

# REGULATOR INFORMATION DISTRIBUTION SYSTEM (IDS)

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 FACIL: 50-397 WPPSS Nuclear Project, Unit 2, Washington Public Power 05000397  
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 BOUCHEY, G.D. Washington Public Power Supply System  
 RECIP. NAME: RECIPIENT AFFILIATION  
 SCHWENCER, A. Licensing Branch 2

SUBJECT: Responds to 9 Rho concerns raised during 820630 meeting w/  
 Burns & Roe in Bethesda, MD. Util commits to modify control  
 circuitry of standby diesel supply breakers. SER outstanding  
 issues closed. Marked-up FSAR Page 8.3-13a encl.

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## NOTES:

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| ID        | CODE/NAME       | LTTR   | ENCL | ID               | CODE/NAME | LTTR   | 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    |
|           | NRR/DE/AEAB     | 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/HFEB40 | 1      | 1    | NRR/DHFS/LQB 32  |           | 1      | 1    |
|           | NRR/DHFS/OLB 34 | 1      | 1    | NRR/DHFS/PTRB20  |           | 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    | RGNS             |           | 2      | 2    |
|           | RM/DDAMI/MIB    | 1      | 0    |                  |           |        |      |
| EXTERNAL: | ACRS 41         | 16     | 16   | BNL (AMDTS ONLY) |           | 1      | 1    |
|           | DMB/DSS (AMDTS) | 1      | 1    | FEMA-REP DIV 39  |           | 1      | 1    |
|           | LPDR 03         | 1      | 1    | NRC PDR 02       |           | 1      | 1    |
|           | NSIC 05         | 1      | 1    | NTIS             |           | 1      | 1    |

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## Washington Public Power Supply System

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

August 25, 1982  
G02-82-697

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:

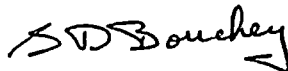
Subject: NUCLEAR PROJECT NO. 2  
RESPONSE TO CONCERNS: BETHESDA MEETING

This letter responds to concerns expressed by Mr. Sang Rhaw, PSB Reviewer, during the meeting with the Supply System and Burns & Roe in Bethesda, Maryland, June 30, 1982.

The Supply System commits to modify the control circuitry of the standby diesel supply breakers. This modification will cause tripping of these breakers if a LOCA signal is received while the diesel is in the test mode.

As requested during the meeting, FSAR Section 8.3.1.1.8.1.7.f has been modified to include, "If bus voltage were to dip below 87.3% of nominal for more than 8 seconds load shedding would be initiated". See attached marked FSAR page to be included in Amendment No. 27. With submittal of this information, the Supply System considers all SER Outstanding Issues on PSB concerns closed.

Very truly yours,



G. D. Bouchey  
Deputy Director, Safety and Security

TLM/jca  
Attachment

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

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load is being supplied by the diesel generators is 85 percent of nominal bus voltage. The duration of voltage dip is expected to be very short lived - in the order of 2 to 5 seconds. Since the Class 1E bus primary undervoltage relays are set at 69 percent of nominal bus voltage, initiation of load shedding as a result of voltage dip due to motor starting will not occur. Since the Class 1E bus secondary undervoltage relays are set at 87.3 percent of nominal bus voltage (90.8 percent of motor nominal voltage) with a definite time delay of 8 seconds, they will not initiate any undesirable tripping action.

Add:

If bus voltage were to dip below 87.3% of nominal for more than 8 seconds load shedding would be initiated.

