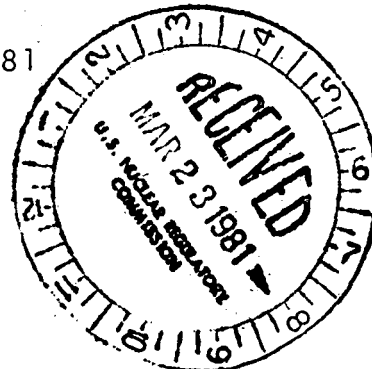




**Commonwealth Edison**  
One First National Plaza, Chicago, Illinois  
Address Reply to: Post Office Box 767  
Chicago, Illinois 60690

March 18, 1981



Mr. T. A. Ippolito, Chief  
Operating Reactors - Branch 2  
Division of Operating Reactors  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555

Subject: Dresden Station Units 2 and 3  
Adequacy of Station Electrical  
Distribution System Voltages  
NRC Docket Nos. 50-237/249

Reference (a): R. F. Janecek letter to D. G. Eisenhut dated  
August 18, 1980

Dear Mr. Ippolito:

This information is provided in response to an NRC staff question concerning low voltage at equipment terminals for the condition of lowest grid voltage and maximum bus loading for the condition of a Unit 2 trip with the Unit 2 Reserve Auxiliary Transformer 22 carrying the Unit 3 ESF loads.

Attached is a revised table dated 3-11-81 showing the Dresden Unit 2 and 3 auxiliary power bus voltages when Unit 2 Reserve Auxiliary Transformer is carrying the Unit 2 shutdown load and the Unit 3 Essential Service Features load through the intertie between Units 2 and 3.

The difference between this calculation and the one submitted in Reference (a) is that the shutdown load is a realistic load assuming no manual operations to disconnect load after the unit trip.

The voltages at the 460 volt motor terminals were calculated using actual motor feeder impedances. A combination of the largest motor size and longest feeder length on each bus were selected for maximum voltage drop at the load.

The results indicate that the running voltage at all 4000 volt and 460 volt motors is above 90% of motor rated voltage.

A015  
5  
1/0

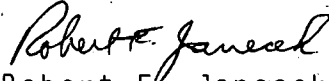
8103230 799

P

Please address any questions concerning this matter to this office.

One (1) signed original and thirty-nine (39) copies of this transmittal are provide for your use.

Very truly yours,



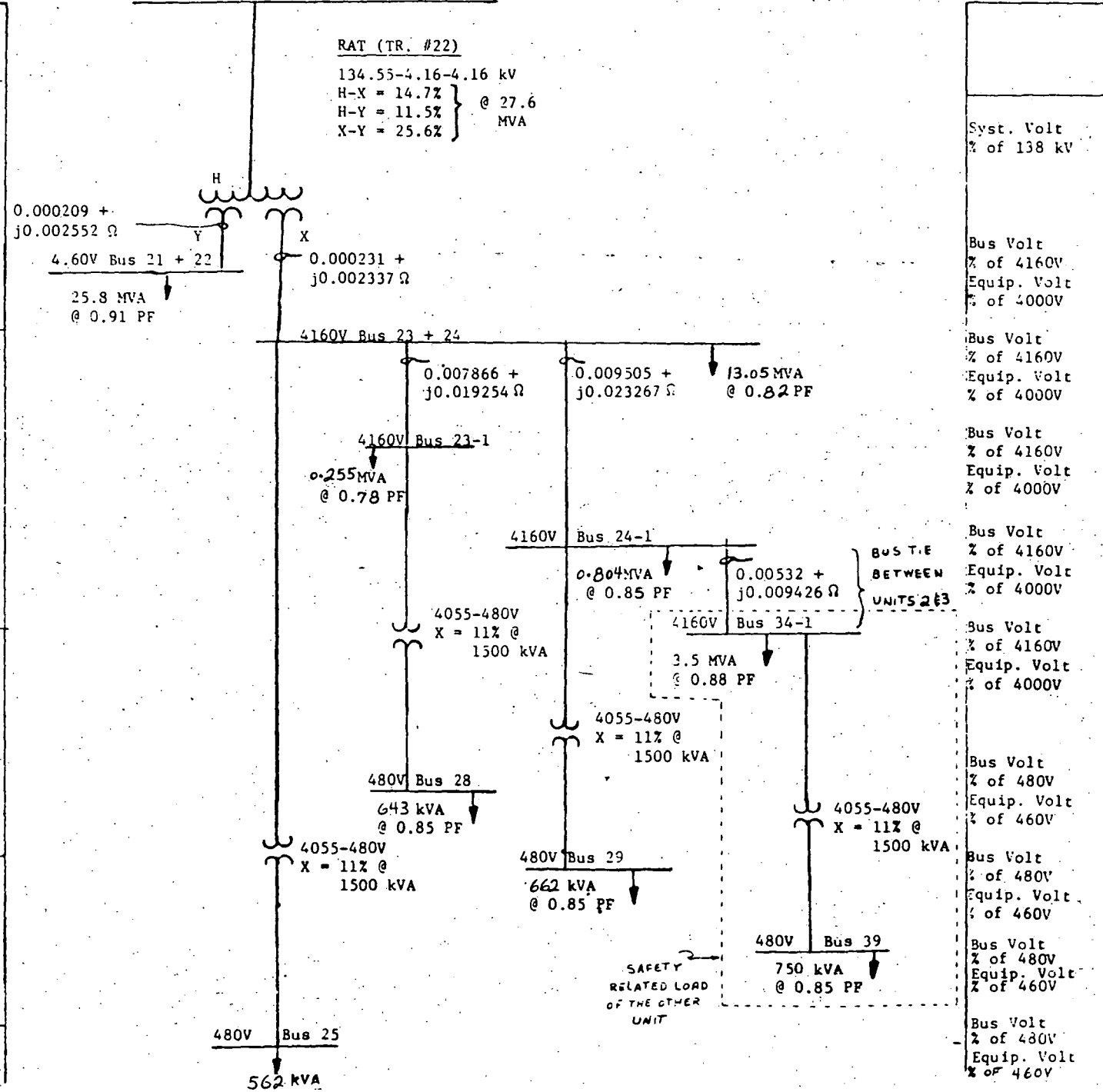
Robert F. Janecek  
Nuclear Licensing Administrator  
Boiling Water Reactors

