TU ELECTRIC

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File # 10110
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U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
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SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION (CPSES)
DOCKET NOS. 50-445 AND 50-446
CLARIFICATION OF 6.9KV/480V TRANSFORMER BUS BAR CLEARANCE
SDAR: CP-87-121 (SUPPLEMENTAL REPORT)

Gentlemen:

On January 6, 1988, TU Electric report logged TXX-88025 provided notification of a reportable deficiency involving the 6.9KV/480V transformer bus bar clearance. The latest report on this issue, logged TXX-88627, dated September 1, 1988, provided an update on the corrective action implementation schedule. The purpose of this report is to clarify the response in TXX-88627 concerning current work activities.

In TXX-88357 dated March 31, 1987, TU Electric stated that the Westinghouse preliminary design analysis indicated that the present transformer bus bar configuration would remain functional during a seismic event. However, TU Electric conservatively elected to modify the transformer design to establish additional design safety margin.

The transformers of concern are located on the 810' and 852'6" elevations of the Unit 1 Safeguard Building. The minimum bus bar clearance required is 0.375 inch. Westinghouse utilized the Required Response Spectrum (RRS) for elevation 852' 6" to calculate the bus bar clearance for the transformers at the 810' and 852' 6" elevations. The resulting clearance was 0.393 inch. To obtain additional safety margin, TU Electric chose to modify the transformers both at the 810' and 852' 6" elevations.



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Upon further investigation, TU Electric recognized that modifying the transformers at the 810' elevation may not be justified because the seismic excitation would be less than at the 852' 6" elevation. Therefore if the clearance was calculated using the RRS at the 810' elevation, it would be greater. Subsequent calculations using the RRS at the 810' elevation resulted in a calculated clearance of 0.59 inch. Thus, based on this calculated clearance, TU Electric decided that modification to the transformers at the 810' elevation was not required.

Very truly yours,

W. G. Counsil

VPC/gj

c - Mr. R. D. Martin, Region IV
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