



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

JUN 25 1985

Docket Nos.: 50-445  
and 50-446

Mr. M. D. Spence  
President  
Texas Utilities Generating Company  
400 N. Olive St., L.B. 81  
Dallas, Texas 75201

Dear Mr. Spence:

Subject: TDI Diesel Generator Operating Restrictions - Comanche Peak

- Ref: (1) Letter dated January 18, 1985 from Beck (TUGCO) to Denton (NRC)  
(2) Letter dated August 13, 1984 from Eisenhut (NRC) to George (TUGCO)  
(3) Letter dated March 25, 1985 from Youngblood (NRC) to Edelman  
(Cleveland Electric Illuminating Company)

In Reference 1, you requested that the staff relieve Texas Utilities of the currently imposed operating restrictions on the TDI diesel generators at Comanche Peak. Specifically, you requested that the engine load limitation of 185 psig BMEP be removed, thus permitting operation of the diesels at rated load (7000 kw) and at overload capacity (7700 kw) and that document requirements such as operating procedures and technical specifications related to the 185 psig BMEP load limitation be eliminated. To justify removal of the load limit, you cited progress of the Owners Group program, actions taken by Texas Utilities to enhance and verify engine reliability and establishment of an acceptable diesel generator maintenance and surveillance program.

One of the primary reasons that caused the staff to impose a load limitation on the engines was the staff concern regarding the adequacy of the crankshaft for full-rated load and overload (Reference 2). While the staff agrees that much progress has been made by the Owner's Group in resolving TDI engine issues, generic resolution of the adequacy of the V-16 crankshaft for full-rated load and overload has not yet been established. The staff's Phase 1 SER on the V-16 crankshaft has not been completed because the staff has not received the results of the torsigraph tests which include cylinder imbalance that were conducted at Perry. Although torsigraph tests were performed on all engines, including those at Comanche Peak, as part of the Owners Group program, only the torsigraph tests that were conducted at Perry included the effects of cylinder imbalance. The staff intends to use the results of the torsigraph tests which include cylinder imbalance in arriving at a conclusion regarding the adequacy of the V-16 crankshaft for full-rated load and overload.

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Even though the staff cannot presently approve indefinite diesel engine operation above 185 psig BMEP due to crankshaft concerns, the staff has previously approved operation of the Perry engines at full-rated load during the initial 100 hour break-in run with the requirement that the most heavily stressed crankshaft journals be inspected in the region of the oil holes upon completion of the run (Reference 3). Similarly, Texas Utilities may conduct engine testing at loads greater than 185 psig up to overload with the understanding that additional crankshaft inspections may subsequently be required depending on the outcome of the staff's review of the Phase 1 report on V-16 crankshafts submitted by the Owners Group.

Sincerely,

ORIGINAL SIGNED BY:

Vincent S. Noonan, Director  
for Comanche Peak Project  
Division of Licensing  
Office of Nuclear Reactor Regulation

cc: See next page

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Docket File	SBurwell
NRE PDR	OELD
LPDR	ACRS (16)
NSIC	EJordan
PRC System	JPartlow
LB#1 R/F	BGrimes
MRushbrook	VNoonan R/F

DPersinko  
CBerlinger  
CTrammell

\*SEE PREVIOUS PAGE FOR CONCURRENCES

LB#1:DL	<i>S/S</i>	<i>Modification</i>	LB#1:DL	<i>CP:TRT:DL</i>	CP:TRT:DL
*SBurwell:kab	DPersinko	*CBerlinger	BJYoungblood	CTrammell	VNoonan
06/11/85	06/14/85	06/13/85	06/14/85	06/17/85	06/17/85

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Mr. M. D. Spence  
Texas Utilities Generating Company

Comanche Peak Steam Electric Station  
Units 1 and 2

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