ATTACHMENT IV

PROPOSED TECHNICAL SPECIFICATION CHANGES

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ELECTRICAL POWER SYSTEMS

3/4.8.2 D.C. SOURCES

LIMITING CONDITION FOR OPERATION

3.8.2.1 As a minimum, the following D.C. electrical sources shall be OPERABLE:

~~a. 125-Volt Battery Bank NK11 and NK13, and its associated Full Capacity Chargers NK21 and NK23, and~~

a. 125 Volt Batteries NK11 and NK13 and associated Full Capacity Chargers NK21, NK23, or installed spare NK25 (powered from NG01), and

~~b. 125-Volt Battery Bank NK12 and NK14, and its associated Full Capacity Chargers NK22 and NK24.~~

b. 125 Volt Batteries NK12 and NK14 and associated Full Capacity Chargers NK22, NK24, or installed spare NK26 (powered from NG04).

APPLICABILITY: MODES 1, 2, 3, and 4.

ACTION:

With one of the required battery banks and/or full capacity chargers inoperable, restore the inoperable battery bank and/or full capacity 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

4.8.2.1 Each 125-volt battery bank and **connected** charger 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 130.2 volts on float charge.

ELECTRICAL POWER SYSTEMS

D.C. SOURCES

SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.2 As a minimum, the following D.C. electrical sources shall be OPERABLE:

~~a. 125-Volt Battery Bank NK11 and NK13, and its associated full capacity Chargers NK21 and NK23, or~~

a. 125 Volt Batteries NK11 and NK13 and associated Full Capacity Chargers NK21, NK23, or installed spare NK25 (powered from NG01), or

~~b. 125-Volt Battery Bank NK12 and NK14, and its associated full capacity Chargers NK22 and NK24.~~

b. 125 Volt Batteries NK12 and NK14 and associated Full Capacity Chargers NK22, NK24, or installed spare NK26 (powered from NG04).

APPLICABILITY: MODES 5 and 6.

ACTION:

With the required battery bank and/or full capacity charger inoperable immediately suspend all operations involving CORE ALTERATIONS positive reactivity changes or movement of irradiated fuel; initiate corrective action to restore the required battery bank and/or full capacity charger to OPERABLE status as soon as possible.

SURVEILLANCE REQUIREMENTS

4.8.2.2 The above required 125-volt battery banks and ~~associated~~ connected chargers shall be demonstrated OPERABLE in accordance with Specification 4.8.2.1.

ELECTRICAL POWER SYSTEMS

3/4.8.3 ONSITE POWER DISTRIBUTION

OPERATING
LIMITING CONDITION FOR OPERATION

3.8.3.1 The following electrical busses shall be energized in the specified manner with tie breakers open between redundant busses within the unit:

a. Division #1 A.C. Emergency Busses consisting of:
   1) 4160-Volt Emergency Bus #NB01, and
   2) 480-Volt Emergency Busses #NG01, NG03, and
   3) 480-Volt Emergency Bus #NG05E.

b. Division #2 A.C. Emergency Busses consisting of:
   1) 4160-Volt Emergency Bus #NB02, and
   2) 480-Volt Emergency Busses #NG02, NG04, and
   3) 480-Volt Emergency Buss NG06E.

c. 120-Volt A.C. Vital Bus #NN01 energized from its associated inverter connected to D.C. Bus #NK01,

d. 120-Volt A.C. Vital Bus #NN02 energized from its associated inverter connected to D.C. Bus #NK02,

e. 120-Volt A.C. Vital Bus #NN03 energized from its associated inverter connected to D.C. Bus #NK03,

f. 120-Volt A.C. Vital Bus #NN04 energized from its associated inverter connected to D.C. Bus #NK04,

g. 125-Volt D.C. Bus #NK01 energized from Battery #NK11 and Charger #NK21 (or #NK25 powered from NG01),

h. 125-Volt D.C. Bus #NK02 energized from Battery #NK12 and Charger #NK22 (or #NK26 powered from NG04),

i. 125-Volt D.C. Bus #NK03 energized from Battery #NK13 and Charger #NK23 (or #NK25 powered from NG01), and

j. 125-Volt D.C. Bus #NK04 energized from Battery #NK14 and Charger #NK24 (or #NK26 powered from NG04).

APPLICABILITY: MODES 1, 2, 3, and 4.

ACTION:

a. With one of the required divisions of A.C. emergency busses not fully energized due to an item 1) or 2) bus, reenergize the division within 8 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours. With one of the required divisions of A.C. emergency busses not fully energized due to the item 3) bus only, reenergized the division within 72 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

ELECTRICAL POWER SYSTEMS

ONSITE POWER DISTRIBUTION

SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.3.2 As a minimum, one of the following divisions of electrical busses shall be energized in the specified manner:

a. Division 1, consisting of:
   1) 4160-Volt Emergency Bus #NB01, and
   2) 480-Volt Emergency Busses #NG01, NG03 and NG05E, and
   3) 120-Volt A.C. Vital Busses #NN01 and NN03 energized from their associated inverter connected to D.C. Busses #NK01 and NK03, and
   4) 125-volt D.C. Busses #NK01 and NK03 energized from Batteries #NK11 and NK13 and Chargers #NK21 and NK23 (Spare Charger #NK25 powered from NG01 may be connected in place of #NK21 or #NK23), or,

b. Division 2, consisting of:

   1) 4160-Volt Emergency Bus #NB02, and
   2) 480-Volt Emergency Busses #NG02, NG04 and NG06E, and
   3) 120-Volt A.C. Vital Busses #NN02 and NN04 energized from their associated inverter connected to D.C. Busses #NK02 and NK04, and
   4) 125-Volt D.C. Busses #NK02 and NK04 energized from Batteries #NK12 and NK14 and Chargers #NK22 and #NK24 (Spare Charger #NK26 powered from NG04 may be connected in place of #NK22 or #NK24).

APPLICABILITY: MODES 5 and 6.

ACTION:

Without one of the above required divisions of electrical busses energized in the required manner, immediately suspend all operations involving CORE ALTERATIONS, positive reactivity changes, or movement of irradiated fuel; initiate corrective action to energize at least one division of the required busses in the specified manner.

SURVEILLANCE REQUIREMENTS

4.8.3.2 The specified busses shall be determined energized in the required manner at least once per 7 days by verifying correct breaker alignment and indicated voltage on the busses.