCE THE CASK HANDLING CRANE IS NOT IN A PRESSURIZED SPACE.
C.1.b(3)	III.C(C.1.b(3))	1. THE NONDESTRUCTIVE AND COLD PROOF TESTING TO BE PERFORMED ON EXISTING STRUCTURAL MEMBERS FOR WHICH SATISFACTORY IMPACT TEST DATA IS NOT AVAILABLE.	1. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED.
C.1.b(4)	III.C(C.1.b(4))		
C.4.d	III.C(C.4.d)		
C.1.c	III.C(C.1.c)	1. THE EXTENT THE CRANE'S STRUCTURES WHICH ARE NOT BEING REPLACED ARE CAPABLE OF MEETING THE SEISMIC REQUIREMENTS OF REGULATORY GUIDE 1.29.	1. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED.

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C.1.d	III.C(C.1.d)	<ol style="list-style-type: none"> 1. THE EXTENT WELDS JOINTS IN THE CRANE'S STRUCTURES, WHICH ARE NOT BEING REPLACED, WERE NONDESTRUCTIVELY EXAMINED. 2. THE EXTENT THE BASE MATERIAL, AT JOINTS SUSCEPTIBLE TO LAMELLAR TEARING, WAS NONDESTRUCTIVELY EXAMINED. 	<ol style="list-style-type: none"> 1. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED. 2. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED.
C.1.e	III.C(C.1.e)	<ol style="list-style-type: none"> 1. THE EXTENT THE CRANE'S STRUCTURES, WHICH ARE NOT BEING REPLACED ARE CAPABLE OF WITHSTANDING THE FATIGUE EFFECTS OF CYCLIC LOADING FROM PREVIOUS AND PROJECTED USAGE INCLUDING ANY CONSTRUCTION USAGE. 	<ol style="list-style-type: none"> 1. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED.
C.1.f	III.C(C.1.f)	<ol style="list-style-type: none"> 1. THE EXTENT THE CRANE'S STRUCTURES WHICH ARE NOT BEING REPLACED, WERE POST-WELD HEAT- TREATED IN ACCORDANCE WITH SUB ARTICLE 3.9 OF AWS D1.1, "STRUCTURAL WELDING CODE". 	<ol style="list-style-type: none"> 1. NOT APPLICABLE AS NO EXISTING CRANE COMPONENTS ARE REUSED.

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REGULATORY POSITION	TOPICAL REPORT SECTION	INFORMATION TO BE PROVIDED	SPECIFIC CRANE DATA
C.2.b	III.C(C.2.b) III.E.4	1. PROVISIONS FOR ACCOMMODATING THE LOAD MOTION AND KINETIC ENERGY FOLLOWING A DRIVE TRAIN FAILURE WHEN THE LOAD IS BEING TRAVERSED AND WHEN IT IS BEING RAISED OR LOWERED.	1. THE CASK VENDERS HAVE DETERMINED THAT A VERTICAL DROP FROM A HEIGHT OF UP TO 10 INCHES WILL NOT RESULT IN UNACCEPTABLE DAMAGE TO THE CONCRETE STORAGE CASK. THE CANISTER WOULD RETAIN ITS LEAK-TIGHT INTEGRITY AND CONTINUE TO PROVIDE THE CONFINEMENT BOUNDARY; DAMAGE WOULD NOT PREVENT RETRIEVABILITY OF FUEL ASSEMBLIES; A CRITICALITY ACCIDENT WOULD NOT OCCUR; AND THE CONCRETE CASK WOULD RETAIN ITS STRUCTURAL INTEGRITY AND CONTINUE TO PROVIDE PHYSICAL PROTECTION AND SHIELDING OF THE CANISTER. THEREFORE A CRANE DRIVE TRAIN FAILURE WHICH ALLOWS A LOAD MOTION OF LESS THAN ONE FOOT AND A MAXIMUM KINETIC ENERGY OF LESS THAN THAT RESULTING FROM A ONE-INCH FREE FALL IS ENVELOPED BY THE CASK/CANISTER DESIGN.

