

Attachment 2  
LR-N970639

**SALEM GENERATING STATION UNIT NOS. 1 AND 2  
FACILITY OPERATING LICENSES DPR-70 AND DPR-75  
DOCKET NOS. 50-272 AND 50-311  
CHANGE TO TECHNICAL SPECIFICATIONS  
EMERGENCY DIESEL GENERATOR TESTING**

TECHNICAL SPECIFICATION PAGES WITH PROPOSED CHANGES

The following Technical Specifications for Facility Operating License No. DPR-70 are affected by this change request:

<u>Technical Specification</u>	<u>Page</u>
4.8.1.1.2.d.2	3/4 8-4

The following Technical Specifications for Facility Operating License No. DPR-75 are affected by this change request:

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ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

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- d. At least once per 18 months during shutdown by:
1. Subjecting the diesel to an inspection in accordance with procedures prepared in conjunction with its manufacturer's recommendations for this class of standby service,
  2. Verifying that, on rejection of a load greater than or equal to 820 kw, the voltage and frequency are restored to  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz within 4 seconds,  
*and subsequently achieves a steady state frequency of  $\geq 59.8$  and  $\leq 60.5$  Hz.*  
~~3950~~ 3910 ~~4580~~ 4400
  3. Simulating a loss of offsite power by itself, and:
    - a) Verifying de-energization of the vital bus and load shedding from the vital bus.
    - b) Verifying the diesel starts on the auto-start signal\*, energizes the vital bus with permanently connected loads within 13 seconds, energizes the auto-connected shutdown loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the shutdown loads. The steady state voltage and frequency of the vital bus shall be maintained at  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz during this test.
  4. Verifying that on an ESF actuation test signal without loss of offsite power the diesel generator starts on the auto-start signal and operates on standby for greater than or equal to 5 minutes\*. The generator voltage and frequency shall be  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz within 13 seconds after the auto-start signal and shall be maintained within these limits during this test.
  5. Not Used.
  6. Simulating a loss of offsite power in conjunction with an ESF actuation test signal, and:
    - a) Verifying de-energization of the vital bus and load shedding from the vital bus.
    - b) Verifying the diesel starts on the auto-start signal\*, energizes the vital bus with permanently connected loads within 13 seconds, energizes the auto-connected emergency (accident) loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the emergency loads. The steady state voltage and frequency of the vital bus shall be maintained at  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz during this test.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

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- d. At least once per 18 months during shutdown by:
1. Subjecting the diesel to an inspection in accordance with procedures prepared in conjunction with its manufacturer's recommendations for this class of standby service,
  2. Verifying that, on rejection of a load of greater than or equal to 820 kw, the voltage and frequency are restored to  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz within 4 seconds,  
*and subsequently achieves a steady state frequency of  $\geq 58.8$  and  $\leq 60.5$  Hz.*  
~~3950~~ 3910 ~~4580~~ 4400
  3. Simulating a loss of offsite power by itself, and:
    - a) Verifying de-energization of the vital bus and load shedding from the vital bus.
    - b) Verifying the diesel starts on the auto-start signal\*, energizes the vital bus with permanently connected loads within 13 seconds, energizes the auto-connected shutdown loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the shutdown loads. The steady state voltage and frequency of the vital bus shall be maintained at  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz during this test.
  4. Verifying that on an ESF actuation test signal without loss of offsite power the diesel generator starts on the auto-start signal and operates on standby for greater than or equal to 5 minutes\*. The generator voltage and frequency shall be  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz within 13 seconds after the auto-start signal and shall be maintained within these limits during this test.
  5. Deleted
  6. Simulating a loss of offsite power in conjunction with an ESF actuation test signal, and
    - a) Verifying de-energization of the vital bus and load shedding from the vital bus.
    - b) Verifying the diesel starts on the auto-start signal\*, energizes the vital bus with permanently connected loads within 13 seconds, energizes the auto-connected emergency (accident) loads through the load sequencer and operates for greater than or equal to 5 minutes while its generator is loaded with the emergency loads. The steady state voltage and frequency of the vital bus shall be maintained at  $\geq 3950$  and  $\leq 4580$  volts and  $60 \pm 1.2$  Hz during this test.