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FACIL: 50-397 WPPSS Nuclear Project, Unit 2, Washington Public Power 05000397
AUTH. NAME: BOUCHEY, G. D. AUTHOR AFFILIATION: Washington Public Power Supply System
RECIP. NAME: SCHWENCER, A. RECIPIENT AFFILIATION: Licensing Branch 2

SUBJECT: Informs that hydrostatic test of diesel engine auxiliary piping to 125% of design pressure performed in response to supplemental SER Item 9.5.4.1, Open Item 15 & FSAR Question 040,084. Exemption requested for intake & exhaust lines.

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Washington Public Power Supply System

P.O. Box 968 3000 George Washington Way Richland, Washington 99352 (509) 372-5000

October 4, 1982
G02-82-823

Docket No. 50-397

Mr. A. Schwencer, Chief
Licensing Branch No. 2
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Schwencer:

Subject: NULCEAR PROJECT NO. 2
SER OPEN ITEMS - DIESEL GENERATOR
AUXILIARY QUALIFICATIONS

This letter is provided in response to SSER Item 9.5.4.1 which placed a condition of hydrostatic testing to close Open Item 15 and FSAR Question 040.084 regarding qualifications of diesel generator auxiliaries. The condition was a hydrostatic test of all diesel engine auxiliary piping to 125 percent of design pressure.

In response to the staff's direction, the Diesel Starting Air, Diesel Fuel Oil and Diesel Cooling Water systems on and off the engine skids and all portions of the Diesel Lube Oil system up to the connection to the engine except for the main pump discharge and suction lines will be pressure tested to 125 percent design pressure. Attachment 1 indicates the portion of the Diesel Lube Oil system to be tested. These tests will be conducted using the medium that is normally used in the system. To test all of the diesel lube oil piping to 125 percent of the design pressure is not practical because of configuration. Testing of certain portions of the piping will require that two mechanical joints be broken to test one or no joints.

We take exception to hydrostatic testing the Diesel Engine Intake and Diesel Engine Exhaust lines.

Welds on the Diesel Engine Air intake and exhaust lines have been magnetic particle inspected in accordance with ASME Section III, Class 3. The integrity designed and built into these lines is dictated by the seismic design and not by their normal function of conducting air or combustion products at very low pressure (less than 5 psi). The magnetic particle examination provides assurance of the integrity of the welds. To do a pressure test on the lines would require opening flanged joints

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Mr. A. Schwencer
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(air intake filter and expansion joint flange - both to pipe and to air inlet and outlet box) which are the locations most likely to leak. Leaks in the exhaust line would be readily detectable and would not affect engine performance, since the slight leakage would not lead to the loss of line integrity. A leak in the suction would not be readily detectable, but also would not affect engine performance. Therefore, we propose that the Diesel Engine Air intake and exhaust lines be exempt from the hydrostatic test requirements.

SSER Item 9.5.4.1 indicated the staff would verify the testing. Records of the testing, test inspection, instrument calibration, etc., of the hydrostatic tests will be retained. It is presumed that review of this documentation by the staff is the intended verification.

Very truly yours,



G. D. Bouchey, Manager
Nuclear Safety and Licensing

cph

Attachment: Diagram

cc: R Auluck NRC
WS Chin BPA
R Feil NRC Site

Size	Code ID No.	Drawing No.
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