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C.2.c	III.C(C.2.c)	1. LOCATION OF SAFE LAYDOWN AREAS FOR USE IN THE EVENT REPAIRS TO THE CRANE ARE REQUIRED THAT CANNOT BE MADE WITH THE LOAD SUSPENDED.	1. IN THE EVENT THAT REPAIRS ARE REQUIRED TO THE CRANE THAT CANNOT BE MADE WITH THE LOAD SUSPENDED, THE LOAD MAY BE LOWERED TO ANY OPEN FLOOR SPACE IN THE CANISTER TRANSFER BUILDING SHOWN ON FIGURE 4.1-1 OF THE PRIVATE FUEL STORAGE FACILITY SAFETY ANALYSIS REPORT. THE AVAILABLE OPEN FLOOR SPACE AREAS ARE DESIGNATED AS FOLLOWS: CRANE AISLE CANISTER TRANSFER CELL (1,2, or 3) SHIPPING CASK LOAD/UNLOAD BAY IMPACT LIMITER LAYDOWN AREA

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C.2.d

III.C(C.2.d)

1. SIZE OF REPLACEMENT COMPONENTS THAT
CAN BE BROUGHT INTO THE BUILDING
HAVING TO BREAK ITS INTEGRITY.

1. THE REPLACEMENT CRANE
COMPONENTS CAN BE BROUGHT
IN THROUGH THE CASK LOAD /
UNLOAD BAY 'A'. ANY
COMPONENT CAN BE BROUGHT
INTO THE FACILITY IF NEEDED
FOR CRANE REPAIRS.

2. LOCATION OF AREA WHERE REPAIR WORK
CAN BE ACCOMPLISHED ON THE CRANE
WITHOUT AFFECTING THE SAFE SHUT-DOWN
CAPABILITY OF THE REACTOR.

2. N/A NO REACTOR AT FACILITY

3. ANY LIMITATIONS ON REACTOR OPERATIONS
THAT WOULD RESULT FROM CRANE REPAIRS.

3. N/A NO REACTOR AT FACILITY

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C.3.b	III.C(C.3.b)	<ol style="list-style-type: none">1. THE DESIGN MARGIN AND TYPE OF LIFTING DEVICES THAT ARE ATTACHED TO THE HOOK TO CARRY CRITICAL LOADS.	<ol style="list-style-type: none">1. AS AN ALTERNATIVE TO A DUAL LOAD SYSTEM THE NORMAL STRESS DESIGN FACTORS HAVE BEEN DOUBLED. EACH LIFTING DEVICE ATTACHED TO THE HOOK TO CARRY CRITICAL LOADS WILL SUPPORT A LOAD SIX TIMES THE STATIC PLUS DYNAMIC LOAD BEING HANDLED WITHOUT PERMANENT DEFORMATION. THE SAFETY FACTOR IS 10:1 WHEN COMPARED TO ULTIMATE. THIS IS IN ACCORDANCE WITH NUREG 0612, SECTION 5.1.6, PARAGRAPH 1(A) AND ANSI N14.6, SECTION 7.2.1.
C.3.t	III.C(C.3.t)	<ol style="list-style-type: none">1. THE EXTENT CONSTRUCTION REQUIREMENTS FOR THE CRANE'S STRUCTURES, WHICH WILL NOT BE REPLACED, ARE MORE SEVERE THAN THOSE FOR PERMANENT PLANT SERVICE.2. THE MODIFICATIONS AND INSPECTIONS TO BE ACCOMPLISHED ON THE CRANE FOLLOWING CONSTRUCTION USE, WHICH WAS MORE SEVERE THAN THOSE FOR PERMANENT PLANT SERVICE.	<ol style="list-style-type: none">1. THE CRANE IS NOT SPECIFIED TO BE USED FOR CONSTRUCTION.2. NOT APPLICABLE. CRANE NOT USED FOR CONSTRUCTION.

