

⚠️ RESET TIME DELAY FOR THIS PUMP SHALL BE DETERMINED AS IN FOLLOWING STEPS:
 STEP 1) THE ACTUAL TIME TO INSERT ALL CONTROL ROGS UTILIZING THE ALTERNATE ROTATION IN PUMP FUNCTION SHALL BE MEASURED.
 STEP 2) THE TIME RECORDED IN STEP 1 PLUS 25% MARGIN WILL BECOME THE RESET TIME DELAY FOR THE AIR LOGIC RISAAD SHALL BE ADJUSTED TO THIS TIME PERIOD.

- REFERENCE DRAWINGS**
- 1. 918222 - ENCLOSURE ASSEMBLY, 2877
 - 2. 918221 - ENCLOSURE ASSEMBLY, 2878
 - 3. 918220 - CONNECTION DIAGRAM, 2877
 - 4. 918219 - CONNECTION DIAGRAM, 2878
 - 5. 723270 - ELEM. DIAGRAM (VARIABLE SPEED RECIRC. PUMP @ 10 G GPM)
 - 6. 918223 - INTERCONNECTION DIAGRAM - ATWS WASTE PUMP TRIP SYSTEM
 - 7. 908224 - OUTLINE, 2277
 - 8. 908217 - OUTLINE, 2278

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- LEGEND -**
- ⏚ INDICATES SIGNAL COMMON TO ISOLATED GROUND BUS BAR
 - ⏚ INDICATES CHASSIS GROUND
 - ⏚ EARTH GROUND
 - ① MATCHING NUMBER
 - ② ZONE
 - ③ SHEET NUMBER
 - LOCATION (PANEL, RACK OR LOCAL)
 - XXXX PART NUMBER OR TERMINAL NUMBER SYSTEM NUMBER (IF REQUIRED)

- NOTES:**
1. UNLESS OTHERWISE INDICATED, THE FOLLOWING REFERENCE DESIGNATIONS SHOWN ON THIS DIAGRAM ARE PREFIXED BY 259X327
- | REFERENCE | NAME |
|-----------|-------------------|
| BSXX | INDICATING LIGHTS |
| FXX | FUSE |
| JXX | TEST JACK |
| RXX | RELAY |
| SXX | SWITCH |
| PSXX | POWER SUPPLY |
| TBXX | TERMINAL BOARD |
| ZXX | CARD FILE |
- ⚠️ COLLAR MUST BE IN THE ARMED POSITION TO ALLOW CONTACT CLOSURE WHEN PUSHBUTTON IS DEPRESSED. SEE SWITCH CONTACT TABLE ON PAGE 3.
 - ⚠️ INDIVIDUAL GROUND WIRES TO BE RUN FROM TERMINALS 3 AND 4 TO ISOLATED GROUND BUS BAR. TERMINALS 1, 4, 5, 6 AND 7 FOR EACH TERMINAL BOARD ARE PROVIDED.
 - ⚠️ RELAYS USE LOCKING SPRING.
 - ⚠️ ANNUNCIATORS TRIP ON CIRCUIT CLOSURE.
 - ⚠️ WIRES ARE TWISTED, SHIELDED PAIRS
 - ⚠️ RELAY BECOMES ENERGIZED WHEN PRESSURE EXCEEDS TRIP SET POINT.
 - ⚠️ RELAY BECOMES ENERGIZED WHEN LEVEL IS BELOW VESSEL LEVEL HOLD SET POINT.
 - ⚠️ INVERTERS ARE WALL MOUNTED ON SWITCH BEAR ROOM WALL.
 - ⚠️ THE MA VALUES ASSUME A PERFECTLY LINEAR TRANSMITTER PROCESS TO MA TRANSMITTER FUNCTION. SOME CHANGE OF MA VALUE MAY BE NECESSARY TO COMPENSATE FOR TRANSMITTER INHERENT NON-LINEARITIES.
 - ⚠️ OTHER ADJUSTMENTS ON THE TRIP UNIT:
 - A) HIGH GROSS FAILURE-ADJUST TO PROVIDE A TRIP APPROXIMATELY 0.5 MA ABOVE THE MAXIMUM CURRENT THE TRANSMITTER CAN PRODUCE DURING OVER-PRESSURE CONDITIONS WHILE OPERATING PROPERLY.
 - B) LOW GROSS FAILURE-ADJUST TO PROVIDE A TRIP APPROXIMATELY 0.5 MA BELOW THE MINIMUM CURRENT THE TRANSMITTER CAN PRODUCE WHILE OPERATING PROPERLY.
 - C) TRIP LIGHT ON FRONT OF TRIP UNIT IS TO BE LIT WHEN THE PROCESS VARIABLE EXCEEDS TRIP POINT.
 - ⚠️ THESE SWITCHES ARE LOCATED ON THE TRIP UNITS IN THE CARD FILES.
 - ⚠️ "RESET IF ABOVE" AND "RESET IF BELOW" ARE RECOMMENDED LIMITS FOR ALLOWABLE TRIP UNIT SETPOINT DRIFF FOR 6 MONTH PERIOD. RESET TO THE NOMINAL SETPOINT ONLY WHEN OUTSIDE THESE LIMITS TO REDUCE WEAR ON THE TRIP ADJUST POTS.
 - ⚠️ VALUES GIVEN FOR LEVEL INSTRUMENT LOOPS ARE INCHES WATER SP AND ARE THE REQUIRED COLDWATER AND ATM PRESSURE. CALIBRATION ENDPOINTS AND INCLUDE COMPENSATION FOR SPAN CHANGE AT OPERATING PRESSURES (-12 / 1000 PSIG).

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FOR INFORMATION ONLY

| REV | DATE | REVISIONS | BY | CHK | APP | DO | DATE | REVISIONS | BY | CHK | APP | DO | SCALE | DESIGNED | DRAWN |
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UNIT NO. 1
 PALMISTON STATION NO. 600
BOSTON EDISON COMPANY
 ELEMENTARY DIAGRAM
 ATWS SYSTEM SH 1
 DRAWING NO. MIYI EI
 415002166

MT APERTURE CARD

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PDR RIDS

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