

USNRC REGION II  
ATLANTA, GA



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*Central File*  
*50-250*  
*251*

Mr. James P. O'Reilly, Director, Region II  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
101 Marietta Street, Suite 3100  
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

RE: RII: JPO  
50-250, 50-251  
IE Bulletin 79-27

We have reviewed the subject Bulletin (Loss of Non-Class 1E Instrumentation and Control Power System Bus During Operation), and our response for Turkey Point Units 3 & 4 is attached.

Very truly yours,

*Robert E. Uhrig*

Robert E. Uhrig  
Vice President  
Advanced Systems & Technology

REU/MAS/pa

Attachment

cc: Harold Reis, Esquire

*[Handwritten mark]*

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ATTACHMENT

RE: RII: JPO  
50-250, 50-251  
IE Bulletin 79-27

All busses supplying power to safety related and non-safety related instrumentation and control systems that could affect the ability to achieve cold shutdown were reviewed as requested by Bulletin 79-27.

There are 4 Vital AC busses per unit. Each of these busses is supplied by a static inverter, which is fed from 1 of the 4 station DC busses. In addition, there are 4 spare inverters capable of supplying the 8 AC vital busses (1 spare shared with corresponding vital busses between Units 3 & 4). Each DC bus is fed by its own battery and battery charger. In addition, an alternate charger is shared by two batteries. Redundant AC instrumentation and vital 120 V AC equipment is divided between vital busses to prevent loss of any vital functions due to loss of a single bus. The spare inverters are normally in service and can be placed on a vital bus by a throwover switch.

There are alarm annunciators for DC bus low voltage and ground. Each of the 8 vital busses has an alarm for loss of power. In addition, there is an inverter failure alarm to warn of improper inverter operation, thereby allowing the operator to select a spare inverter. The power supply to the battery chargers is also monitored with alarms warning of loss of voltage to the Motor Control Centers supplying the battery chargers.

Based on the above we find that no design modifications are needed. In addition, the results of a prior review of IE Circular 79-02 remain valid and support the conclusions made in response to IE Bulletin 79-27.