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C.3.u	--	1. THE EXTENT OF INSTALLATION AND OPERATING INSTRUCTIONS.	1. THE INSTALLATION AND OPERATING INSTRUCTIONS WILL BE PROVIDED BY EDERER TO FULLY COMPLY WITH THE REQUIREMENTS OF SECTION C.3.u OF REGULATORY GUIDE 1.104 AND SECTIONS 7.1 AND 9 OF NUREG-0554.
C.4.a	--	1. THE EXTENT OF ASSEMBLY CHECKOUT, TEST PROCEDURES, LOAD TESTING AND RATED LOAD MARKING OF THE CRANE.	1. PRIOR TO HANDLING CRITICAL LOADS, THE CRANE WILL BE GIVEN A COMPLETE ASSEMBLY CHECKOUT AND THEN GIVEN A NO-LOAD TEST OF ALL MOTIONS IN ACCORDANCE WITH UPDATED PROCEDURES PROVIDED BY EDERER. A 125% STATIC LOAD TEST AND 100% PERFORMANCE TEST WILL ALSO BE PERFORMED AT THIS TIME. A NO-LOAD FUNCTIONAL TEST OF ALL MOTIONS AND A TWO BLOCKING TEST WILL BE PERFORMED BY EDERER PRIOR TO DELIVERY OF THE CRANE PER TOPICAL REPORT EDR-1. THE MAXIMUM CRITICAL LOAD IS PLAINLY MARKED ON EACH SIDE OF THE CRANE.
C.4.b			
C.4.c			
C.4.d			

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C.5.a

III.C(C.5.a)

1. THE EXTENT THE PROCUREMENT DOCUMENTS FOR THE CRANE'S STRUCTURE'S, WHICH WILL NOT BE REPLACED, REQUIRED THE CRANE MANUFACTURER TO PROVIDE A QUALITY ASSURANCE PROGRAM CONSISTENT WITH THE PERTINENT PROVISIONS OF REGULATORY GUIDE 1.28.

1. NOT APPLICABLE AS NO EXISTING STRUCTURE IS REUSED.

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C.3.e	III.C(C.3.e)	1.	THE MAXIMUM CABLE LOADING FOLLOWING A WIRE ROPE FAILURE IN TERMS OF THE ACCEPTANCE CRITERIA ESTABLISHED IN SECTION III.C (C.3.e)	1.	THE MAXIMUM CABLE LOADING FOLLOWING A WIRE ROPE FAILURE IN EITHER THE MAIN OR AUXILIARY HOIST MEETS THE MAXIMUM ALLOWED BY THE ACCEPTANCE CRITERIA ESTABLISHED IN SECTION III.C (C.3.e).
C.3.f	III.C (C.3.f)	1.	MAXIMUM FLEET ANGLE	1.	3.5 DEGREES.
		2.	NUMBER OF REVERSE BENDS	2.	NONE, OTHER THAN THE ONE BETWEEN THE WIRE ROPE DRUM AND THE FIRST SHEAVE IN THE LOAD BLOCK.
		3.	SHEAVE DIAMETER	3.	PER CMAA SPECIFICATION #70.
C.3.h	III.C (C.3.h) III.E.11	1.	THE MAXIMUM EXTENT OF MOTION AND PEAK KINETIC ENERGY OF THE LOAD FOLLOWING A SINGLE WIRE ROPE FAILURE.	1.	BOTH THE MAIN AND AUXILIARY HOISTS WERE DESIGNED SUCH THAT THE MAXIMUM LOAD MOTION FOLLOWING A SINGLE WIRE ROPE FAILURE IS LESS THAN 1 FOOT AND THE MAXIMUM KINETIC ENERGY OF THE LOAD IS LESS THAN THAT RESULTING FROM ONE INCH OF FREE FALL OF THE MAXIMUM CRITICAL LOAD.

