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CRUTCHFIELD,D. Operating Reactors Branch 5

SUBJECT: Submits addl info supporting 831110 proposed Tech Spec permitting use of technicle support ctr battery in place of Class IE battery.Intertie status,sys operability & battery monitoring provided.

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June 21, 1984

Director of Nuclear Reactor Regulation
Attention: Mr. Dennis M. Crutchfield, Chief
Operating Reactors Branch No. 5
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Proposed Technical Specification Change
R. E. Ginna Nuclear Power Plant
Docket No. 50-244

Dear Mr. Crutchfield:

In an application dated November 10, 1983 we proposed a Technical Specification which would permit use of the Technical Support Center (TSC) battery in place of a Class 1E battery for a limited period of time. The following information is provided in response to NRC Staff questions regarding this proposal.

1) Intertie status:

The intertie between the Class 1E batteries, the "A" and "B" batteries, (circuit E13) will be removed prior to the use of the Vital Battery - TSC battery intertie.

In addition, the charger tie switch to either train from the 75 amp chargers 1A1 and 1B1, will be removed after new battery chargers with greater capacity are installed. This is part of the battery/charger replacement project presently planned for the 1985 and 1986 refueling outages. The additional charger has been used after discharge tests when charging current demand is very high. Replacement chargers will have a higher capacity such that this intertie will not be necessary.

2) System Operability:

This system would be used whenever an existing vital battery is not operable due to testing, maintenance, battery replacement, battery failure, or other event which incapacitates the 1E battery. Procedures have been developed at Ginna to perform this intertie.

The procedures are currently being modified such that the TSC battery voltage will be checked prior to connection to a vital DC load group. The required test voltage will verify battery capacity to be at 100 percent in accordance with published capacity curves for the specific cell type.

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Regularly scheduled periodic surveillance was not proposed as part of the Technical Specifications since credit will not normally be taken for the TSC battery, since the required capacity would be verified prior to the intertie being used, and since credit can only be taken for a short period of time. The TSC battery system will, however, be tested periodically as part of a normal good practice. Monthly, the specific gravity of selected cells will be tested. Quarterly, the specific gravity of all cells will be tested.

3) Battery Monitoring:

The A & B batteries are monitored for battery voltage, amps charging and discharging, and zero amp flow which would be indicative of an open battery condition. The battery current is displayed in the control room and the battery voltage may be read in the control room using existing meters. There is annunciation in the control room for low and high voltage, zero amps charging, battery discharge, and battery charger failure.

The TSC battery is monitored in the control room for current flow to the vital DC system when the TSC battery is tied to either A or B train. The voltage may be read in the control room when the intertie condition exists. There is annunciation in the control room for the TSC battery charger failure.

Very truly yours,

Roger W. Kober

Roger W. Kober