

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)
DISTRIBUTION FOR INCOMING MATERIAL

50-289

REC: REID R W
NRC

ORG: HERBEIN J G
METROPOL EDISON

DOCDATE: 07/14/78
DATE RCVD: 07/19/78

DOCTYPE: LETTER NOTARIZED: NO

SUBJECT:

COPIES RECEIVED
LTR 1 ENCL 1

COMMENTS ON THE COMPLETED STANDBY DIESEL GENERATOR QUESTIONNAIRE STATING THAT
QUESTIONS ANSWERED UNKNOWN STILL HAVE NO ANSWERS AND THEY DO NOT INTEND TO
RESPOND FURTHER TO QUESTIONNAIRE.

PLANT NAME: THREE MILE ISLAND - UNIT 1

REVIEWER INITIAL: XRS
DISTRIBUTOR INITIAL: *lu*

***** DISTRIBUTION OF THIS MATERIAL IS AS FOLLOWS *****

RELIABILITY OF STANDBY DIESEL GENERATOR UNITS.
(DISTRIBUTION CODE A014)

FOR ACTION: BR CHIEF ORB#4 BC**W/3 ENCL

INTERNAL:

REG FILE**W/ENCL

ISE**W/2 ENCL

HANAUER**W/ENCL

F CLEMENSON**W/ENCL

NRC PDR**W/ENCL

OELD**W/ENCL

POWER SYS BR**W/ENCL

DIS SER BR-MC**W/ENCL

EXTERNAL:

LPDR'S

HARRISBURG, PA**W/ENCL

TERA**W/ENCL

NSIC**W/ENCL

ACRS CAT B**W/10 ENCL

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DISTRIBUTION: LTR 25 ENCL 25
SIZE: 1P+4P

CONTROL NBR: 782020303

***** THE END *****

7910240

825 P



METROPOLITAN EDISON COMPANY SUBSIDIARY OF GENERAL PUBLIC UTILITIES CORPORATION

POST OFFICE BOX 542 READING, PENNSYLVANIA 19603

TELEPHONE 215 - 929-3601

July 14, 1978
GQL 0381

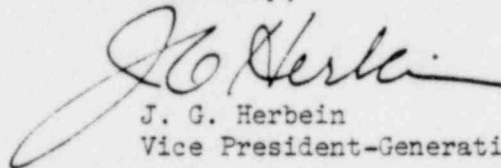
Director of Nuclear Reactor Regulation
Attn: R. W. Reid, Chief
Operating Reactors Branch No. 4
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Sir:

Three Mile Island Nuclear Station Unit 1
Operating License No. DPR-1
Docket No. 50-289

Enclosed with Met-Ed letter of January 20, 1978 (GQL 0078), was our completed Standby Diesel Generator Questionnaire. At that time, we were unable to answer all of the questions. Answers have since been determined for some of the questions originally answered "unknown". Met-Ed has been unable to determine answers for the remaining questions and therefore does not intend to respond further to the questionnaire.

Sincerely,



J. G. Herbein
Vice President-Generation

JGH:DGM:cjg

Enclosure

1489 142

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10/14/11

-2-

2. If air cranking, then:

Give size of starting air tank: Length 103" Diameter 30"

Normal standby air tank pressure 250 psi.

Is pressure reducer used? Yes No X
Reducer pipe size? N/A inches.

Starting air control admission valve pipe size in air piping system, 1 1/2 inches.

Minimum air tank pressure for engine cranking 75 psi.

Number of five-second cranking periods between above pressures with no tank recharging Est. 6.

Number of air tanks per engine 2.

Can starting air tanks serve more than one engine?
Yes No X

Is air pipe to engine from top of air tank? Yes X No

Does starting air tank have water condensate drain?
Yes X No

Does starting air pipe have water condensate trap and drain near engine? Yes No X

Is starting air piping horizontal? Yes No Both X

Does it slant toward drain? Yes No X

If water condensate drains are provided, then is draining:

- a. Automatic through float valve? Yes No X
- b. Manual by hand valve? Yes X No
- c. If manual, then is draining water condensate done:

Diameter of starting air pipe from:

- a. Air tank to starting valve 2½ inches
- b. At air starting valve 1½ inches
- c. At engine 1½ inches

What is the primary source of power for the starting air system? Elec. Air Compressor

Is there a duplicate and redundant motor and air compressor set? Yes No X

What is the time required to recharge one air tank?
Est. 30 minutes

Does starting air supply system have independent secondary power supply for compressor? Yes X No

If yes, then by:

- a. Gasoline engine? No
- b. Motor driven? No
- c. Other? (Specify) ONAN Diesel Engine

This Section 3. If electric (Battery powered) cranking, then:
is N/A

- a. Battery charging: Continuous trickle charger
Intermittent charging

If so, how is charging requirement determined?

Time cycle
Test
Other

- b. Battery used: Common Plant
Individual Unit
Other

Starting cable size ; Length: Battery to engine
(longest)

6. Water temperature Sensor Position:

- a. In piping from engine Yes
- b. In engine piping No
- c. In engine direct No

7. Water surge or supply tank in system. Yes X No

If yes, then bottom connected to:

- a. Water pump suction? Yes X No
- b. Top of system? Yes X No
- c. Both of above? Yes X No
- d. Is bottom of surge tank above top of engine system? Yes X No
- e. Does engine have constant air bleed from top of engine water piping to surge or supply tank? Yes X No
- f. Give size of bleed or vent line, 1 inches. Approx.
- g. Manual air bleed only? Yes X No

F. Governor - Speed Control

Manufacturer Woodward
Electric (speed sensing) No
Hydraulic Yes
Type or code (such as EGB-35, LSG-10, etc.) VG8
Automatic load sharing? Yes X No

1. Is compensation or stability control and/or speed of response manually adjustable? Yes X No

If yes, adjusted by:

- a. Eye and ear? No
- b. Test and specification? Yes
- c. Other? (Specify) No

2. Engine - generator normal shutdown or stopping means and method.

Electrically Trip out Fuel Racks and Manually

1489 145

2. Give usual time intervals as follows:

- a. Time from start-to-crank to first firing of any cylinder. Less than 4 Seconds.
- b. Time from start-to-crank to approximate full firing of all cylinders. 4-5 seconds

3. Give maximum speed surge when starting; use both tachometer and frequency meter if possible.

- a. Usual conditions 910 Est. rpm
60.1 Est. Hz
- b. Maximum observed 920 Est. rpm
60.2 Est. Hz

4. During a surveillance test, give time from start-to-crank to when steady synchronous speed is attained and maintained.

- a. Usual <10 seconds
- b. Maximum <10 seconds
- c. As specified 7-10 seconds.

5. Give briefly the most troublesome problems in starting.

- a. Most troublesome Lube Oil Press Switches.
- b. Next to most troublesome None.

P. Air Cleaner or Air Filter - Combustion Air

1. Combustion air source: taken from engine room or inside the building, or from outdoors?

- a. Indoors Yes
- b. Outdoors No