

NUCLEAR STATION PROCEDURE ROUTING

(TRANSMITTAL RECEIPT)

Register No. \_\_\_\_\_

(41) 5-6-93 PC

REMOVE: \* DSSP 0200-T5 rewo1  
\_\_\_\_\_  
\_\_\_\_\_

INSERT: \* DSSP 0200-T5 rewo2  
(posted procedure: please post in  
the safe shutdown cart)

(Sign and return this form to the DOSR CLERK.)

I hereby acknowledge receipt of the above.

Signed \_\_\_\_\_ Date \_\_\_\_\_

270049

ZW/4940

9306030080 930506  
PDR ADDCK 05000249  
F PDR

1 of 1

ADD 0/1

ADD: NRR/DSS/PEPB Encl. 1

FORM 9-2B

PROCEDURE HISTORY

Procedure Number: DSSP 0200-T5 Rev. No.: 02

Posted Procedure Locations: ~~1/18/92~~ Safe Shutdown Card

Supportive References (letters, temporary change request, commitments, analysis): Safe Shutdown Report, Dresden Units 2 & 3 (Fire Protection Analysis); 10CFR50, Appendix R; 10CFR50.54X; QAL 12-87-197 concern #A.6.21

Subject experts or other personnel contacted: None

Description and JUSTIFICATION for procedure or change: Upgrade to the requirements of DAP 0203. Added Applicable Sections and References. Added list of required materials. Changed equipment nomenclature to match in plant labeling. Changed voltage control jumpers to alligator clip type. Deleted instructions for adjusting voltage - now contained in DSSP-0200-72. Incorporate QAL 12-87-197 concern #A.21.6, equipment locations. Incorporate FCN 92-310.

*ms*  
8-24-92

REPAIR OF DEDICATED UNIT 3 DIESEL FOR COLD SHUTDOWN  
WITH LOSS OF REMOTE CONTROL CAPABILITY DUE TO FIRE DAMAGE

NOTE

If manpower and time permit, the lead removal and jumper installation should be independently verified.

1. At local engine equipment control panel (located on the DG skid south east side of DG):

- a. Lift red, green, and black wires of cable 38450 from terminals 25A11, 25B1 and 25C7 (12E3350A, 12E3644). This will isolate panel 903-8 contacts for governor control.

Red wire from terminal 25A11

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Green wire from terminal 25B1

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Black wire from terminal 25C7

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- b. Lift the orange and green wires of cable 38451 from terminals 25B11 and 25C1 (12E3350A, 12E3644). This will isolate panel 903-8 contacts CS/S for engine starting.

Orange wire from terminal 25B11

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Green wire from terminal 25C1

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- c. Lift red and black wires of cable 38451 from terminals 25D2 and 25C12.

Red wire from terminal 25D2

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Originator: B. Barth  
Dept. Supv.: R. Whalen

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**D.O.S.R.**

Black wire from terminal 25C12

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- d. Install 6-inch jumper between terminals 25D2 and 25C12 (12E3350A, 12E3644). This will isolate panel 903-8 contacts CS/SA for engine start permissives and enable local PB station to start engine in absence of contact CS/SA.

Jumper between 25D2 and 25C12

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

2. At DG excitation cabinet 2253-21 (located at entrance to the Unit 3 DG Room):

NOTE

Adjustable wrench (6 or 8 inch size) is required for removing panel cover in order to reach terminals mentioned in next two steps.

- a. Lift the white wire of cable 38452, and the red and green wires of cable 38453 from terminals 35N4, 35N5 and 35N6 (12E3350A, 12E3645B). This will isolate indicating light circuit from panel 903-8.

White wire from terminal 35N4

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Red wire from terminal 35N5

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Green wire from terminal 35N6

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- b. Lift the white wire of cable 38453, and the black, red, green and orange wires of cable 38452 from terminals 35M6, 35M5, 35M9, 35M10 and 35M11 (12E3350A, 12E3645B). This will isolate panel 903-8 contacts for excitation control.

White wire from terminal 35M6

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Black wire from terminal 35M5

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

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Red wire from terminal 35M9

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Green wire from terminal 35M10

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Orange wire from terminal 35M11

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- c. If adjustment of excitation becomes necessary, these wires may be meggered to the ground and to each other in search of shorts and tested for continuity.
- d. IF continuity of cables is verified THEN the connections may be remade and excitation may be adjusted from the Control Room.
- e. IF continuity of cables cannot be established THEN to raise excitation, install a jumper between 35M5 and 35M10, and another jumper between 35M11 and 35M6.

Jumper between 35M5 and 35M10

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

Jumper between 35M11 and 35M6

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

- f. Else to lower excitation, install jumpers between 35M5 and 35M11, and 35M6 and 35M9.

Jumper between 35M5 and 35M11

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

Jumper between 35M6 and 35M9

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

3. At the DG auxiliary control panel (located at entrance to Unit 3 DG Room):

- a. Lift the white, black, green and red wires of cable 32206 from terminals TB4-5, TB4-6, TB4-9 and TB4-10.

White wire from terminal TB4-5

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

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Black wire from terminal TB4-6

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Green wire from terminal TB4-9

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

Red wire from terminal TB4-10

Removed by \_\_\_\_\_ Verified by \_\_\_\_\_

- b. Install a three-inch jumper between terminals TB4-5 and TB4-6 and terminals TB4-9 and TB4-10 (12E3350B, 12E3646). This will isolate the fire protection interlock from the vent fan control circuit and allow the vent fan circuit to function in absence of the AR-2 circuit.

Jumper between TB4-5 and TB4-6

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

Jumper between TB4-9 and TB4-10

Installed by \_\_\_\_\_ Verified by \_\_\_\_\_

- c. IF circuit appears to be dead after repairs are made, replace fuses F22 and F24.

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