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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 disconnect switches between bus trains open:

TRAIN "A" consisting of 250/125-volt D.C. MCC 1, 125-volt D.C. station batteries 1P and 1N and 2 full capacity chargers.

TRAIN "B" consisting of 250/125-volt D.C. MCC 2, 125-volt D.C. station batteries 2P and 2N and 2 full capacity chargers.

APPLICABILITY: MODES 1, 2, 3 and 4.

ACTION:

- a. With only one 125-volt D.C. bus of a 250/125 volt D.C. MCC OPERABLE, 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 only one 125-volt D.C. battery or only one charger of one MCC OPERABLE, restore the inoperable battery 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 disconnect switches open between redundant busses at least once per 7 days by verifying correct disconnect switch/breaker alignment, indicated power availability from the charger and battery, and voltage on the bus of greater than or equal to 125 volts D.C.

4.8.2.3.2 Each 125-volt battery and charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by:
 1. Verifying that the parameters in Table 4.8-1 meet the Category A limits, and

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ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

2. Verifying total battery terminal voltage is greater than or equal to 129 volts on float charge.
- b. At least once per 92 days and within 7 days after a battery discharge (battery terminal voltage below 110 volts), or battery overcharge (battery terminal voltage above 150 volts), by:
 1. Verifying that the parameters in Table 4.8-1 meet the Category B limits,
 2. Verifying that there is no visible corrosion at either terminals or connectors, or the connection resistance of these items is less than 150×10^{-6} ohms, and
 3. Verifying that the average electrolyte temperature of every sixth connected cell is above 60°F.
- c. 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 anti-corrosion material,
 3. The resistance of each cell-to-cell and terminal connection is less than or equal to 150×10^{-6} ohms, and
 4. The battery charger will supply at least 475 amperes at a minimum of 130 volts for at least 8 hours.
- d. At least once per 18 months, during shutdown, by verifying that the battery capacity is adequate to supply and maintain in OPERABLE status all of the actual or simulated emergency loads for the design duty cycle when the battery is subjected to a battery service test.
- e. At least once per 60 months, during shutdown, by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. Once per 60 month interval this performance discharge test may be performed in lieu of the battery service test.
- f. Every 18 months, during shutdown, performance discharge tests of battery capacity shall be given to any battery that shows signs of degradation or has reached 85% of the service life expected for the application. Degradation is indicated when the battery capacity drops more than 10% of rated capacity from its average on previous performance tests, or is below 90% of the manufacturer's rating.

TABLE 4.8-1

BATTERY SURVEILLANCE REQUIREMENTS

Parameter	CATEGORY A ⁽¹⁾	CATEGORY B ⁽²⁾	
	Limits for each designated pilot cell	Limits for each connected cell	Allowable ⁽³⁾ value for each connected cell
Electrolyte Level	>Minimum level indication mark, and $\leq \frac{1}{4}$ " above maximum level indication mark	>Minimum level indication mark, and $\leq \frac{1}{4}$ " above maximum level indication mark	Above top of plates, and not overflowing
Float Voltage	≥ 2.13 volts	≥ 2.13 volts ^(b)	> 2.07 volts
Specific Gravity ^(a)	≥ 1.200 ^(c)	≥ 1.195	Not more than .020 below the average of all connected cells
		Average of all connected cells > 1.205	Average of all connected cells ≥ 1.195 ^(c)

(a) Corrected for electrolyte temperature and level.

(b) Corrected for average electrolyte temperature.

(1) For any Category A parameter(s) outside the limit(s) shown, the battery may be considered OPERABLE provided that within 24 hours all the Category B measurements are taken and found to be within their allowable values, and provided all parameter(s) are restored to within limits within the next 6 days.

(2) For any Category B parameter(s) outside the limit(s) shown, the battery may be considered OPERABLE provided that they are within their allowable values and provided the parameter(s) are restored to within limits within 7 days.

(3) Any Category B parameter not within its allowable value indicates an inoperable battery.

(c) Or battery charging current, following a service or performance discharge test, is less than two amps, when on a float charge.

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ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.4 As a minimum, the following D.C. electrical equipment and bus shall be energized and OPERABLE:

1 - 250/125-volt D.C. MCC, and

2 - 125-volt battery banks and chargers supplying the above D.C. MCC.

APPLICABILITY: MODES 5 and 6.

ACTION:

With less than the above complement of D.C. equipment and bus OPERABLE, establish CONTAINMENT INTEGRITY within 8 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.4.1 The above required 250/125-volt D.C. MCC shall be determined OPERABLE and energized at least once per 7 days by verifying correct disconnect switch/breaker alignment, indicated power availability from the charger and battery, and voltage on the bus of greater than or equal to 125 volts D.C.

4.8.2.4.2 The above required 125-volt battery banks and chargers shall be demonstrated OPERABLE per Surveillance Requirement 4.8.2.3.2.

3/4.8 ELECTRICAL POWER SYSTEMS

BASES

The OPERABILITY of the A.C. and D.C. power sources and associated distribution systems during operation ensures that sufficient power will be available to supply the safety related equipment required for 1) the safe shutdown of the facility and 2) the mitigation and control of accident conditions within the facility. The minimum specified independent and redundant A.C. and D.C. power sources and distribution systems satisfy the requirements of General Design Criterion 17 of Appendix "A" to 10 CFR 50.

The ACTION requirements specified for the levels of degradation of the power sources provide restriction upon continued facility operation commensurate with the level of degradation. The OPERABILITY of the power sources are consistent with the initial condition assumptions of the safety analyses and are based upon maintaining at least one of each of the onsite A.C. and D.C. power sources and associated distribution systems OPERABLE during accident conditions coincident with an assumed loss of offsite power and single failure of the other onsite A.C. source.

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 facility status.

The Surveillance Requirements for demonstrating the OPERABILITY of the station batteries are based on the recommendations of Regulatory Guide 1.129, "Maintenance Testing and Replacement of Large Lead Storage Batteries for Nuclear Power Plants", February 1978, and IEEE Std. 450-1980, "IEEE Recommended Practice for Maintenance, Testing, and Replacement of Large Lead Storage Batteries for Generating Stations and Substations".

Verifying average electrolyte temperature above the minimum for which the battery was sized, total battery terminal voltage on float charge, connection resistance values and the performance of battery service and discharge tests ensures the effectiveness of the charging system, the ability to handle high discharge rates and compares the battery capacity at that time with the rated capacity.

Table 4.8-1 specifies the normal limits for each designated pilot cell and each connected cell for electrolyte level, float voltage and specific gravity. The limits for the designated pilot cells float voltage and specific gravity, greater than 2.13 volts and .015 below the manufacturer's full charge specific gravity^{is characteristic of a charged cell with} adequate capacity. The normal limits for each connected cell for float voltage and specific gravity, greater than 2.13 volts and not more than .020 below the manufacturer's full charge specific gravity with an average specific gravity of all the connected cells not more than .010 below the manufacturer's full charge specific gravity, ensures the OPERABILITY and capability of the battery. ← insert attached

or a battery charger warrant of less than two amps

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Insert to TS Bases 3/4.8

Exceptions to the specific gravity requirements are taken to allow for the normal deviations experienced after a battery discharge and subsequent recharge associated with a service or performance discharge test. The specific gravity deviations are recognized and discussed in IEEE 450-1980.