

We reviewed the licensee's proposed battery test provisions and find that they represent an improvement because the probability of detecting a potentially degraded cell or battery would be increased. We also find that the proposed SRs are consistent with the Standard TS. Therefore, we conclude that the proposed SRs 4.10.A.2.c and 4.10.A.2.d of the TS are acceptable.

2. Surveillance Requirements (SRs) 4.10.A.2.a and 4.10.A.2.b.

The proposed SR 4.10.A.2.a adds a requirement to measure and record pilot cell electrolyte level weekly. It also requires measurement of the temperature of the pilot cell itself weekly. The proposed SR 4.10.A.2.b adds a requirement to measure and record electrolyte level and temperature for all the cells during quarterly battery surveillance.

If the electrolyte level falls below the minimum level, the top of the cell plates could be exposed. This would result in a battery capacity loss.

The performance and life of the battery is significantly degraded due to overcompensation of the battery charger if the temperature of a battery is not maintained properly. The proposed requirement to measure pilot cell electrolyte level and temperature during a weekly battery surveillance interval, and to monitor those parameters for all the cells during quarterly battery surveillance is consistent with recommendations provided by both the battery manufacturer and IEEE Std. 450-1975.

Therefore, we conclude the proposed modifications to SR 4.10.A.2.a and 4.10.A.2.b are acceptable.

3. Limiting Conditions for Operations (LCOs) 3.10.A.2.a, b, c and d.

For normal plant operation, the current LCOs 3.10.A.2.a, b, c, and d in the Battery Section of the TS require only battery chargers for neutron monitoring, station, switchyard and ECCS instrument batteries to be operable, rather than the entire dc system (i.e., dc buses, batteries and their associated battery chargers). The proposed change requires that each dc system, consisting of buses, batteries, and associated battery chargers, should be operable. We agree that each dc system including the batteries and their associated buses in addition to the chargers should be operable. We, therefore, conclude that the proposed change is acceptable.

4. Limiting Conditions for Operations (LCOs) 3.10.A.2.e and f.

The licensee proposed an LCO 3.10.A.2.e for the Appendix R alternate shut-down AS-2 battery to be added in the Battery Systems of the TS and also proposed to relocate their current LCO 3.10.A.5 for "480V Uninterruptible Power Systems" into 3.10.A.2 Battery System sub-section as a provision 3.10.A.2.f. As a result, the current LCO 3.10.A.5 provision from the current TS will be removed because all the information in it has been relocated.

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