

From: Campbell, Ben (NRD)  
Sent: 10/12/2011 4:07:45 PM  
To: 'sunil.shori@cpuc.ca.gov' (sunil.shori@cpuc.ca.gov)  
Cc: Yura, Jane (/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=JKY1); Horner, Trina (/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=TNHC); Ramaiya, Shilpa R (/o=PG&E/ou=Corporate/cn=Recipients/cn=SRRd); Dowdell, Jennifer (/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=JKD5)  
Bcc:  
Subject: Data for the CCI Calibration Analysis

Hi Sunil:

Per our discussion, here are some documents related to the Contra Costa Inspection dead weight tester calibration. The tests impacted by this DWT are T-2, T-3, T-40, T-41, T-96A, T-96B, T-25A, and T-29. All of these tests were below 90% SMYS. I will send you a couple of emails with the as-built STPRs (they are large files so I'll need to break them up.) Here is the calibration record that was provided to us by CCI:

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Here is the As-Found Calibration done on this DWT once we determined that the original DWT calibration record had issues:

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Here is what our Gas Standard A-34 says for us to do if the DWT fails during a test.

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Here is our analysis comparing the reading of the Pressure Recording Chart to the DWT for tests 40, 41, 2 and 3. We only analyzed these four tests because these are involved in the upcoming filing to increase pressure on Line 101, 132A and Line 147. If the DWT is out of calibration, we would have seen the two readings diverge during the test. It does not appear that this happened. We did confirm that the calibration company, which conducted the calibration of the pressure recording chart used on these tests, did have a duplicate record of the calibration certificate provided to us by CCI.

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Here is our review of how much additional margin exists between the required minimum pressure to establish the MAOP and the actual minimum observed pressure for Tests 2, 3, 40, and 41.

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Let me know if you have any questions.

Ben Campbell  
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