

ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.2.3 The following D.C. bus trains shall be energized and OPERABLE with tie breakers between bus trains open:

TRAIN AB consisting of 250 volt D.C. bus No. AB, 250 volt D.C. battery bank No. 1 and a full capacity charger.

TRAIN CD consisting of 250 volt D.C. bus No. CD, 250 volt D.C. battery bank No. 2 and a full capacity charger.

APPLICABILITY: MODES 1, 2, 3 and 4.*

ACTION:

- a. With one 250 volt D.C. bus inoperable, restore the inoperable bus to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- b. With one 250 volt D.C. battery and/or its charger inoperable, restore the inoperable battery and/or charger to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized with tie breakers open at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 250 volt battery bank and charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks,

*Operation in MODES 3 and 4 is permitted immediately following the 1984 refueling within the requirements of Technical Specification (T/S) 3.8.2.2. This provision expires upon entry into MODE 2. Under this provision Parts 2 and 3 of T/S 3.0.3 apply to T/S 3.8.2.2.

D. C. COOK - UNIT 2

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