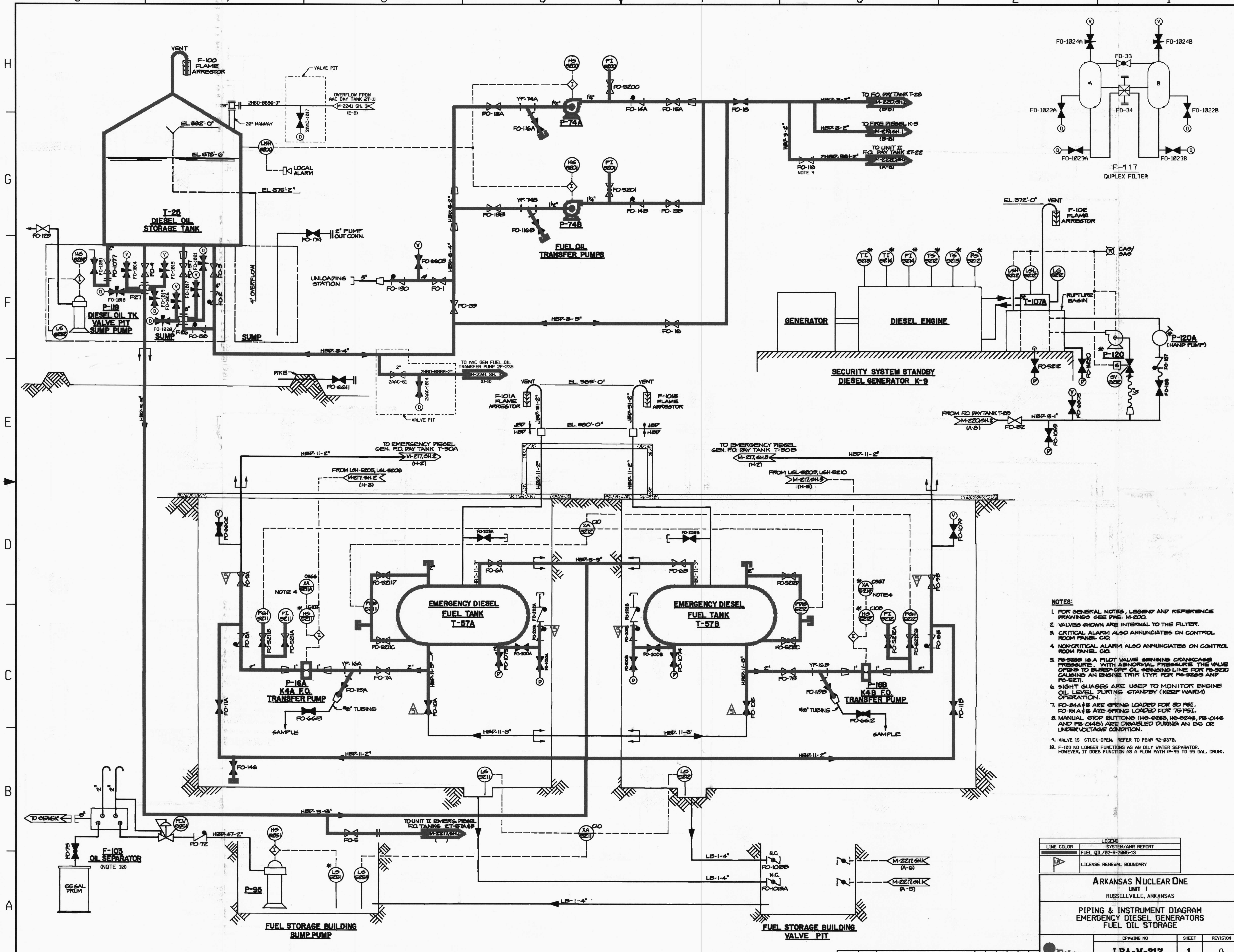

NOTES:

1. FOR GENERAL NOTES, LEGEND AND REFERENCE DRAWINGS SEE DWG. M-200.
2. VALVES SHOWN ARE INTERNAL TO THE FILTER.
3. CRITICAL ALARM ALSO ANNUNCIATES ON CONTROL ROOM PANEL C10.
4. NON-CRITICAL ALARM ALSO ANNUNCIATES ON CONTROL ROOM PANEL C10.
5. PS-5268 IS A PILOT VALVE SENSING CRANKCASE PRESSURE. WITH ABNORMAL PRESSURE THE VALVE OPENS TO BLEED-OFF OIL SENSING LINE FOR PS-5270 CAUSING AN ENGINE TRIP. (TYP. FOR PS-5265 AND PS-5271.
6. SIGHT GUAGES ARE USED TO MONITOR ENGINE OIL LEVEL DURING STANDBY (KEEP WARM) OPERATION.
7. FO-84A&B ARE SPRING LOADED FOR 30 PSI. FO-151A&B ARE SPRING LOADED FOR 75 PSI.
8. MANUAL STOP BUTTONS (HS-5253, HS-5243, PB-0148 AND PB-0145) ARE DISABLED DURING AN ES OR UNDERVOLTAGE CONDITION.
9. VALVE IS STUCK-OPEN. REFER TO PEAR 92-0370.
10. F-103 NO LONGER FUNCTIONS AS AN OILY WATER SEPARATOR. HOWEVER, IT DOES FUNCTION AS A FLOW PATH (P-95 TO 55 GAL. DRUM).

LEGEND	
LINE COLOR	SYSTEM/AMR REPORT
	FUEL OIL/02-R-2005-13
LR	LICENSE RENEWAL BOUNDARY

ARKANSAS NUCLEAR ONE
UNIT 1
RUSSELLVILLE, ARKANSAS

PIPING & INSTRUMENT DIAGRAM
EMERGENCY DIESEL GENERATORS
FUEL OIL STORAGE

DRAWING NO	SHEET	REVISION
LRA-M-217	1	0

0	SEP 25 2003		TSI	RDG

Entergy

BASED ON M-217 SH 1 REV 87

RED "X" IF ORIGINAL

D-02