



KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER
VICE PRESIDENT - NUCLEAR

June 21, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

KMLNRC 84-095
Re: Docket No. STN 50-482
Subj: Polar Crane Testing

Dear Mr. Denton:

Kansas Gas and Electric Company (KG&E) is currently making preparations for pre-operational static and dynamic load testing of the Wolf Creek Generating Station Polar Crane. In a review of the applicable requirements and guidelines, genuine safety concerns were identified in the transportation of the test load over equipment installed in the Containment Building. To alleviate these safety concerns, KG&E will limit the movement of the test load to an area normally used for reactor vessel head removal/installation. The movement will consist of approximately 30 feet of trolley travel, 25 degrees of bridge rotation and 25 vertical load travel. As a minimum, all drive train rotating components (gears, wheels, shafts, etc.) will be rotated through at least 360 degrees during the dynamic testing with 100% load (260 tons) and a static load test will be performed with 125% load (325 tons).

The polar crane has previously been tested during the Construction stage with a test load of 500 tons. The attached drawing of the polar crane shows the configurations used during Construction and Operation. Due to the heavier load requirements during Construction, the configuration consists of the main trolley and a construction trolley. These two trolleys are connected to each other and the load is evenly distributed between the two through the use of a load splitting lifting beam as shown on the attachment. The trolleys were moved through their full range of travel and the bridge was rotated a full 360 degrees. Since the load requirements are less for Operations, the Construction trolley has been removed and the main trolley will carry the full load. The main trolley has not been modified or reconfigured. The only reconfiguration of the system was the removal of the construction trolley as provided for in the design specification.

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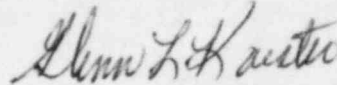
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Kansas Gas and Electric Company is confident that the testing performed to date and the pre-operational testing to be accomplished will verify the structural integrity of the polar crane to its 260 ton Operational load rating.

Yours very truly,

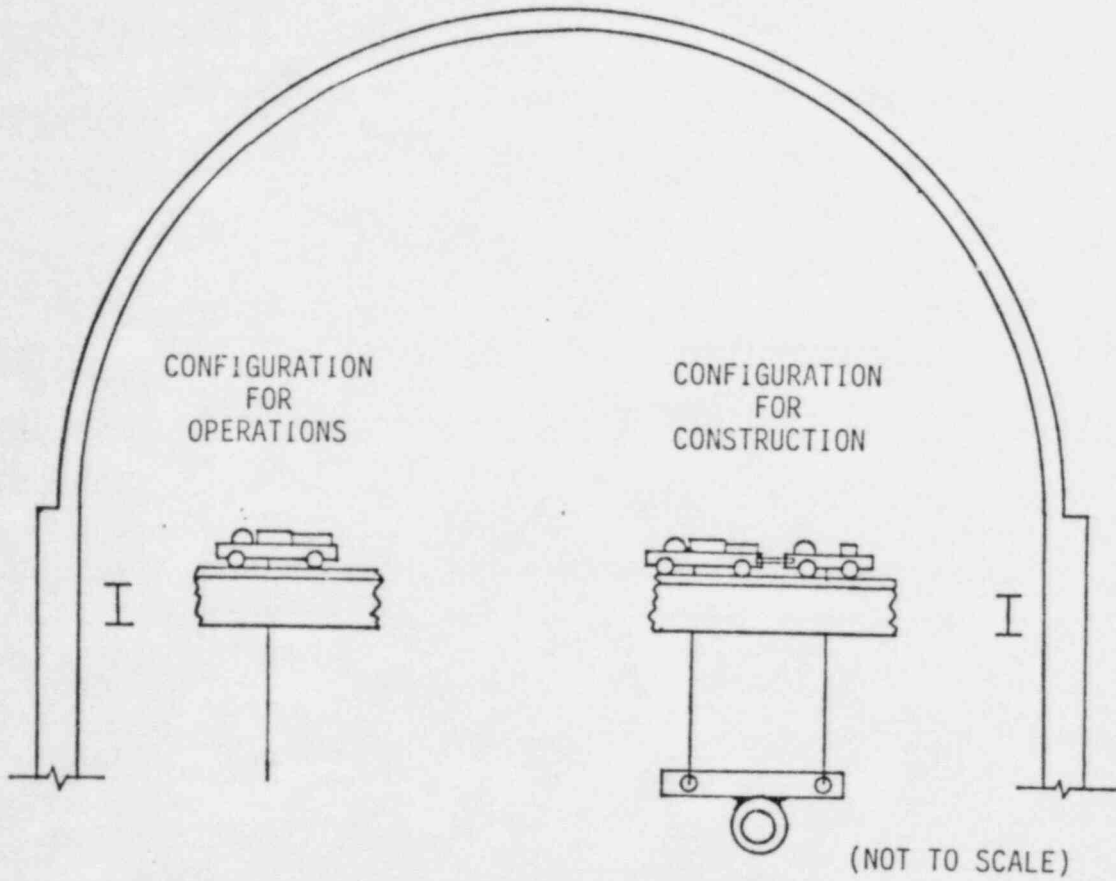


Glenn L. Koester
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GLK:bb
Attach

xc: PO'Connor, w/a
HBundy, w/a

POLAR CRANE CONFIGURATIONS



TEST WEIGHT TRAVERSE PATH

