REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR:8206140258 DOC.DATE: 82/06/04 NOTARIZED: NO DOCKET #
FACIL:50-397 WPPSS Nuclear Project, Unit 2, Washington Public Powe 05000397
AUTH.NAME AUTHOR AFFILIATION
BOUCHEY,G.D. Washington Public Power Supply System
RECIP.NAME RECIPIENT AFFILIATION
SCHWENCER,A. Licensing Branch 2

SUBJECT: Responds to NRC concerns re load shedding feature raised during 820512-13 site visit.One oversize drawing encl. Aperture card is available in PDR.

DISTRIBUTION CODE: B001S COPIES RECEIVED:LTR 1 ENCL 8 SIZE: 2+1
TITLE: PSAR/FSAR AMDTS and Related Correspondence

NOTES: On Shelf

	RECIPIENT ID CODE/NAME		COPIES LTTR	COPIES ENCL	RECIPIENT ID CODE/NAME		COPIES LTTR	COPIES ENCL
	A/D LICENSNG		1	0	LIC BR #2 BC		1	0
	LIC BR #2 LA		1	0	AULUCK,R.	01	1	1
INTERNAL:	ELD/HDS2		1	0	IE FILE		1	1
	IE/DEP EPDS	35	1	1	IE/DEP/EPLB	36	3	3
	MPA		1	0	NRR/DE/CEB	11	1	1
	NRR/DE/EQB	13	3	3	NRR/DE/GB	28	2	2
	NRR/DE/HGEB	30	2	2	NRR/DE/MEB	18	1	1
	NRR/DE/MTEB	17	1	1	NRR/DE/QAB	21	1	1
	NRR/DE/SAB	24	1	1	NRR/DE/SEB	25	1	1
	NRR/DHFS/HFEB	40	1	1	NRR/DHFS/LQB	32	1	1
	NRR/DHFS/OLB	34	1	1	NRR/DHFS/PTRB	20	1	1
	NRR/DSI/AEB	26	1	1	NRR/DSI/ASB	27	1	1
	NRR/DSI/CPB	10	1	1	NRR/DSI/CSB	09	1	1
	NRR/DSI/ETSB	12	1	1	NRR/DSI/ICSB	16	1	1
	NRR/DSI/PSB	19	1	1	NRR/DSI/RAB	22	1	1
	NRR/DSI/RSB	23	1	1	NRR/DST/LGB	33	1	1
	REG FILE	04	1	1	RGN5		2	2
EXTERNAL:	ACRS	41	16	16	BNL(AMDTS ONLY)		1	1
	FEMA-REP DIV	39	1	1	LPDR	03	1	1
	NRC PDR	02	1	1	NSIC	05	1	1
	NTIS		1	1				

Aperture Card Dist.
ORWGS. to: Reg File - 1
PM - 7

TOTAL NUMBER OF COPIES REQUIRED: LTTR 63 ENCL 58

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

June 4, 1982
G02-82-506

Docket No. 50-397

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

Dear Mr. Schwencer:

Subject: NUCLEAR PROJECT NO. 2
RESPONSE TO CONCERNS: SANG RHOW SITE VISIT

This letter addresses concerns expressed on questions which were raised as a result of a site visit by Sang Rhow, PSB Electrical Reviewer, May 12-13, 1982.

Attachment 1, AE Drawing E517, Sheet 3, shows the WNP-2 load shedding feature. Contacts 27-7, 1 and 2, located at E7 and E8 on the drawing are those controlled by the primary undervoltage relays set at 69% of nominal bus voltage. When a 5M-7 bus undervoltage condition exists these contacts will close. This energizes relays 27X-7 and 6Z-7.

Contacts from relay 27X-7 start diesel generator 1A and disable/enable the sequencing circuit for the LPCS and RHR pumps. Note that the disable/enable contacts from 27X-7 will open during bus undervoltage and close when voltage is reestablished.

Contacts from 6Z-7, after a two second time delay, close to energize relays 62X-7, 62X1-7, 62-1-7 and 62-2-7. Relays 62X-7 and 62X1-7 are responsible for shedding the loads on SM-7. The relay contacts and their functions (loads shed) are identified below the circuit diagram on E517, Sheet 3.

This relay load shedding scheme is duplicated in the redundant division II.

This information confirms previously supplied information in a letter to the NRC from the Supply System, dated March 18, 1982, as well as the FSAR write-up on load shedding. Load shedding is initiated whenever the critical buses SM-7 or SM-8 experience an undervoltage condition of 69% or less of nominal bus voltage.

Load sequencing is initiated by two contacts. The first closes on a LOCA signal. The second is the power available on the bus enable contact previously described off 27X-7.

Aperture Card Dist

Drawings To:
Reg File-1
PM-7

B001
1/8 on Shelf

A question arose concerning the K21 contact in the trip circuit of DG1-7 and DG2-8. These contacts are controlled by a standard auxiliary relay energized by either of two pushbuttons. One is located in the Control Room and one is located locally. These pushbuttons are used to shutdown the diesels during normal shutdown as well as an emergency situation.

If either of these pushbuttons are inadvertently pushed during diesel operation under a loss of offsite power or LOCA condition, the diesel will immediately restart due to enabling circuitry in the start circuit of the diesel.

Questions were raised about the locations of some CT's and fault levels associated with certain buses.

The instantaneous overcurrent relays (50) in the trip circuits of breakers 7-DG1 and 8-DG2 have their CT's electrically located between breakers 7-DG1 and DG1-7, 8-DG2 and DG2-8, respectively. These CT's are physically located in switchgears SM-7 and SM-8. Fault current on the primary side is calculated at 9494 amps.

The time overcurrent relays (51) in the trip circuit of breakers 7-1 and 8-3 have their CT's electrically located immediately upstream of breakers 7-1 and 8-3, respectively. These relays are physically located in switchgears SM-7 and SM-8. The fault current on SM-7 has been calculated at 65,900 amperes.

Paragraph 2 on page 8.3-1b has been modified as requested. The new paragraph is as follows:

During test mode operation, an expanded set of disabling conditions are permitted to prevent unit start or initiate unit trip as indicated in 8.3.1.1.8.1.8. However, in the event of receipt of emergency start signals while the units are in the test mode, those signals not permitted to disable the unit in the standby mode are eliminated from the trip circuitry. The diesel generator then remains in parallel with the offsite source until shutdown by operator action.

Very truly yours,

GD Bouchey

G. D. Bouchey
Deputy Director, Safety and Security

TLM/jca
Attachment

cc: R Auluck - NRC
WS Chin - BPA
R Feil - NRC Site
S Rhow - NRC