

2.5.5 Preferred (Offsite) Power Supply System

1.0 Description

The preferred (offsite) power system provides the preferred power to the Class 1E emergency power supply system (EPSS) via the emergency auxiliary transformers (EAT) and offsite power to the normal power supply system (NPSS) via the normal auxiliary transformers (NAT) during normal and abnormal operation.

2.0 Arrangement

2.1 Deleted.

3.0 Mechanical Design Features

3.1 Each EAT and NAT has an oil containment system.

3.2 Each EAT and NAT has a deluge fire protection system.

4.0 Electrical Considerations

4.1 Deleted.

4.2 EAT power cables and instrumentation and control circuits are routed separately from NAT power cables and instrumentation and control circuits.

4.3 Each EAT and associated power cables are sized to power the EPSS safety-related and non-safety-related loads.

4.4 Each NAT and associated electrical bus is sized to power the connected NPSS non-safety-related loads.

5.0 Interface Requirements

5.1 At least two independent circuits shall be supplied to the station switchyard by the offsite power transmission system.

5.2 Each offsite power circuit shall be sized to supply the station safety-related and non-safety-related loads during normal and off normal operation.

5.3 Each EAT shall be connected to the switchyard via an independent circuit, sized to supply the four EPSS divisions.

5.4 The maximum transmission system frequency decay rate is bounded by the RCP free coastdown for a complete loss of forced reactor coolant flow analysis due to a loss of offsite power event.

5.5 The EATs and NATs switchyard circuit breakers shall be sized to supply their load requirements.

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- 5.6 The offsite transmission power, instrumentation, and control circuits shall be independent.
 - 5.7 The switchyard instrumentation for any main control room (MCR) displays and alarms (e.g., circuit breaker position indication, control voltage) shall be compatible with the certified design I&C systems.
 - 5.8 Lighting protection and grounding is provided for the switchyard.
 - 5.9 There is separation between EATs, and between each EAT and the NATs or the main step-up transformers (MSU).

6.0 Inspection, Tests, Analyses and Acceptance Criteria

Table 2.5.5-1 lists the preferred (offsite) power supply system ITAAC.

**Table 2.5.5-1—Preferred (Offsite) Power Supply System
ITAAC**

Commitment Wording		Inspections, Tests, Analyses	Acceptance Criteria
2.1	Deleted.	Deleted.	Deleted.
3.1	Each EAT and NAT has an oil containment system.	An inspection will be performed.	Each EAT and NAT has an oil containment system.
3.2	Each EAT and NAT has a deluge fire protection system.	An inspection will be performed.	Each EAT and NAT has a deluge fire protection system.
4.1	Deleted.	Deleted.	Deleted.
4.2	EAT power cables and instrumentation and control circuits are routed separately from NAT power cables and instrumentation and control circuits.	An inspection will be performed.	The EAT power cables and instrumentation and control circuits are routed separately from NAT power cables and instrumentation and control circuits.
4.3	Each EAT and associated power cables are sized to power the EPSS safety-related and non-safety-related loads.	<p>a. An analysis will be performed.</p> <p>b. An inspection will be performed.</p>	<p>a. The analyzed design operating safety-related and non-safety-related loads connected to each EAT and the connected cables are within the specified EAT and power cables capacity.</p> <p>b. The ratings of the installed EATs and connected power cables meet the analysis criteria.</p>
4.4	Each NAT and associated electrical bus is sized to power the connected NPSS non-safety-related loads.	<p>a. An analysis will be performed.</p> <p>b. An inspection will be performed.</p>	<p>a. The analyzed design operating non-safety-related loads connected to each NAT and the connected electrical bus are within the specified NAT and electrical bus capacity.</p> <p>b. The ratings of the installed NATs and connected electrical bus meet the analysis criteria.</p>