



APPENDIX C SUPPLEMENT TO
GENERIC LICENSING TOPICAL REPORT
EDR-I

SUMMARY OF PLANT SPECIFIC DATA
SUPPLIED BY APPLICANT
FOR
WISCONSIN ELECTRIC POWER COMPANY
POINT BEACH NUCLEAR PLANT
AUXILIARY BUILDING CRANE

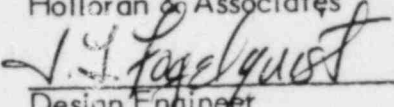
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REVISION 3 1/16/85

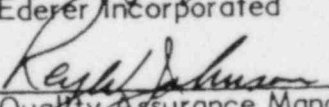
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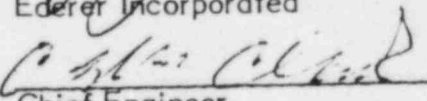
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Revision 3 1/16/85

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FOR POINT BEACH NUCLEAR POWER PLANT
AUXILIARY BUILDING CRANE MODIFICATIONS

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Regulatory Position	Topical Report Section	Information to be Provided	Specific Crane Data
--	III.C (C.1.b(1))	1. The extent of venting of closed box sections.	1. Closed box sections are not vented since the auxiliary building that houses the crane is not pressurized.
C.1.b(3) C.1.b(4) C.4.d	III.C (C.1.b(3)) III.C (C.1.b(4)) III.C (C.4.d)	1. The nondestructive and cold proof testing to be performed on existing structural members for which satisfactory impact test data is not available.	1. The existing crane bridge, including all accessible structural welds, will be visually inspected by a competent structural engineer. Visual indications of structural degradation of the existing bridge will be investigated further by the appropriate nondestructive examination techniques.
C.1.c	III.C (C.1.c)	1. The extent the crane's structures, which are not being replaced, are capable of meeting the seismic requirements of Regulatory Guide 1.29.	1. The crane structures are qualified for both Operating Basis Earthquake and Safe Shutdown Earthquake while supporting the maximum critical load.

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C.1.d	III.C (C.1.d)	<ol style="list-style-type: none">1. The extent welds joints in the crane's structures, which are not being replaced, were non-destructively examined, and2. The extent the base material, at joints susceptible to lamellar tearing, was nondestructively examined.	<ol style="list-style-type: none">1. Nondestructive examinations of the existing bridge structure were not required by existing regulations at the time of bridge construction. However, the bridge structure has been derated from 130 Tons to 125 Tons, the X-SAM system provides additional overload protection, and the inspections of the existing structure described in C.1.b(3) above are adequate to ensure the structural integrity of the existing bridge.2. The weld joint geometries used in the existing bridge structure are not considered to be susceptible to lamellar tearing.

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C.1.e	III.C (C.1.e)	1. The extent the crane's structures, which are not being replaced, are capable of withstanding the fatigue effects of cyclic loading from previous and projected usage, including any construction usage.	1. The crane was not used for any major construction lifts and has been de-rated from 130 Tons to 125 Tons. All past and projected use of the crane, at a maximum loading of 125 Tons, is well within the cyclic loading capability of the existing crane structure.
C.1.f	III.C (C.1.f)	1. The extent the crane's structures, which are not being replaced, were post-weld heat-treated in accordance with Sub-article 3.9 of AWS D1.1, "Structural Welding Code."	1. The material thicknesses of the existing bridge structure are such that paragraph III.C (C.1.f) of EDR-I does not require post-weld heat-treatment.
C.2.a	III.C(C.2.a)	1. Provisions for accomodating or preventing load motion following a loss of one electrical phase.	1. The existing hoist control system includes phase failure protection that shuts the crane down if one phase fails.

