

## ELECTRICAL POWER SYSTEMS

### D.C. DISTRIBUTION - OPERATING

#### LIMITING CONDITION FOR OPERATION

---

3.8.2.3 The following D.C. bus trains shall be energized and OPERABLE with tie breakers between bus trains open:

TRAIN AB consisting of 250 volt D.C. bus No. AB, 250 volt D.C. battery bank No. 1 and a full capacity charger.

TRAIN CD consisting of 250 volt D.C. bus No. CD, 250 volt D.C. battery bank No. 2 and a full capacity charger.

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

#### ACTION:

- a. With one 250 volt D.C. bus inoperable, restore the inoperable bus 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.
- b. With one 250 volt D.C. battery and/or its charger inoperable, restore the inoperable battery and/or 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

---

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized with tie breakers open at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 250 volt battery bank and charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
  1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks,

\*Operation in MODES 3 and 4 is permitted immediately following the 1984 refueling within the requirements of Technical Specification (T/S) 3.8.2.2. This provision expires upon entry into MODE 2. Under this provision Parts 2 and 3 of T/S 3.0.3 apply to T/S 3.8.2.2.

D. C. COOK - UNIT 2

3/4 8-8

8406010108 840525  
PDR ADOCK 05000316  
P PDR