

January 10, 1985

OGTP-733

Memo to File

Re: TDI Diesel Generator Owners Group  
Executive Committee Meeting Minutes  
January 9, 1985  
File: MTS-4086

The subject meeting was held in Dallas, Texas. Those individuals present are identified in Attachment 1. The meeting agenda (as amended during the meeting) is provided as Attachment 2.

#### TECHNICAL SESSION

- I. A. J. B. George called the meeting to order at 10:00 a.m. CST. Mr. George recapped the Executive Chair's meeting with H. R. Denton of the NRC on November 29, 1984. Mr. George stated that Mr. Denton was advised that the Owner's Group intended to close and disperse the Technical Staff in February 1985. He also noted that the NRC should give favorable attention to applications requesting less stringent maintenance and surveillance requirements from those in the DR/OR reports if supported based on additional site experience. Mr. Denton noted that such applications would get appropriate consideration. C. L. Ray continued that in later discussions with C. H. Berlinger of the NRC, Mr. Berlinger felt that enough support has already been provided to NRC to relax the 185 BMEP interim licensing restriction. Mr. Berlinger noted that NRC would not issue a singular action lifting this requirement; rather this would be accounted for in each plant specific SER. Mr. Berlinger further stated that an endurance run for Comanche Peak, as had been previously requested by NRC, should not be necessary in light of the hours already logged on the Catawba engines. The Catawba runs should serve as the performance test for the V-16 engine.
- B. C. L. Ray presented the status and schedule of the Phase I and II effort (Attachments 3 through 7). A copy of the most recent NRC status report was distributed. Little change from the previous month's NRC status was noted. Mr. Ray stated that indications from PNL personnel are that dates listed in the status report are not achievable. (For more details on this item see II A.)
- C. C. S. Mathews noted that TDI is on schedule for implementing MAC recommendations to enhance TDI's QA Program.

Much discussion centered on recently found problems with the cylinder heads to be provided for TUGCO by TDI. (Found some dimensions out of tolerance per TDI drawings. Investigation of problem by TDI and TUGCO revealed that areas where dimensions were not within tolerance would not result in any problems based on a design review and operating experience to date of other engines.) The problem was evaluated under 10CFR Part 21 and found to be not reportable. TDI does not plan to issue any form of service bulletin since no problems have occurred or are anticipated.

50440  
50440  
In the matter of PNPP Official File No. OCRE #2

Page 1  
Applicant PNPP  
Reference OCRE #2  
Expiry Date 4.9.85  
Contributor PNPP  
Status 1  
Registrar G. WALSH



Memo to File  
OGTP-733  
January 10, 1985  
Page Two

D. R. Kascsak noted that fuel load for Shoreham is scheduled to be complete the week ending 1/8/85. NRC Commissioners are scheduled to meet 1/24/85 to vote on issuance of 5% power license for Shoreham. FEMA has cancelled the Emergency Planning drill scheduled in February, 1985. No reasons were cited and the drill has not been rescheduled. Shoreham's SER has been issued (incorporating results of endurance run) noting that the TDI diesels are satisfactory for issuing a license. Two items on the diesels remain for hearings (concerning the block and qualified load) and will be heard before the ASLB beginning 2/15/85.

John Bobbitt of SMUD noted that disassembly and inspections are ongoing on the Rancho Seco engines with completion scheduled for mid-March. Bobbitt requested that the technical staff review the DR/QR reports to verify that all inspection requirements have defined acceptance criteria to permit those utilities that have not completed their inspections to do so and document the results at a later date.

G. W. Hallman of Duke reported that Catawba Unit 1 has a 5% power license and achieved criticality on 1/7/85. Unit 2 diesels will have AN piston skirts replaced by AE's by mid-year but testing will be done with AN's.

MP&L reported no problems with the unit operating well.

TVA noted that they were 25% complete with inspection on one engine.

Vogtle has the Unit 2 engines disassembled and is awaiting delivery of one new block before reassembly can begin. Inspection has identified a gouge in the block (dimensions approx. 1 1/2" vertical, 1/16" wide, 1/4" deep) that may present a potential water leak problem. This is under investigation.

WNPS reported that Unit 1 has been mothballed until 1988. Unit 3 work will restart no earlier than 1986.

Perry has not encountered any problems with the inspections since the last report. The first engine should be ready for testing on 2/5/85. Fuel load is currently scheduled for 6/15/85.

Riverbend reported a crack in the expansion bellows of the exhaust pipe past the turbochargers. This problem is felt to be associated with engines having a vertical exhaust. The bellows has been replaced with a slip joint and is working fine.

Comanche Peak reported on the dimensional problems with the heads noted already in item I.D.