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C.2.a	III.B.2.a	2. Provisions for ensuring proper functioning of hoist and travel limits following a phase reversal.	2. The existing hoist control system includes phase reversal protection that shuts the crane down if a phase reversal occurs.
C.2.b	III.C (C.2.b) III.E.4	1. Provisions for accommodating the load motion and kinetic energy following a drive train or wire rope failure when the load is being traversed and when it is being raised or lowered.	1. Administrative procedures will be used to assure that a minimum of .5 foot of clearance is maintained between the main hoist's loads (1 foot for auxiliary hoist loads) and surfaces that cannot withstand the kinetic energy associated with .5 inch of free fall of the load involved (2 inches for auxiliary hoist loads). The surfaces, which will support the load, are designed to withstand a minimum of .5 inch of free fall of the main hoist's maximum critical load or 2 inches of the auxiliary hoist's maximum critical load, as applicable.
C.2.c	III.C (C.2.c)	1. Location of safe laydown areas for use in the event repairs to the crane are required that cannot be made with the load suspended.	1. Drawing "A" shows the laydown areas that can be used in the event that repairs to the crane are required that cannot be made with the load suspended.

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C.2.d	III.C (C.2.d)	<ol style="list-style-type: none">1. Size of replacement components that can be brought into the building for repair of the crane without having to break its integrity,2. Location of area where repair work can be accomplished on the crane without affecting the safe shut-down capability of the reactor, and3. Any limitations on reactor operations that would result from crane repairs.	<ol style="list-style-type: none">1. The replacement trolley components will be brought in through the Auxiliary Building Truck Access, which means that any trolley component can be brought in to the Auxiliary Building if needed for crane repairs.2. Repair work, involving heavy lifts by non-single failure proof equipment, can be safely accomplished on the crane when it is positioned over the areas shown in Drawing "A." There are no nuclear safety restrictions on crane repairs that do not involve handling heavy components.3. There are no limitations on reactor operations that would result from crane repairs.

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C.3.b	III.C (C.3.b)	1. The design margin and type of lifting devices that are attached to the hook to carry critical loads.	1. Each lifting device attached to the hook to carry critical loads will support a load three times the load (static and dynamic) being handled without permanent deformation.
C.3.i C.3.p	III.C(C.3.i)	1. The actions taken to limit crane operating speeds to the maximums recommended by CMAA #70.	1. The existing crane controls limit the maximum speed during hoisting and trolley travel to the recommendations of the 1975 Revision of CMAA #70. Administrative controls will be imposed to limit the maximum bridge travel and load lowering speeds to the maximums recommended by the 1975 Revision of CMAA #70.
C.3.t	III.C (C.3.t)	1. The extent construction requirements for the crane's structures, which will not be replaced, are more severe than those for permanent plant service. 2. The modifications, and inspections to be accomplished on the crane following construction use, which was more severe than those for permanent plant service.	1. The construction requirements for the crane were the same as for plant service. 2. No special modifications or inspections were required when the crane was converted from construction use to permanent plant service, since the requirements for both types of service were the same.

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C.3.u	--	1. The extent of installation and operating instructions.	1. The installation and operating instructions will be updated by Ederer to fully comply with the requirements of section C.3.u of Regulatory Guide 1.104 and Sections 7.1 and 9 of NUREG-0612.
C.4.a C.4.b C.4.c C.4.d	--	1. The extent of assembly check-out, test procedures, load testing and rated load marking of the crane.	1. Prior to handling critical loads, the crane will be given a complete assembly and operational checkout by Ederer, and then given a no load test of all motions in accordance with updated procedures provided by Ederer. A 125% static load test and a 100% performance test will also be performed at this time in accordance with updated test procedures provided by Ederer. A two blocking test will be performed by Ederer prior to delivery of the crane per Topical Report EDR-1. The maximum Critical Load is plainly marked on each side of the crane.

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C.5.d	III.C (C.5.a)	1. The extent the procurement documents for the crane's structures, which will not be replaced, required the crane manufacturer to provide a quality assurance program consistent with the pertinent provisions of Regulatory Guide 1.28.	1. The procurement documents for the existing bridge structure did not invoke 10CFR50 Appendix B, since the bridge was built prior to the issuance of this federal regulation. However, the bridge was built to the crane manufacturer's quality control and assurance review process in effect at the time of construction. This review covered such items as visual, dimensional, and cleanliness inspections and personnel qualification.



Denotes location of safe laydown area for use in the event repairs to the crane are required that cannot be made with the load suspended and location of area where repair work can be accomplished on the crane without affecting the safe shut-down capability of the reactor.