

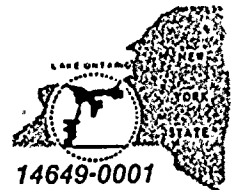


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August 17, 1992

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U.S. Nuclear Regulatory Commission  
Document Control Desk  
Attn: Allen R. Johnson  
PWR Project Directorate I-3  
Washington, D.C. 20555

Subject: Electrical Distribution System Functional Inspection  
(EDSFI)  
Unresolved Item 50-244/91-80-06  
R.E. Ginna Nuclear Power Plant  
Docket No. 50-244

Ref.(a): Letter from M.W. Hodges, NRC, to R.C. Mecredy, RG&E,  
Subject: Electrical Distribution System Functional  
Inspection Report No. 50-244/91-80, dated August 21, 1991

(b): Letter from R.C. Mecredy, RG&E, to M.W. Hodges, NRC,  
Subject: EDSFI Unresolved Items, dated July 17, 1992

Dear Mr. Johnson,

The Electrical Distribution System Functional Inspection Report, Reference (a), Section 2.8, identified an unresolved item involving protection coordination of motors at degraded voltage conditions while attempting to start or while operating in a service factor zone during an accident condition. Preliminary calculations were provided to demonstrate that there was no immediate cause for concern. RG&E indicated that a coordination analysis was being conducted to resolve this concern and made a commitment [Reference (b)] to complete the analyses for the 480 Vac and 4160 Vac breakers by the end of June and November 1992, respectively.

Our estimated completion dates for these analyses were based on acquiring documented motor information calculations. However, we have now learned that in order to perform these calculations certain specific motor and load data information must be determined by motor testing since the manufacturer's information is not available. During the Spring 1992 refueling outage the safety-related 480 Vac motors were tested. During the 1993 refueling outage the necessary 4160 Vac motors will be tested.

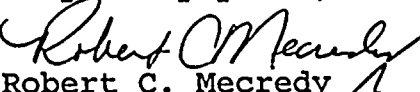
During the EDSFI the NRC was concerned, in particular, with overcurrent protection of the containment recirculation fans and the service water pump motors. Field testing performed during the 1992 refueling outage and subsequent modeling shows that a greater margin of safety exists than that which was calculated during the time of the inspection. Specifically, the starting currents and

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times are less than previously had been assumed. In addition, field testing and analysis to date has shown that these motors are loaded less than had been assumed. The combination of these findings has increased the margin between the full load current and the lower band of the breaker pickup current.

The 480 Vac coordination analysis for the safety-related motors is approximately 80% complete and the 4160 Vac coordination analysis will require input from planned motor testing during the 1993 refueling outage before it can be completed. As a result, completion of both of these analyses is scheduled by June 30, 1993.

Very truly yours,

  
Robert C. Mecredy

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xc: Mr. Allen R. Johnson (Mail Stop 14D1)  
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U.S. NRC Ginna Senior Resident Inspector