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C.3.i	III.C (C.3.i)	<ol style="list-style-type: none">1. THE TYPE OF LOAD CONTROL SYSTEM SPECIFIED BY THE APPLICANT.2. WHETHER INTERLOCKS ARE RECOMMENDED BY REGULATORY GUIDE 1.13 TO PREVENT TROLLEY AND BRIDGE MOVEMENTS WHILE FUEL ELEMENTS ARE BEING LIFTED AND WHETHER THEY ARE PROVIDED FOR THIS APPLICATION.	<ol style="list-style-type: none">1. EDERER AC FLUX VECTOR2. THE CRANE WILL NOT BE USED TO LIFT FUEL ELEMENTS FROM THE REACTOR CORE OR SPENT FUEL RACKS. THEREFORE, INTERLOCKS TO PREVENT TROLLEY AND BRIDGE MOVEMENTS WHILE HOISTING HAVE NOT BEEN PROVIDED.

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C.3.j	III.C (C.3.j)	<ol style="list-style-type: none">1. THE MAXIMUM CABLE AND MACHINERY LOADING THAT WOULD RESULT IN THE EVENT OF A HIGH SPEED TWO BLOCKING, ASSUMING A CONTROL SYSTEM MALFUNCTION THAT WOULD ALLOW THE FULL BREAKDOWN TORQUE OF THE MOTOR TO BE APPLIED TO THE DRIVE MOTOR SHAFT.2. MEANS OF PREVENTING TWO BLOCKING OF AUXILIARY HOIST, IF PROVIDED.	<ol style="list-style-type: none">1. THE ENERGY ABSORBING TORQUE LIMITER (EATL) WAS DESIGNED SUCH THAT THE MAXIMUM MACHINERY LOAD, WHICH WOULD RESULT IN THE EVENT A TWO BLOCKING OCCURS WHILE LIFTING THE RATED LOAD AT THE RATED SPEED AND THAT ALLOWS THE FULL BREAKDOWN TORQUE OF THE MOTOR TO BE APPLIED TO THE DRIVE SHAFT, WILL NOT EXCEED 3.96 TIMES THE DESIGN RATED LOADING. IN ADDITION, THE EATL DESIGN DOES NOT ALLOW THE MAXIMUM CABLE LOADING TO EXCEED THE ACCEPTANCE CRITERIA ESTABLISHED IN SECTION III.C (C.3.e) DURING THE ABOVE DESCRIBED TWO-BLOCKINGS.2. THE AUXILIARY HOIST HAS THE SAME X-SAM FEATURES AS THE MAIN HOIST TO PREVENT TWO BLOCKINGS AND TO PROTECT THE CRANE AND LOAD IN THE EVENT THAT ONE OCCURS.

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C.3.k	III.C(C.3.k)	1. TYPE OF DRUM SAFETY SUPPORT PROVIDED.	1. THE ALTERNATE DESIGN DRUM SAFETY RESTRAINT SHOWN IN FIGURE III.D.4 OF EDR-1 IS ARRANGED TO COUNTER GEAR AND BRAKE FORCES AS WELL AS DOWNWARD LOADS. THESE BRACKETS ACT ON THE INSIDE DIAMETER OF THE ENDS OF THE DRUM. THE ALTERNATE DESIGN RESTRAINT IS ALSO USED FOR THE AUXILIARY HOIST. SINCE OUTPUT SHAFT OF THE GEAR CASE ALSO SERVES AS THE DRUM SHAFT, THE ALTERNATE TYPE OF RESTRAINT HAS BEEN EXTENDED TO COMPLETELY ENCIRCLE THE DRUM SHELL AT BOTH ENDS.
C.3.o	--	1. TYPE OF HOIST DRIVE TO PROVIDE INCREMENTAL MOTION.	1. AC VARIABLE FREQUENCY – 5 SPEED.
C.3.p	--	1. MAXIMUM TROLLEY SPEED	1. 25 FT/MIN.
		2. MAXIMUM BRIDGE SPEED	2. 40 FT/MIN.
		3. TYPE OF OVERSPEED PROTECTION FOR THE TROLLEY AND BRIDGE DRIVES.	3. OVERSPEED SWITCHES ARE PROVIDED FOR BRIDGE & TROLLEY DRIVES.

