

### 3.10 LIMITING CONDITIONS FOR OPERATION

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- c. Two Switchyard Batteries each with one associated charger and its associated DC distribution panel.
- d. Deleted.
- e. The Alternate Shutdown AS-2 battery, one of the two associated chargers, and DC Distribution panel DC-2AS.
- f. Both UPS batteries, associated Uninterruptible Power Supplies and MCC 89A and B.

### 4.10 SURVEILLANCE REQUIREMENTS

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- c. Once per operating cycle each Alternate Shutdown AS-2 battery, and Main Station battery shall be subjected to a Service (Load Profile) discharge test. The specific gravity and voltage of each cell shall be measured after the recharge at the end of the discharge test and logged.
- d. Once every five years, each UPS, AS-2, and Main Station Battery shall be subjected to a Performance (capacity) Discharge Test. This test will be performed in lieu of the Service Test requirements of 4.10.A.2.c above.
- e. Each 480 V Uninterruptible Power System shall be checked daily.
- f. 480 V Motor Control Centers 89A and 89B shall be checked daily.
- g. Once per operating cycle, the actual conditions under which the 480 V Uninterruptible Power Systems are required will be simulated and a test conducted to demonstrate equipment performance.

### 3.10 LIMITING CONDITIONS FOR OPERATION

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- c. Deleted.
- d. From and after the date that the AS-2 125 Volt battery system is made or found to be inoperable for any reason, continued reactor operation is permissible provided Diesel Generator DG-1-1A control power is transferred to Station Battery B1.
- e. From and after the date that one of the two 24 Volt Neutron Monitoring and Process Radiation Monitoring battery systems is found or made to be inoperable for any reason, continued reactor operation is permissible providing the minimum channel requirements of Sections 3.1 and 3.2 for the Neutron Monitoring and Process Radiation Monitoring systems are met.

### 4.10 SURVEILLANCE REQUIREMENTS

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VYNPS

BASES: 3.10 (Cont'd)

In the event that one off-site power source and one emergency diesel generator are unavailable, adequate power is available to operate both emergency safeguards buses from the operable off-site power source and to operate 100% of the minimum emergency safeguards loads from the operable diesel generator. In addition, the station blackout alternate ac source of power is capable of supplying power to the bus with the inoperable diesel generator. Therefore, continued operation is permitted for up to 24 hours with one off-site power source and one emergency diesel generator unavailable.

Either of the two station batteries has enough capacity to energize the vital buses and supply d-c power to the other emergency equipment for 8 hours without being recharged.

Due to the high reliability of battery systems, one of the two batteries may be out of service for up to three days. This minimizes the probability of unwarranted shutdown by providing adequate time for reasonable repairs. A station battery or an Uninterruptible Power System battery is considered inoperable if one cell is out of service. A cell will be considered out of service if its float voltage is below 2.13 volts and the specific gravity is below 1.190 at 77°F.

The Battery Room is ventilated to prevent accumulation of hydrogen gas. With a complete loss of the ventilation system, the accumulation of hydrogen would not exceed 4 percent concentration in 5 days. Therefore, on loss of Battery Room ventilation, the use of portable ventilation equipment and daily sampling provide assurance that potentially hazardous quantities of hydrogen gas will not accumulate.

- C. The minimum diesel fuel supply of 36,000 gallons will supply one diesel generator for a minimum of seven days of operation at its continuous duty rating of 2750kW. Additional fuel can be obtained and delivered to the site from nearby sources within the seven-day period.

BASES:4.10 AUXILIARY ELECTRICAL POWER SYSTEMS

- A. The monthly tests of the diesel generators are conducted to check for equipment failures and deterioration. The test of the undervoltage automatic starting circuits will prove that each diesel will receive a start signal if a loss of voltage should occur on its emergency bus. The loading of each diesel generator is conducted to demonstrate proper operation at less than the continuous rating and at equilibrium operating conditions. Generator experience at other generator stations indicates that the testing frequency is adequate to assure a high reliability of operation should the system be required.

Both diesel generators have air compressors and air receivers tanks for starting. It is expected that the air compressors will run only infrequently. During the monthly check of the units, each receiver will be drawn down below the point at which the compressor automatically starts to check operation and the ability of the compressors to recharge the receivers.

Following the tests of the units and at least weekly, the fuel volume remaining will be checked. At the end of the monthly load test of the diesel generators, the fuel oil transfer pump will be operated to refill the day tank. The day tank level indicator and alarm switches will be checked at this time. Fuel oil transfer pump operability testing is in accordance with Specification 4.6.E.

The test of the diesels and Uninterruptible Power Systems during each refueling interval will be more comprehensive in that it will functionally test the system; i.e., it will check starting and closure of breakers and sequencing of loads. The units will be started by simulation of a loss of coolant accident. In addition, a loss of normal power condition will be imposed to simulate a loss of off-site power. The timing sequence will be checked to assure proper loading in the time required. Periodic tests between refueling intervals check the capability of the diesels to start in the required time and to deliver the expected emergency load requirements. Periodic testing of the various components plus a functional test at a refueling interval are sufficient to maintain adequate reliability.

The purpose of establishing the delayed access source once per operating cycle is to demonstrate that the delayed access source can be established within the required time of one hour and to demonstrate proper operation of the generator no load disconnect switch. The test demonstrates that power can be transferred to the delayed access source in a timely fashion. The test is not intended to simulate an actual loss of the immediate access source, failure of both diesel generators and consequent loss of power to the station buses.

- B. Although the Main Station, AS-2, and UPS batteries will deteriorate with time, utility experience indicates there is almost no possibility of precipitous failure. The type of surveillance described in this specification is that which has been demonstrated over the years to provide an indication of a cell becoming irregular or unserviceable long before it becomes a failure.

The performance discharge test provides adequate indication and assurance that the batteries have the specified ampere hour capacity. The rate of discharge during this test shall be in accordance with the manufacturer's discharge characteristic curves