PROPOSAL FOR CLOSURE OF TDI OWNERS GROUP

There are two distinct organizations which should be treated somewhat independently when considering closure of the TDI Owners Group. These are the TDI Owners Group Technical Staff and the TDI Owners Group Executive Committee. The TDI Owners Group was formed to collectively address the generic concerns raised due to the failure of the crankshaft at Shoreham and the subsequent loss of confidence in the TDI QA Program by the NRC. The TDI Owners Group Technical Staff was formed to provide the engineering services required to address these concerns and works under the direction of the Executive Committee.

The TDI Owners Group Program Plan provided for the Design Review and Quality Revalidation (DR/QR) of the TDI diesel generators to be performed in two phases. Phase I to be a design review of 16 generic components and Phase II being a DR/QR of 170+ components on a plant specific basis for each of the member utilities. Phase I was to be the basis of interim licensing and operation of near term plants and Phase II was to establish the long term reliability of the TDI diesel generators. Phase I has been completed by the Technical Staff with the only outstanding item being receipt of final SER's from the NRC on the 16 generic components. The last of the Phase II DR/QR reports is scheduled for completion by February 4, 1985 and progress to date indicates that the schedule is realistic. This means that the base load work scope of the Technical Staff will be completed by the end of January 1985 and only the orderly closeout of files, etc. is anticipated for February, 1985. This schedule and work scope is the basis for the current budget projection.

The only function of the Technical Staff that could be anticipated to continue is the addressing of plant specific problems, inspection results, non-conformances, etc. Because of the availability of the Technical Staff, this work scope was superimposed on the Phase I and Phase II effort but invoiced on a plant specific basis. Because of the intermittent nature of this work, it is not practical to maintain a full-time Technical Staff to perform this plant specific work scope.

Based on the above, it is recommended that the Technical Staff proceed to close out and appropriately archive the files and data upon transmittal of the last Phase II DR/QR Report. It is fully expected that this would be accomplished no later than the end of February 1985. At that time, funding of a full-time Technical Staff would be terminated.

This closure of the Technical Staff would be similar to the NRC plans for closing out the TDI Project Group headed by Carl Berlinger and placing responsibility for review of remaining diesel generator issued in the plant specific project groups. Mr. Harold Denton advised the TDI Owners Group Executive Steering Committee in a meeting on December 9, 1984 that it was his intention to dissolve the TDI Projects Group upon completion of their review of Phase I.

The recommended alternative for addressing plant specific problems, inspection results, non-conformances, etc. subsequent to closure of the Technical Staff is to utilize the provisions, with any needed amendments, of the existing Utility-Duke MATS and Duke MATS-Consultant contracts which are currently in effect through June 1985. In effect, the contracts would become continuing services agreements with no specified scope or budget and would be exercised on an as-needed basis by the specific utility requesting services. The advantage of this approach is to maintain continuity which would serve to take full advantage of work performed thus far and minimize the risk of unnecessarily raising any additional generic concerns. These contracts could be renegotiated and extended as needed beyond June 1985.

The TDI Owners Group Executive Committee has considerably more flexibility in deciding its future. The recommended alternative is to continue meeting on a periodic basis through June 1985 to share experiences and discuss concerns. This could be done with the existing executive members or it could be decided to replace the existing representation with people who have more hands-on technical experience. The need for meetings beyond June 1985 would be considered at the June meeting. One point to consider in making a decision on this alternative is that the visibility of the Owners Group sets the TDI diesel generators apart from other make diesel generators and other plant equipment as needing special consideration.

C. L. Ray, Jr.  
Technical Program Director

EXECUTIVE SUMMARY

This report summarizes the status of the TDI Diesel Generator Owners Group Technical Program as of February 1, 1985.

As reported in the January status report, all Phase I work was completed 12/11/84. NRC/PNL has requested a meeting with the Technical Staff on February 11, 1985 to discuss the results of PNL's Phase I review. Any remaining Phase I questions can be answered at that time. PNL plans to issue all Phase I TER's within one week of that meeting with NRC to issue the SER's 30 days hence.

The Phase II reports for Vogtle and WNPS-1 were issued 1/11/85 and 1/22/85 respectively (Attachment 1). Signoff of all Bellefonte reports and deletion justifications is complete with printing in progress. Bellefonte is on target to be issued 2/4/85 as scheduled. Revisions to the Shoreham and Comanche Peak reports were issued 12/21/84 and 1/24/85 respectively. All other revisions should be issued by 2/15/85.

The Executive Chair Committee met with H. R. Denton on 1/10/85 to discuss work on Phase I and Phase II. Mr. Denton requested the meeting on 2/11/85 previously discussed. Mr. Denton indicated that the Owners should utilize the maintenance recommendations in the DR/QR reports for a period and request changes based on successful operation of the engines. Mr. Denton also noted that he saw no problem with allowing the TDI engines to operate at 225 BMEP and this consideration would be given in conjunction with the site specific SER's.

The Technical Staff is on target for an orderly closure February 28, 1985. Since no further inspection results can be incorporated into the Phase II reports (for sites that have not completed their initial inspections) inspection schedule monitoring has been deleted. The final status report for the Owners Group Technical Program will be issued February 28, 1985.