

bypasses listed in Specification 3.7.1.d shall be demonstrated to be operable by simulating a trip signal to each of the trip devices that is bypassed and observing that the diesel does not trip.

4.6.1.3 Each diesel generator shall be inspected at each refueling.

4.6.1.4 Diesel generator electric loads shall not be increased beyond the long term rating of 2500 kW.

4.6.2 Diesel Fuel Tanks

A minimum fuel oil storage of 19,000 gallons will be maintained at all times in the diesel generator fuel oil storage tank and an additional 6,000 gallons available in the I-C turbine fuel oil storage tank or in the diesel generator fuel oil storage tank.

4.6.3 Station Batteries

4.6.3.1 The voltage and temperature of a pilot cell in each battery shall be measured and recorded daily, 5 days/week.

4.6.3.2 The specific gravity and voltage to the nearest 0.01 volt, the temperature reading of every fifth cell, the height of electrolyte and the amount of water added to each cell shall be measured and recorded monthly.

4.6.3.3 Each battery shall be subjected to an equalizing charge annually. The requirements in 4.6.3.2 above shall be performed after each equalizing charge.

4.6.3.4 At each time data is recorded, new data shall be compared with old to detect signs of abuse or deterioration.

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4.6.3.5 The batteries shall be subjected to a load test once every five years. The battery voltage as a function of time shall be monitored to establish that the battery performs as expected during heavy discharge and that all electrical connections are tight.

4.6.4 Pressurizer Heaters' Emergency Power Supply

The emergency power supply for the pressurizer heaters shall be demonstrated operable each refueling shutdown by transferring power from normal to the emergency power supply and energizing the heaters.

Basis

The tests specified are designed to demonstrate that the diesel generators will provide power for operation of equipment. They also assure that the emergency generator system controls and the control systems for the safety features equipment will function automatically in the event of a loss of all normal 480 V AC station service power.⁽¹⁾

The test to ensure proper operation of engineered safety features upon loss of AC power is initiated by tripping the breakers supplying normal power to the 480 volt buses and initiating a safety injection signal. This test demonstrates the proper tripping of motor feeder breakers, main supply and tie breakers on the affected bus, operation of the diesel generators, and sequential starting of essential equipment. The test of the diesel protective bypass circuits is performed to verify their operability.

The testing frequency specified will be often enough to identify and correct any mechanical or electrical deficiency before it can result in a system failure. The fuel supply and starting circuits and controls are continuously