cc: RIII Inspector - Dresden

1549B

SCC = 1945 MVA (Minimum)  
 Volt range = 132 to 142 kV  
 138 kV System (Blue)

|   | Full Load Volt               | No Load Volt |
|---|------------------------------|--------------|
| Syst. Volt<br>% of 138 kV                           | 132<br>95.6                  | 142<br>103   |
| Bus Volt<br>% of 4160V<br>Equip. Volt<br>% of 4000V | 3839<br>92.3<br>3819<br>95   |              |
| Bus Volt<br>% of 4160V<br>Equip. Volt<br>% of 4000V | 3765<br>90.5<br>3745<br>93.6 |              |
| Bus Volt<br>% of 4160V<br>Equip. Volt<br>% of 4000V | 3761<br>90.4<br>3741<br>93.5 |              |
| Bus Volt<br>% of 4160V<br>Equip. Volt<br>% of 4000V | 3744<br>90<br>3724<br>93.1   |              |
| Bus Volt<br>% of 4160V<br>Equip. Volt<br>% of 4000V | 3720<br>89.9<br>3720<br>93   |              |
| Bus Volt<br>% of 480V<br>Equip. Volt<br>% of 460V   | 432<br>89.9<br>418<br>90.3   |              |
| Bus Volt<br>% of 480V<br>Equip. Volt<br>% of 460V   | 429<br>89.4<br>416<br>90.4   |              |
| Bus Volt<br>% of 480V<br>Equip. Volt<br>% of 460V   | 426<br>88.8<br>413<br>90.3   |              |
| Bus Volt<br>% of 480V<br>Equip. Volt<br>% of 460V   | 433<br>89.9<br>420<br>90.3   |              |



Syst. Volt  
% of 138 kV

Bus Volt  
% of 4160V  
Equip. Volt  
% of 4000V

Bus Volt  
% of 4160V  
Equip. Volt  
% of 4000V

Bus Volt  
% of 4160V  
Equip. Volt  
% of 4000V

Bus Volt  
% of 4160V  
Equip. Volt  
% of 4000V

Bus Volt  
% of 4160V  
Equip. Volt  
% of 4000V

Bus Volt  
% of 480V  
Equip. Volt  
% of 460V

Bus Volt  
% of 480V  
Equip. Volt  
% of 460V

Bus Volt  
% of 480V  
Equip. Volt  
% of 460V

Bus Volt  
% of 480V  
Equip. Volt  
% of 460V

SAFETY  
RELATED LOAD  
OF THE OTHER  
UNIT