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C.3.q	--	1. CONTROL STATION LOCATION	1. THE COMPLETE OPERATING CONTROL SYSTEM, INCLUDING THE EMERGENCY STOP BUTTONS, ARE LOCATED ON THE REMOTE RADIO CONTROL STATION AND THE BACKUP CRANE PENDANT STATION.
--	III.D.1	1. THE TYPE OF EMERGENCY DRUM BRAKE USED, INCLUDING TYPE OF RELEASE MECHANISM.	1. PNEUMATICALLY RELEASED BAND BRAKE WILL BE USED IN EACH HOIST.
		2. THE RELATIVE LOCATION OF THE EMERGENCY DRUM BRAKE.	2. THE EMERGENCY DRUM BRAKE ENGAGES THE WIRE ROPE DRUM IN EACH HOIST.
		3. EMERGENCY DRUM BRAKE CAPACITY.	3. THE MAIN HOIST EMERGENCY DRUM BRAKE HAS A MINIMUM CAPACITY OF 130% OF THAT REQUIRED TO HOLD THE DESIGN RATED LOAD.
--	III.D.2	1. NUMBER OF FRICTION SURFACES IN EATL.	1. THE MAIN EATL HAS 22 FRICTION SURFACES. THE AUXILIARY HOIST EATL HAS 21 FRICTION SURFACES.
		2. EATL TORQUE SETTING	2. THE SPECIFIED EATL TORQUE SETTING IS APPROXIMATELY 130% OF THE MAIN HOIST DESIGN RATED LOAD.

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--	III.D.3	1. TYPE OF FAILURE DETECTION SYSTEM.	1. A TOTALLY MECHANICAL DRIVE TRAIN CONTINUITY DETECTOR AND EMERGENCY DRUM BRAKE ACTUATOR HAVE BEEN PROVIDED IN ACCORDANCE WITH APPENDIX G OF REVISION 3 OF EDR-1 FOR THE MAIN HOIST.
--	III.D.5	1. TYPE OF HYDRAULIC LOAD EQUALIZATION SYSTEM.	1. MAIN & AUXILIARY HOIST HYDRAULIC LOAD EQUALIZATION SYSTEMS INCLUDE BOTH FEATURES DESCRIBED IN SECTION III.D.5.
--	III.D.6	1. TYPE OF HOOK.	1. BOTH THE MAIN & AUXILIARY HOOKS HAVE A SINGLE LOAD PATH.
		2. HOOK DESIGN LOAD	2. THE MAIN HOOK DESIGN CRITICAL LIFT LOAD IS 200 TONS WITH A 10:1 FACTOR OF SAFETY ON ULTIMATE. THE AUXILIARY HOOK DESIGN LOAD IS 25 TONS WITH A 10:1 FACTOR OF SAFETY ON ULTIMATE.
		3. HOOK TEST LOAD	3. THE TEST LOAD FOR EACH LOAD PATH OF THE MAIN HOOK WILL BE 400 TONS. THE TEST LOAD FOR EACH PATH OF THE AUXILIARY HOOK WILL BE 50 TONS.

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--	III.F.1	<ol style="list-style-type: none"> 1. DESIGN RATED LOAD. 2. MAXIMUM CRITICAL LOAD RATING. 3. TROLLEY WEIGHT (NET). 4. TROLLEY WEIGHT (WITH LOAD) 5. HOOK LIFT. 6. NUMBER OF WIRE ROPE DRUMS 7. NUMBER OF PARTS OF WIRE. 8. DRUM SIZE (PITCH DIAMETER). 	<ol style="list-style-type: none"> 1. MAIN HOIST - 200 TONS AUXILIARY HOIST – 25 TONS 2. MAIN HOIST - 200 TONS AUXILIARY HOIST – 25 TONS 3. 130,000 LBS. (INCLUDING HOOKS). 4. 530,000 LBS. 5. MAIN HOOK - 69 FEET AUXILIARY HOOK – 70 FEET, 0 INCHES 6. THE MAIN & THE AUXILIARY HOISTS EACH HAVE ONE WIRE ROPE DRUM. 7. MAIN HOIST - 8 PARTS PER WIRE ROPE. AUXILIARY HOIST – 4 PARTS PER WIRE ROPE. 8. MAIN HOIST - 69 INCHES AUXILIARY HOIST – 21 INCHES

