

MAY 6 1981

Docket No.: 50-364

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Mr. F. L. Clayton
 Senior Vice President
 Alabama Power Company
 P. O. Box 2641
 Birmingham, Alabama 35291

Dear Mr. Clayton:

This confirms our telephone authorization given on May 6, 1981, for a change in Technical Specifications for the Joseph M. Farley Nuclear Plant Unit 2, as requested by telecopy on May 5, 1981. Facility Operating License No. NPF-8 is amended on May 6, 1981 by making the following technical specification change:

<u>Remove Pages</u>	<u>Insert Pages</u>
3/4 8-4	3/4 8-4
3/4 8-5	3/4 8-5

This change allows a longer time delay for diesel generator 2C to assume loads on emergency bus 2J. It only effects diesel generator 2C.

Copies of the license amendment, our evaluation, and the Federal Register Notice for this technical specification change will be sent to you when completed.



Sincerely,

Original signed by:
 Robert L. Tedesco

Robert L. Tedesco, Assistant Director
 for Licensing
 Division of Licensing

Enclosure:
 As stated

cc w/encl.: See next page

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NRC Resident Inspector
P. O. Box 1814
Dothan, Alabama 36302

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

6. Verifying the diesel generator is aligned to provide standby power to the associated emergency busses.
- b. At least once per 92 days by verifying that a sample of diesel fuel from the fuel storage tank obtained in accordance with ASTM-D270-65, is within the acceptable limits specified in Table 1 of ASTM D975-74 when checked for viscosity, water and sediment.
- c. At least once per 18 months by:
 1. Subjecting the diesel to an inspection in accordance with ... procedures prepared in conjunction with its manufacturer's recommendations for this class of standby service,
 2. Verifying the capability to reject a load of greater than or equal to the largest single load associated with that diesel generator, while maintaining voltage between 3120 and 4910 volts and speed less than or equal to 75% of the difference between nominal speed and the overspeed trip setpoint and verifying recovery to 4160 ± 420 volts and 60 ± 1.2 Hz within 2 seconds.
 3. Verifying the generator capability to reject a load equal to its continuous rating without tripping. The generator voltage shall not exceed 120% during and following the load rejection.
 4. Simulating a loss of offsite power by itself, and:
 - a) Verifying de-energization of the emergency busses and load shedding from the emergency busses.
 - b) Verifying the diesel starts on the auto-start signal, energizes the emergency busses with permanently connected loads within 10 seconds, energizes the auto-connected shutdown loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the shutdown loads. After energization of all loads, the steady state voltage and frequency of the emergency busses shall be maintained at 4160 ± 420 volts and 60 ± 1.2 Hz during this test.
 5. Verifying that on an Safety Injection test signal (without loss of offsite power) the diesel generator starts on the auto-start signal and operates on standby for greater than or equal to 5 minutes. The generator voltage and frequency shall be > 3952 volts and > 57 Hz within 10 seconds after the auto-start signal; the steady state generator voltage and frequency shall be maintained between 4160 ± 420 volts and 60 ± 1.2 Hz during this test.

* Energization of the Unit 2 emergency bus for diesel 2C is achieved within 24 seconds

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

6. Simulating a loss of offsite power in conjunction with a Safety Injection test signal, and
 - a) Verifying de-energization of the emergency busses and load shedding from the emergency busses.
 - b) Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency busses with permanently connected loads within 10 seconds^{**}, energizes the auto-connected emergency (accident) loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the emergency loads. After energization, the steady state voltage and frequency of the emergency busses shall be maintained at 4160 ± 420 volts and 60 ± 1.2 Hz during this test.
 - c) Verifying that all automatic diesel generator trips, except engine overspeed and generator differential and low lube oil pressure, are automatically bypassed upon loss of voltage on the emergency bus and/or a safety injection test signal.
7. Verifying the diesel generator operates for at least 24 hours. During the first 2 hours of this test, the diesel generator shall be loaded to greater than or equal to 4474 kw for the 4075 kw diesels and 3250 for the 2850 diesels and during the remaining 22 hours of this test, the diesel generator shall be loaded to greater than or equal to 4075 kw for the 4075 kw diesels and 2850 kw for the 2850 kw diesels. Immediately after completing this 24 hour test, perform Specification 4.8.1.1.2.c.4. The generator voltage and frequency shall be ≥ 3952 volts and ≥ 57 Hz within 10 seconds after the start signal; the generator voltage and frequency shall be maintained between 3120 and 4910 volts and 57 and 61.2 Hz during this test.*
8. Verifying that the auto-connected loads to each diesel generator do not exceed the 2000 hour rating of 4353 kw for the 4075 kw generator and 3100 kw for the 2850 kw generator.
9. Verifying the diesel generator's capability to:
 - a) Synchronize with the offsite power source while the generator is loaded with its emergency loads upon a simulated restoration of offsite power,
 - b) Transfer its loads to the offsite power source, and
 - c) Be restored to its standby status.

*This surveillance is not required for MODE 3 or 4. This is a one time change to plant operations prior to initial criticality.

** Energization of the Unit 2 emergency bus for Diesel 2C is achieved within 24 seconds