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 SCHWENCER, A. Licensing Branch 2

SUBJECT: Provides details of transformer tap setting verification, in response to NRC 810925 request. Verification of correct voltage values at Class IEL high & low voltage buses will be accomplished during loss of power & safety test.

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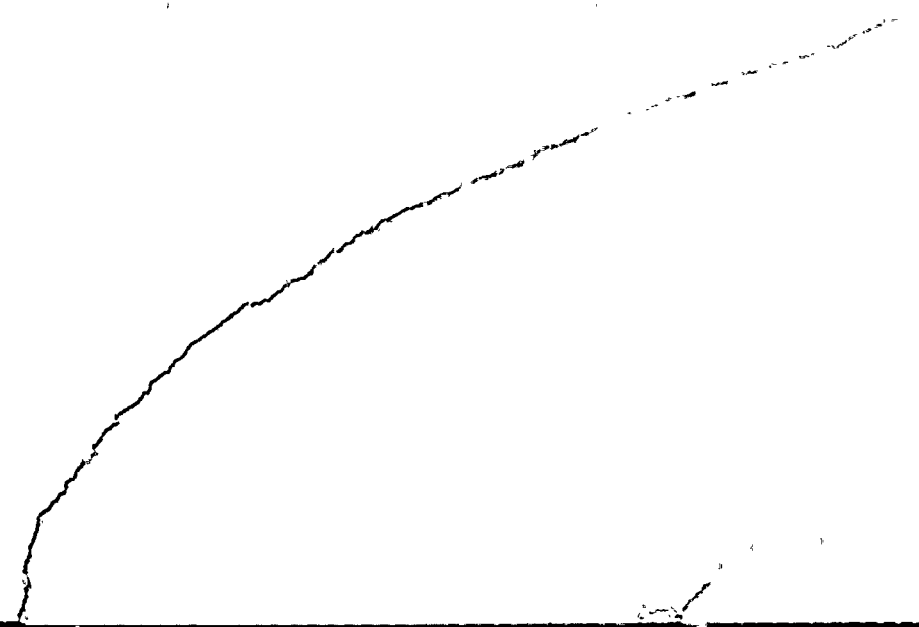
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LB.

THE UNITED STATES OF AMERICA  
DO hereby certify that  
[Name] is a citizen of the United States of America.

WITNESSETH my hand and the seal of the Department of State at Washington, D.C., this [Date] day of [Month], 19[Year].

By the Secretary of State  
[Signature]  
Secretary of State



## Washington Public Power Supply System

P.O. Box 968 3000 George Washington Way Richland, Washington 99352 (509) 372-5000

Docket No. 50-397

G02-81-326  
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  
TRANSFORMER TAP SETTING VERIFICATION



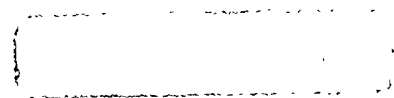
During the Power Systems Branch, Supply System meeting September 25, 1981, Mr. Sang Rhaw desired more information on how Position 4 of Branch Technical Position PSB 1 would be satisfied. The following discussion is the Supply System's response to this request for information:

Verification of correct voltage values at Class IE high and low voltage buses, indicating correct transformer tap settings, will be accomplished during the loss of power and safety test. During this test, the voltage values at Class IE buses will be recorded. These values will be provided for the comparison described in Position 4 of Branch Technical Position PSB 1, Adequacy of Station Electric Distribution System Voltages. The purposes of the loss of power and safety test are to demonstrate the ability of the plant electrical distribution and safety systems to operate properly with normal standby sources. This test will also verify that the loss of any single safety AC or DC distribution division will not prevent the remaining safety distribution systems from proper operation during an accident condition.

The test consists of several separate and independent tests. Voltage values of the Class IE buses during these different phases of the test should be more than adequate to verify correct transformer tap settings.

The actual procedure for this test is in the rough draft stages. All Class IE buses down to the 120/208 volt level will be monitored and recorded, as well as the existing grid voltage at that time. This data will be provided to Burns and Roe for the comparison described in Position 4.

Boal  
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Mr. A. Schwencer  
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Please contact us if further correspondence on this subject is necessary.

Very truly yours,



G. D. Bouchey  
Deputy Director, Safety & Security

GDB/TLM/js

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