

November 22, 1993

Docket Nos. 50-369
and 50-370

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Mr. T. C. McMeekin
Vice President, McGuire Site
Duke Power Company
12700 Hagers Ferry Road
Huntersville, North Carolina 28078

Dear Mr. McMeekin:

SUBJECT: CORRECTION TO AMENDMENTS 135 AND 117 - MCGUIRE NUCLEAR STATION,
UNITS 1 AND 2

By letter dated February 1, 1993, the U.S. Nuclear Regulatory Commission issued Amendments 135 and 117 to the McGuire Nuclear Station, Units 1 and 2 Technical Specifications (TS), respectively.

One of the affected TS pages, page 3/4 5-8, contained a phrase that read "generator time overcurrent" which was inadvertently omitted from Section 6.c.

Enclosed is a corrected TS page 3/4 5-8 for your information. We regret any inconvenience this may have caused.

Sincerely,

ORIGINAL SIGNED BY:

Victor Nerses, Project Manager
Project Directorate II-3
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
Corrected TS page 3/4 5-8

cc w/enclosure:
See next page

CP-1

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

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Vice President, McGuire Site
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12700 Hagers Ferry Road
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Sincerely,

A handwritten signature in cursive script that reads "Victor Nerses".

Victor Nerses, Project Manager
Project Directorate II-3
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
Corrected TS page 3/4 5-8

cc w/enclosure:
See next page

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cc:

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Charlotte, North Carolina 28202

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

- 5) Verifying that on an ESF actuation 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 at least 4160 volts and 57 Hz within 11 seconds after the auto-start signal; the steady-state generator voltage and frequency shall be maintained within 4160 ± 420 volts and 60 ± 1.2 Hz during this test;
- 6) Simulating a loss-of-offsite power in conjunction with an ESF actuation test signal, and
 - a) Verifying, during shutdown, deenergization of the emergency busses and load shedding from the emergency busses;
 - b) Verifying, during shutdown, the diesel starts on the auto-start signal, energizes the emergency busses with permanently connected loads within 11 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; and
 - c) Verifying, during shutdown,* that all automatic diesel generator trips, except engine overspeed, lube oil pressure, generator time overcurrent, and generator differential are automatically bypassed upon loss of voltage on the emergency bus concurrent with a Safety Injection Actuation signal.
- 7) [Deleted, Left Blank]
- 8) Verifying, during shutdown, the diesel generator operates for at least 24 hours. During the first 2 hours of this test, the diesel generator shall be loaded between 4200 kW and 4400 kW** and during the remaining 22 hours of this test, the diesel generator shall be loaded between 3800 kW and 4000 kW.** The generator voltage and frequency shall be at least 4160 volts and 57 Hz within 11 seconds after the start signal. The steady-state generator voltage and frequency shall be maintained within 4160 ± 420 volts and 60 ± 1.2 Hz during this test. Within 5 minutes of shutting down the diesel generator, restart the diesel generator and verify that the generator voltage and frequency reaches at least 4160 volts and 57 Hz within 11 seconds.***