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DUKE POWER COMPANY
GENERAL OFFICES
422 SOUTH CHURCH STREET
CHARLOTTE, N. C. 28242

TELEPHONE: AREA 704
373-4011

TDI Diesel Generator Owners Group

OGTP-109-0-56

Re: July 11, 1984 Meeting between NRC/PNL/
TDI Diesel Generator Owners Group

The main topic of the subject meeting was a discussion of the PNL Report on the Owners' Group Program Plan. This report is attached for your information.

The major point of contention with the PNL Report is in the area of endurance testing to 10⁷ cycles (approximately 750 hrs.). This endurance testing would be required for lead engines at high power levels. Even though we discussed two components (AE Piston and Crankshaft) in detail, the report implies all components are required to undergo the endurance test.

One of the key arguments we made was that the loading requirements of the engine is much less than the rated load. The NRC was very receptive to this argument and requested more information regarding site specific diesel engine loading requirements.

Attached to this letter is a LILCO submittal which discusses loading requirements for SNPS diesels. In general, FSAR tables exist for each plant similar to the table attached to the LILCO submittal. However, this table has proven to be ultra-conservative in many cases. Also, very little credit is taken for operator action to reduce engine loads after 10 minutes into the accident.

Our plan is to develop curves for each plant similar to the one for SNPS (attached). Thus, the following information is needed for each utility.

For the limiting transient/accident on the highest loaded engine.

1. Identify the transient/accident.
2. Identify the engine (Train A or B)
3. Initial peak load
4. All load decreases due to sequencing of loads or operator action or other reasons.
5. A brief explanation of the reason for decreasing the load.
6. Source of the information (FSAR, Preop testing, etc.)

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DUKE | MANAGEMENT AND
POWER | TECHNICAL SERVICES

NUCLEAR REGULATORY COMMISSION

Docket No. 50.440 Official Exh. No. CCRE #5

In the matter of RNP

Staff _____ IDENTIFIED _____
 Applicant _____ RECEIVED _____
 Intervenor _____ REJECTED _____
 Com'g Off'r _____
 Contractor _____ DATE 4 9 85
 Other ☒ _____ Witnesses _____

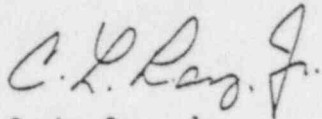
by G. W. A. S. H.



If possible, the above information should be as realistic as possible and not a repeat of ultra-conservative FSAR information.

If you have any questions, please call Bill Coleman at 704-373-3488.

Very truly yours,



C. L. Ray, Jr.
Technical Program Director
TDI Diesel Generator Owners Group

yds

cc: Alternates
Licensing Contacts