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SCHWENCER,A. Licensing Branch 2

SUBJECT: Provides info re HPCS diesel testing, in response to NRC 810925 questions. Actual test procedure has not been written. Util intends to comply w/diesel testing requirements of Reg. Guide 1.108.

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Docket No. 50-397

G02-81-327
October 2, 1981

Mr. A. Schwencer, Chief
Licensing Branch No. 2
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Schwencer:

Subject: SUPPLY SYSTEM NUCLEAR PROJECT NO. 2
HPCS DIESEL TESTING

The following is in response to Mr. Sang Rhow's concern about HPCS diesel testing expressed during the Power Systems Branch, Supply System Meeting September 25, 1981.

Previous switchgear logic prevented the parallel of the HPCS diesel and station service power. That logic has been modified and the HPCS diesel now can be paralleled to station service.

Regulatory Guide 1.108 dictates diesel testing requirements, one of which is full rated load testing. The total load of SM-4, including the HPCS pump is not enough to fulfill the full rated load test. Thus the capability to synchronize and parallel with the station service was necessary.

Periodically during plant operation the HPCS diesel will be manually started and loaded. It will be separately synchronized to the 230KV startup offsite power source and loaded. Functional testing of the automatic control circuitry is conducted on a periodic basis to demonstrate proper operation.

The actual test procedure has not been written at this time. It is our intent to comply with Regulatory Guide 1.108, concerning diesel testing requirements. Synchronizing and paralleling with station service is necessary to comply with these requirements.

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Administrative procedures will be used to prevent concurrent testing of more than one diesel.

Please contact us if further information is necessary.

Very truly yours,

GDBouchey

G. D. Bouchey
Deputy Director
Safety & Security

GDB/TLM/ldm

cc: WS Chin - BPA
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