TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

September 21, 1983

Director of Nuclear Reactor Regulation
Attention: Ms. E. Adensam, Chief
Licensing Branch No. 4
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Ms. Adensam:

In the Matter of ) Docket Nos. 50-327
Tennessee Valley Authority ) 50-328

As discussed with Carl Stahle of your staff in telephone discussions on September 15 and 16, 1983, enclosed is a clarification of the justification to change the diesel generator surveillance requirement, 4.8.1.1.2.d.11.

The request to revise the technical specifications (TVA-SQN-TS-44R1) for units 1 and 2 at our Sequoyah Nuclear Plant was submitted by L. M. Mills' July 29, 1983 letter to you.

If you have any questions concerning this matter, please get in touch with Jerry Wills at FTS 858-2683.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

D S Kammer

D. S. Kammer
Nuclear Engineer

Sworn to and subscribed before me
this 21st day of September 1983.

Paulette F. White
Notary Public
My Commission Expires 9-5-84

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Enclosure
cc: U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30303

ENCLOSURE

ADDITIONAL CLARIFICATION TO THE JUSTIFICATION TO
REVISE TECHNICAL SPECIFICATION 4.8.1.1.2.d.11

SEQUOYAH NUCLEAR PLANT, UNITS 1 AND 2

With the diesel generator in test mode, a safety injection signal deenergizes the ES1AY relay. This deenergizes the R3X1 relay which opens a contact to block the diesel trips on high jacket water temperature, electrical overspeed, low oil pressure, and high crankcase pressure. The diesel remains tied to the shutdown boards. With offsite power available, the electrical trips on field failure, reverse power, and negative phase sequence are not blocked. This provides equipment protection for the noncritical situation. If offsite power is subsequently lost, the 86 LOR relay is energized which locks out these electrical trips. This leaves only the mechanical overspeed and the generator phase differential trips for equipment protection during the period where the diesel generators are the only ac power source. The diesels are tripped by the overcurrent relays on the loss of offsite power. Normal load shedding and sequencing will proceed from this point on, as verified by S.R. 4.8.1.1.2.d.7.

The overcurrent relay is set to operate at 143.5 percent current. The relays take approximately five cycles to actuate.