

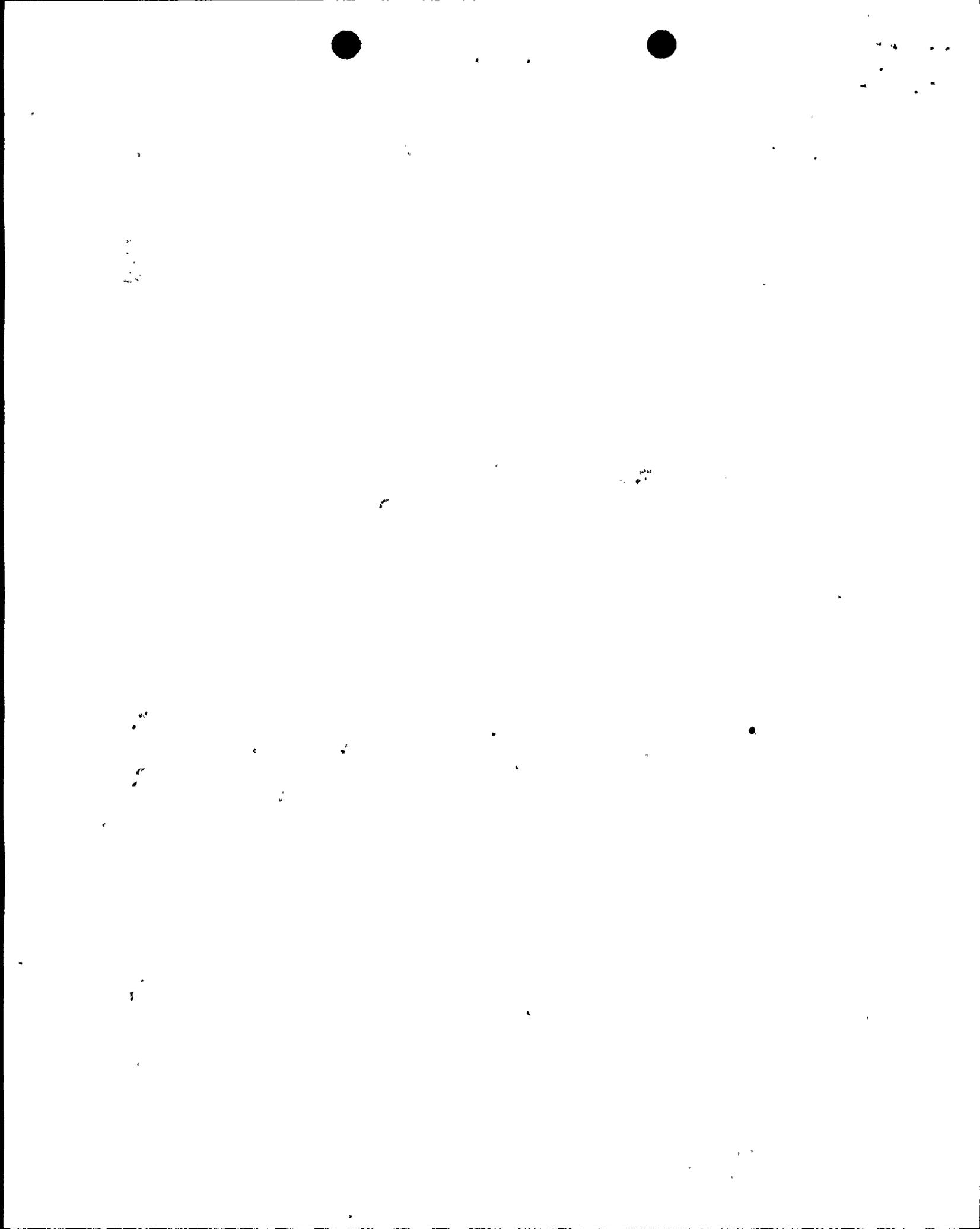
ATTACHMENT 3

PROPOSED TECHNICAL SPECIFICATION

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ELECTRICAL POWER SYSTEMS

BASES (Continued)

The Surveillance Requirements for demonstrating the OPERABILITY of the diesel generators are in accordance with the recommendations of Regulatory Guides 1.9, "Selection of Diesel Generator Set Capacity for Standby Power Supplies," March 10, 1971; 1.108, "Periodic Testing of Diesel Generator Units Used as Onsite Electric Power Systems at Nuclear Power Plants," Revision 1, August 1977; and 1.137, "Fuel-oil Systems for Standby Diesel Generators," Revision 1, October 1979.

