

In a letter dated January 23, 1995, the licensee submitted a revised TS 3/4.8.1.2. The licensee stated that the reliability of the NDG will be established by conducting 5 start and load tests at the manufacturer's site. The testing will also include starting a large motor with a horsepower rating greater than the rating of the largest single motor required to insure shutdown cooling train operability. Data resulting from this test will be used in determining the acceptability of the voltage and frequency characteristics of the NDG when loaded with the largest individual motor that is required to maintain shutdown cooling. The licensee will then subject the NDG to various tests, including a load rejection test, a rated load test, a load acceptance test, and subsystem tests. In addition, the licensee will review the vendor's available maintenance records to verify the suitability of the NDG for its intended function. The licensee will verify that the NDG is not scheduled for any major recommended maintenance during the expected duration of its use at STP.

The NDG is self-contained, with its own battery start system, engine controls, switchgear, and cooling system. The NDG has a continuous rating of 2000 kW and a short-term rating of 2200 kW. The total required loading on the NDG during shutdown is less than its continuous rating of 2000 kW. Fuel is provided from a temporary storage tank located near the unit.

The NDG will be manually started. During the outage, the licensee will station an individual near the NDG when the TSs require the NDG to be available. Operators in the main control room and the individual near the NDG will communicate via the plant radio system. The plant radio system has backup power sources independent of offsite power and the Class 1E SDG.

After the NDG is installed at the site, its reliability will be verified by two start and load tests. The NDG will be manually started at the local panel. The ESF bus will be energized with the bus unloaded. Once the ESF bus has been energized, loads will be manually connected to the bus. The NDG will be capable of powering simultaneously at least the following equipment: one train of the residual heat removal (RHR), essential cooling water (ECW), component cooling water (CCW), control room makeup and cleanup filtration systems and a 150-ton electrical auxiliary building chiller. The NDG will be capable of being started and loaded in sufficient time to prevent the reactor temperature from exceeding design limits.

Additionally, within 4 hours of taking credit for the NDG as a Class 1E SDG, the licensee will demonstrate the NDG is functional by verifying that it starts and achieves steady state voltage within  $\pm 10$  percent and frequency within  $\pm 2$  percent in 5 minutes. Within 4 hours of taking credit for the NDG as a Class 1E SDG and every 8 hours thereafter, the licensee will also perform a breaker alignment check to verify that the NDG is capable of being aligned to the required ESF bus. The NDG may be substituted for one of the required Class 1E SDGs for up to 14 days. However, for Unit 1 Refueling Outage 5 and Unit 2 Refueling Outage 4, the licensee has requested a one-time substitution of an NDG for a Class 1E SDG for up to 21 days instead of 14 days. This extension is necessary because the licensee is doing a 10-year teardown on one of the SDGs in each unit. The staff finds this one time request to be acceptable, considering the work involved for a complete teardown of the SDGs.