

Enclosure

Amendment Application No. 180,  
Revised Proposed Change Page 4.4-4  
and  
Revised Figure 3

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P FDC

2. Simulating SISLOP\*, and:

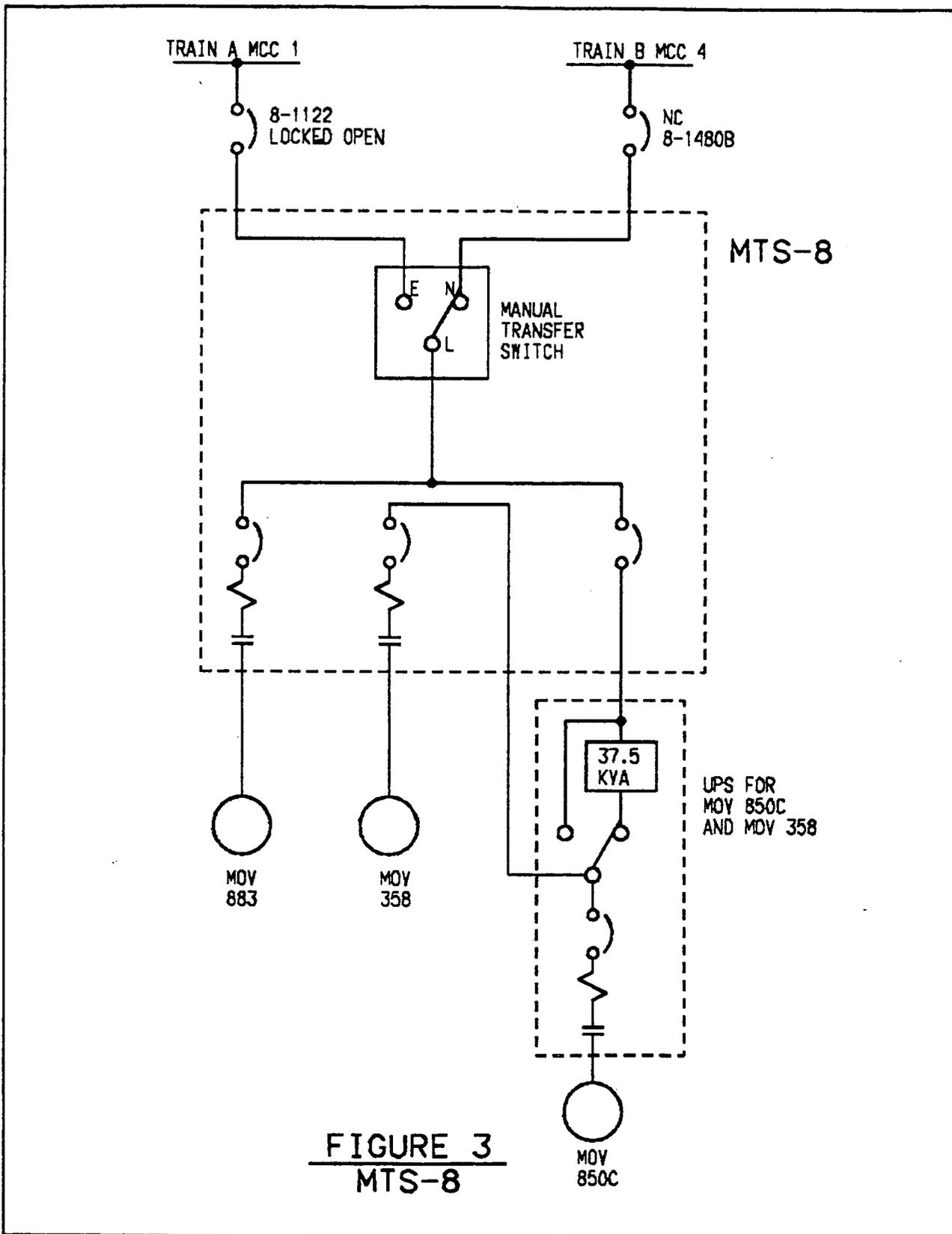
- a. Verifying operation of circuitry which locks out non-critical equipment,
  - b. Verifying the diesel performs a DG FAST START from standby condition on the auto-start signal, energizes the emergency buses with permanently connected loads and the auto connected emergency loads\*\* through the load sequencer (with the exception of the feedwater, safety injection, charging and refueling water pumps whose respective breakers may be racked-out to the test position) and operates for  $\geq 5$  minutes while its generator is loaded with the emergency loads,
  - c. Verifying that on the safety injection actuation signal, all diesel generator trips, except engine overspeed and generator differential, are automatically bypassed.
3. Verifying the generator capability to reject a load of 4,000 kW without tripping. The generator voltage shall not exceed 4,800 volts and the generator speed shall not exceed 500 rpm (nominal speed plus 75% of the difference between nominal speed and the overspeed trip setpoint) during and following the load rejection.

G. Manual Transfer Switches

1. Verify once every 31 days that the fuse block for breaker 8-1181 in MCC-1 for MTS-7 is removed.
2. Verify once every 31 days that MTS-8 is energized from breaker 8-1480B from MCC-4 and the cabinet door is locked, and that breaker 8-1122 from MCC-1 is locked open.

\* SISLOP is the signal generated by coincident loss of offsite power (loss of voltage on Buses 1C and 2C) and demand for safety injection.

\*\* The sum of all loads on the engine shall not exceed 6,000 kW.



**FIGURE 3**  
**MTS-8**