

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

MAY

ACCESSION NBR: 8312130230 DOC. DATE: 83/12/05 NOTARIZED: NO DOCKET #  
 FACIL: 50-397 WPPSS Nuclear Project, Unit 2, Washington Public Power 05000397  
 AUTH. NAME: SØRENSEN, G.C. AUTHOR AFFILIATION: Washington Public Power Supply System  
 RECIP. NAME: SCHWENCER, A. RECIPIENT AFFILIATION: Licensing Branch 2

SUBJECT: Forwards justification for addl equipment not seismically qualified by fuel load.

DISTRIBUTION CODE: A048S COPIES RECEIVED: LTR 1 ENCL 1 SIZE: 4  
 TITLE: OR/Licensing Submittal: Equipment Qualification

NOTES:

RECIPIENT			COPIES		RECIPIENT			COPIES	
ID CODE/NAME			LTTR	ENCL	ID CODE/NAME			LTTR	ENCL
NRR LB2 BC	12		1	0	AULUCK, R.	01		1	1
INTERNAL: ELD/HDS2	12		1	1	GC	13		1	1
IE FILE	09		1	1	NRR CALVO, J			1	1
NRR/DE/EQB	07		2	2	NRR/DL DIR	14		1	1
NRR/DL/ORAB	06		1	1	NRR/DSI/AEB			1	1
REG FILE	04		1	1	RGN5			1	1
EXTERNAL: ACRS	15		8	8	LPDR	03		1	1
NRC PDR	02		1	1	NSIC	05		1	1
NTIS	31		1	1					



## Washington Public Power Supply System

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

8312130230 831205  
PDR ADDCK 05000397  
A PDR

December 5, 1983  
G02-83-1116

Docket No. 50-397

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

Dear Mr. Schwencer:

Subject: NUCLEAR PROJECT 2  
EQUIPMENT SEISMIC QUALIFICATION

Reference: G02-83-1023, G. C. Sorensen to A. Schwencer, same subject,  
dated November 4, 1983.

Attached find a justification for further equipment that will not be  
seismically qualified by fuel load. You will note that you have  
already considered this equipment in the Environmental Justification  
for Interim Operation.

Very truly yours,

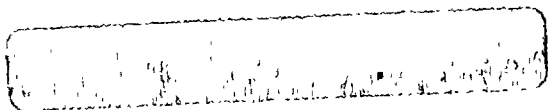


G. C. Sorensen, Manager  
Regulatory Programs

KRW/sms

Attachment

cc: R Auluck - NRC  
WS Chin - BPA  
A Toth - NRC Site



AP48  
1/1

1944-1945

JIO-S-10

EPN: SW-M-187A, -187B, -188A, -188B  
SW-MO-187A, -187B, -188A, -188B

Description: Fuel pool cooling heat exchanger  
Service water valve  
Motor operators and motors

Safety Function: Fuel pool cooling

Justification: See attached justification from Environmental  
Qualification Report which addresses the A  
series motor operators but also applies to the  
other EPNs listed above.



11-2-4

## EQUIPMENT JUSTIFICATION #19

### 1.0 COMPONENT IDENTIFICATION

EPN: SW-MO-187A,188A

Description: Standby Service Water System Valve Motor Operator

Component Type: Motor Operator

Manufacturer/Model: Limitorque Corp./SMB-00

### 2.0 ACCIDENT CONDITIONS

	<u>Temperature</u>	<u>Relative Humidity</u>	Rev.2
Accident Profile:	#4	#21X	
Use Code:	1		
Operability Time:	4320 Hours		
Radiation Zone:	R548L		
Zone Dose:	1.5x10 <sup>5</sup> Rads		

### 3.0 COMPONENT SAFETY FUNCTION

SW-MO-187A and 188A provide alternate cooling to the Fuel Pool Cooling (FPC) System heat exchangers under abnormal plant conditions when the Reactor Building Closed Cooling Water (RCC) System is unavailable. SW-MO-187A and 188A open valves SW-V-187A and 188A to provide Standby Service Water (SW) System cooling to FPC-HX-1A.

### 4.0 QUALIFICATION STATUS

#### 4.1 Summary of Qualification Status

The motor operators were purchased qualified; however, unqualified motors were inadvertently used. The vendor is scheduled to provide qualified replacement motors. The following justification for interim operation is provided in the event that the motor operators are not replaced prior to fuel load.

#### 4.2 Parameters Requiring Justification

Temperature, pressure, humidity and radiation dose.

## 5.0 JUSTIFICATION FOR INTERIM OPERATION

Alternate cooling water is provided to FPC-HX-1A through valves SW-V-187A and SW-V-188A. Although fuel pool cooling is not required until the first refueling outage, the valves must remain closed in the interim so that operation of the Standby Service Water System would not be degraded. The motor operators will be qualified prior to the first refueling outage.

Currently the motor operators are fully qualified except for the motors. Review of the construction of the operator and limitorgue test data on operators with similar motors identifies no failure mode of the motor that would cause the operator to open the valve.

## 6.0 CONCLUSION

Interim operation is justified on the following basis:

1. SW-MO-187A and 188A are not required to operate post-accident since fuel pool cooling is not needed prior to the first refueling outage.
2. There is no failure mode of the motor that would cause SW-MO-187A and 188A to open their associated valves to an undesirable position.





1990