

June 7, 1989

Docket Nos. 50-317
and 50-318

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Mr. G. C. Creel
Vice President - Nuclear Energy
Baltimore Gas and Electric Company
Calvert Cliffs Nuclear Power Plant
MD Rtes. 2 & 4
P.O. Box 1535
Lusby, Maryland 20657

Dear Mr. Creel:

SUBJECT: CORRECTION TO AMENDMENTS REMOVING THE STATION BATTERIES' DUMMY LOAD
PROFILES FROM THE TECHNICAL SPECIFICATIONS (TAC NOS. 61710, 61711,
69242 AND 69243)

On May 18, 1989 the Commission issued Amendment No. 137 to Facility Operating
License No. DPR-53 and Amendment No. 120 to Facility Operating License No.
DPR-69 for the Calvert Cliffs Nuclear Power Plant, Unit Nos. 1 and 2,
respectively. Due to an administrative error, the Units 1 and 2 Technical
Specification (TS) pages 3/4 8-9 indicated that they had been amended.
However, they were not changed by these amendments.

Please replace the Units 1 and 2 TS pages 3/4 8-9 and 3/4 8-10, that were
provided in the May 18, 1989 amendments, with the enclosed TS pages. We
regret any inconvenience that this may cause you.

Sincerely,

Scott Alexander McNeil, Project Manager
Project Directorate I-1
Division of Reactor Projects I/II

Enclosure:
Corrected TS Pages 3/4 8-9
and 3/4 8-10 for Units 1 and 2

cc: w/enclosure
See next page

[CORR 61710, 61711, 69242 & 69243]

OFC	:PDI-1	:PDI-1	:PDI-1	:	:	:	:
NAME	:CVogan	:SMcNeil/bah	:RCapra	:	:	:	:
DATE	:6/7/89	:6/7/89	:6/7/89	:	:	:	:

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PDR ADOCK 05000317
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Mr. G. C. Creel
Baltimore Gas & Electric Company

Calvert Cliffs Nuclear Power Plant

cc:

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Calvert County Board of
Commissioners
Prince Frederick, Maryland 20768

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Energy Administration, Power Plant
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Regional Administrator, Region I
U.S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, Pennsylvania 19406

ELECTRICAL POWER SYSTEMS

LIMITING CONDITION FOR OPERATION (Continued)

- d. With single cells having a voltage decrease of more than 0.10 volts from the previous performance discharge test (4.8.2.3.2.f.) value, but still > 2.10 volts per surveillance requirement 4.8.2.3.2.b.1., either restore/replace cells or replace the affected battery with the Reserve Battery within 24 hours or be in HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 125-volt battery bank and charger and the Reserve Battery shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks.
 2. The pilot cell specific gravity, corrected to 77°F and full electrolyte level is ≥ 1.200 .
 3. The pilot cell voltage is ≥ 2.10 volts.
 4. The overall battery voltage is ≥ 125 volts.
- b. At least once per 92 days by verifying that:
 1. The voltage of each connected cell is ≥ 2.10 volts under float charge and has not decreased more than 0.10 volts from the value observed during the latest performance discharge test (4.8.2.3.2.f).
 2. The specific gravity, corrected to 77°F and full electrolyte level, of each connected cell is ≥ 1.200 and has not decreased more than 0.02 from the value observed during the previous test.
 3. The electrolyte level of each connected cell is between the minimum and maximum level indication marks.
- c. At least once per 18 months by verifying that:
 1. The cells, cell plates and battery racks show no visual indication of physical damage or deterioration.
 2. The cell-to-cell and terminal connections are clean, tight, and coated with anti-corrosion material.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

- d. At least once per 18 months by verifying that the battery capacity, with the charger disconnected, is adequate to either:
1. Supply and maintain in OPERABLE status all of the actual emergency loads for at least 2 hours when the battery is subjected to a battery service test. At the completion of this test, surveillance 4.8.2.3.2.e shall be performed for the affected battery. The battery shall be charged to at least 95% capacity in \leq 24 hours, or
 2. Supply a dummy load simulating the emergency loads of the design duty cycle for at least 2 hours while maintaining the battery terminal voltage \geq 105 volts. At the completion of this test, the battery shall be charged to at least 95% capacity in \leq 24 hours, excluding the stabilization time. The emergency loads of the design duty cycle shall be documented and updated, as appropriate, in the system description contained in FSAR Chapter 8, and updated in accordance with 10 CFR 50.71(e).
- e. At least once per 18 months, the battery charger* shall be demonstrated capable of recharging the battery at a rate of \leq 400 amperes while supplying normal D.C. loads or equivalent or greater dummy load.
- f. At least once per 60 months by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. This performance discharge test shall be performed subsequent to the satisfactory completion of the required battery service test.

*Not applicable to the charger associated with the Reserve Battery.

ELECTRICAL POWER SYSTEMS

LIMITING CONDITION FOR OPERATION (Continued)

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 3. The pilot cell voltage is ≥ 2.10 volts.
 4. The overall battery voltage is ≥ 125 volts.
- b. At least once per 92 days by verifying that:
1. The voltage of each connected cell is ≥ 2.10 volts under float charge and has not decreased more than 0.10 volts from the value observed during the latest performance discharge test (4.8.2.3.2.f).
 2. The specific gravity, corrected to 77°F and full electrolyte level, of each connected cell is ≥ 1.200 and has not decreased more than 0.02 from the value observed during the previous test.
 3. The electrolyte level of each connected cell is between the minimum and maximum level indication marks.
- c. At least once per 18 months by verifying that:
1. The cells, cell plates and battery racks show no visual indication of physical damage or deterioration.
 2. The cell-to-cell and terminal connections are clean, tight, and coated with anti-corrosion material.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

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