

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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Sincerely,

A handwritten signature in cursive script, reading "Victor Nerses", is written over the typed name.

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

Mr. T. C. McMeekin  
Duke Power Company

McGuire Nuclear Station

cc:

Mr. A. V. Carr, Esquire  
Duke Power Company  
422 South Church Street  
Charlotte, North Carolina 28242-0001

County Manager of Mecklenberg County  
720 East Fourth Street  
Charlotte, North Carolina 28202

Mr. R. O. Sharpe  
Compliance  
Duke Power Company  
McGuire Nuclear Site  
12700 Hagers Ferry Road  
Huntersville, NC 28078-8985

J. Michael McGarry, III, Esquire  
Winston and Strawn  
1400 L Street, NW.  
Washington, DC 20005

Senior Resident Inspector  
c/o U. S. Nuclear Regulatory  
Commission  
12700 Hagers Ferry Road  
Huntersville, North Carolina 28078

Mr. T. Richard Puryear  
Nuclear Technical Services Manager  
Westinghouse Electric Corporation  
Carolinas District  
2709 Water Ridge Parkway, Suite 430  
Charlotte, North Carolina 28217

Dr. John M. Barry  
Mecklenberg County  
Department of Environmental  
Protection  
700 N. Tryon Street  
Charlotte, North Carolina 28202

Mr. Dayne H. Brown, Director  
Department of Environmental,  
Health and Natural Resources  
Division of Radiation Protection  
P. O. Box 27687  
Raleigh, North Carolina 27611-7687

Mr. Alan R. Herdt, Chief  
Project Branch #3  
U. S. Nuclear Regulatory Commission  
101 Marietta Street, NW. Suite 2900  
Atlanta, Georgia 30323

Ms. Karen E. Long  
Assistant Attorney General  
North Carolina Department of  
Justice  
P. O. Box 629  
Raleigh, North Carolina 27602

Mr. G. A. Copp  
Licensing - EC050  
Duke Power Company  
P. O. Box 1006  
Charlotte, North Carolina 28201-1006

Regional Administrator, Region II  
U.S. Nuclear Regulatory Commission  
101 Marietta Street, NW. Suite 2900  
Atlanta, Georgia 30323

## 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  $4160 \pm 420$  volts and  $60 \pm 1.2$  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  $4160 \pm 420$  volts and  $60 \pm 1.2$  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  $4160 \pm 420$  volts and  $60 \pm 1.2$  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.\*\*\*