The OPERABILITY of the minimum specified A.C. and D.C. power sources and associated distribution systems during shutdown and refueling ensures that (1) the facility can be maintained in the shutdown or refueling condition for extended time periods, and (2) sufficient instrumentation and control capability is available for monitoring and maintaining the unit status. During a unit shutdown, the one required circuit between the offsite transmission network and the onsite Class 1E Distribution System can consist of at least the associated unit startup transformer feeding one 4160 volt Bus A or B, or the opposite unit's startup transformer feeding the associated unit's 4160 volt Bus A, or the associated unit's 4160 volt Bus A or B backed through its auxiliary transformers with the main generator isolated.

As inoperability of numerous electrical components often affect the operation of the opposite unit, the applicability for the shutdown LIMITING CONDITION FOR OPERATION (LCO) for A.C. Sources, D.C. Sources and Onsite Power Distribution all contain statements to ensure the LCO's of the opposite unit are considered.

The allowable out-of-service time for the D.C. busses is 24 hours with one unit shutdown in order to allow for required battery maintenance without requiring both units to be shutdown. Provisions to substitute the spare battery for any one of the four station batteries have been included to allow for battery maintenance without requiring both units to be shutdown. The requirement to have only one OPERABLE battery charger associated with a required battery bank permits maintenance to be conducted on the redundant battery charger.

(INSERT) → The minimum number of battery chargers required to be OPERABLE is based on the following criteria:

- 1) A minimum of one battery charger per bus with each powered from a separate 480 volt MCC is required to satisfy the single failure criteria when assuming the failure of a MCC. This restriction prohibits the use of two chargers powered from the same bus for meeting the minimum requirements.

A battery charger may be considered acceptable when supplying less than 10 amperes provided:

- 1) The battery charger's ability to independently accept and supply the D.C. bus has been verified within the previous 7 days and
- 2) D.C. output voltage is ≥ 129 volts.

LIMITING CONDITION FOR OPERATION

ACTION: (Continued)

- b. With one of the required battery banks inoperable, or with none of the full-capacity chargers associated with a battery bank OPERABLE, restore all battery banks to OPERABLE status and at least one charger associated with each battery bank to OPERABLE status within two hours* or be in at least HOT STANDBY within the next 12 hours and in COLD SHUTDOWN within the following 30 hours. This ACTION applies to both units simultaneously.

SURVEILLANCE REQUIREMENTS (Continued)

4.8.2.1 Each 125-volt battery bank and its associated full capacity charger(s) shall be demonstrated OPERABLE:

a. At least once per 7 days by verifying that:

- 1) The parameters in Table 4.8-2 meet the Category A limits, and
- 2) The total battery terminal voltage is greater than or equal to 129 volts on float charge and the battery charger(s) output voltage is \geq 129 volts, and ~~if two battery chargers are connected to the battery bank, the battery charger currents do not differ from each other by more than 10% of the battery charger rating.~~

At least once per 92 days and within 7 days after a battery discharge with battery terminal voltage below 105 volts (108.6 volts for spare battery D-52), or battery overcharge with battery terminal voltage above 143 volts, by verifying that:

- 1) The parameters in Table 4.8-2 meet the Category B limits,
- 2) There is no visible corrosion at either terminals or connectors, or the connection resistance is less than 150×10^{-6} ohm, and
- 3) The average electrolyte temperature of every sixth cell is above 60°F.

At least once per 18 months by verifying that:

- 1) The cells, cell plates, and battery racks show no visual indication of physical damage or abnormal deterioration,
- 2) The cell-to-cell and terminal connections are clean, tight, and coated with anticorrosion material,
- 3) The resistance of each cell-to-cell and terminal connection is less than or equal to 150×10^{-6} ohm, and

*Can be extended to 24 hours if the opposite unit is in MODE 5 or 6 and each of the remaining required battery chargers is capable of being powered from its associated diesel generator(s).

3) If two battery chargers are connected to the battery bank, verify each battery charger is supplying a minimum of 10 amperes, or demonstrate that the battery charger supplying less than 10 amperes will accept and supply the D.C. bus load independent of its associated battery charger.