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		9. WIRE ROPE DIAMETER	9. MAIN HOIST - 1 5/8 INCH AUXILIARY HOIST - 7/8 INCH
		10. WIRE ROPE TYPE.	10. 6x37 CLASS EIPS/IWRC MAIN HOIST AND AUXILIARY HOIST
		11. WIRE ROPE MATERIAL.	11. CARBON STEEL MAIN HOIST & AUXILIARY HOIST
		12. WIRE ROPE BREAKING STRENGTH.	12. MAIN HOIST - 264,000 LBS. AUXILIARY HOIST - 79,600
		13. WIRE ROPE YIELD STRENGTH	13. MAIN HOIST - 158,400 LBS. AUXILIARY HOIST - 47,760
		14. WIRE ROPE RESERVE STRENGTH.	14. MAIN HOIST - .044 AUXILIARY HOIST - 0.44
		15. NUMBER OF WIRE ROPES.	15. THE MAIN AND AUXILIARY HOISTS EACH HAVE TWO ROPES.

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REVISION 0
11/11/98

PREPARED: J. L. Fogelquist
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III.F.1	8,9	0

EDR-1 APPENDIX B SUPPLEMENT
SUMMARY OF FACILITY SPECIFIC CRANE DATA SUPPLIED BY EDERER FOR
PRIVATE FUEL STORAGE, LLC
PRIVATE FUEL STORAGE FACILITY
SKULL VALLEY UTAH

REGULATORY POSITION	TOPICAL REPORT SECTION	INFORMATION TO BE PROVIDED		SPECIFIC CRANE DATA	
C.1.a	III.C (C.1.a)	1.	THE ACTUAL CRANE DUTY CLASSIFICATION OF THE CRANE SPECIFIED BY THE APPLICANT	1.	THE CRANE HAS A ASME NOG-1 TYPE 1 CRANE DUTY CLASSIFICATION.
C.1.b	III.C (C.1.b)	1.	THE MINIMUM OPERATING TEMPERATURE OF THE CRANE SPECIFIED BY THE APPLICANT.	1.	THE CRANE WAS DESIGNED AND FABRICATED FOR A MINIMUM OPERATING TEMPERATURE OF 0°F.
C.2.b	III.C (C.2.b) III.E.4	1.	THE MAXIMUM EXTENT OF LOAD MOTION AND THE PEAK KINETIC ENERGY OF THE LOAD FOLLOWING A DRIVE TRAIN FAILURE.	1.	BOTH MAIN & AUX HOIST WERE DESIGNED SUCH THAT THE MAXIMUM LOAD MOTION FOLLOWING A DRIVE TRAIN FAILURE IS LESS THAN 1 FOOT AND THE MAXIMUM KINETIC ENERGY OF THE LOAD IS LESS THAN THAT RESULTING FROM 1 INCH OF FREE FALL OF THE MAXIMUM CRITICAL LOAD.
		2.	PROVISIONS FOR ACTUATING THE EMERGENCY DRUM BRAKE PRIOR TO TRAVERSING WITH THE LOAD, WHEN REQUIRED TO ACCOMMODATE THE LOAD MOTION FOLLOWING A DRIVE TRAIN FAILURE.	2.	PROVISIONS FOR AUTOMATICALLY ACTUATING THE EMERGENCY DRUM BRAKE PRIOR TO TRAVERSING WITH THE LOAD ARE NOT REQUIRED SINCE THE MAXIMUM AMOUNT OF LOAD MOTION AND KINETIC ENERGY CAN BE ACCOMMODATED BY THE FACILITY DESIGN.