

ATTACHMENT 3  
TO  
AEP:NRC:00268B

8006030301

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## ELECTRICAL POWER SYSTEMS

### 3/4.8.3 Alternative A.C. Power Sources

#### Limiting Condition for Operation

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3.8.3.1 The steady state bus voltage for the manual alternate reserve source\* shall be  $\geq 90\%$  of the nominal bus voltage.

APPLICABILITY: Whenever the manual alternate reserve source(69 kV) is connected to more than two buses.

ACTION: With bus voltage less than 90% nominal, adjust load on the remaining buses to maintain steady state bus voltage  $\geq 90\%$  limit.

#### SURVEILLANCE REQUIREMENTS

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4.8.3.1 No additional surveillance requirements other than those required by Specifications 4.8.1.1.1 and 4.8.1.2.

\*Shared with D.C.Cook Unit 2

ATTACHMENT 4

TO

AEP:NRC:00268B

## ELECTRICAL POWER SYSTEMS

### SURVEILLANCE REQUIREMENTS (Continued)

2. Verifying the fuel level in the fuel storage tank,
  3. Verifying that a sample of diesel fuel from the fuel storage tank is within the acceptable limits specified in Table 1 of ASTM D975-68 when checked for viscosity, water and sediment,
  4. Verifying the fuel transfer pump can be started from the control panel and transfers fuel from the storage system to the day tank,
  5. Verifying the diesel starts from ambient condition,
  6. Verifying the generator is synchronized, loaded to  $\geq 1750$  kw, and operates for  $\geq 60$  minutes, and
  7. Verifying the diesel generator is aligned to provide standby power to the associated emergency busses.
- b. At least once per 18 months during shutdown by:
1. Subjecting the diesel to an inspection in accordance with procedures prepared in conjunction with its manufacturer's recommendations for this class of standby service,
  2. Verifying the generator capability to reject a load of  $\geq 600$  kw without tripping,
  3. Simulating a loss of offsite power in conjunction with a safety injection signal, and:
    - a) Verifying de-energization of the emergency busses and load shedding from the emergency busses.
    - b) Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency busses with permanently connected loads, energizes the auto-connected emergency loads through the load sequencer and operates for  $\geq 5$  minutes while its generator is loaded with the emergency loads.
    - c) Verifying that on diesel generator trip, the loads are shed from the emergency buses and the diesel re-starts on the auto-start signal following manual resetting of the diesel trip lockout relay, the emergency buses are energized with permanently connected loads, the auto-connected emergency loads are energized through the load sequencer and the diesel operates for  $\geq 5$  minutes while its generator is loaded with the emergency loads.

## ELECTRICAL POWER SYSTEMS

### SURVEILLANCE REQUIREMENTS (Continued)

- b) Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency busses with permanently connected loads, energizes the auto-connected shutdown loads through the load sequencer and operates for  $\geq 5$  minutes while its generator is loaded with the shutdown loads.
- 6. Verifying that on an ESF actuation test signal (without loss of offsite power) the diesel generator starts on the auto-start signal and operates on standby for  $\geq 5$  minutes.
- 7. Verifying that on a simulated loss of the diesel generator (with offsite power not available), the loads are shed from the emergency busses and that subsequent loading of the diesel generator is in accordance with design requirements.
- 8. Simulating a loss of offsite power in conjunction with an ESF actuation test signal, and
  - a) Verifying de-energization of the emergency busses and load shedding from the emergency busses.
  - b) Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency busses with permanently connected loads, energizes the auto-connected emergency (accident) loads through the load sequencer and operates for  $\geq 5$  minutes while its generator is loaded with the emergency loads.
  - c) Verifying that on diesel generator trip, the loads are shed from the emergency buses and the diesel re-starts on the auto-start signal following manual resetting of the diesel trip lockout relay, the emergency buses are energized with permanently connected loads, the auto-connected emergency loads are energized through the load sequencer and the diesel operates for  $\geq 5$  minutes while its generator is loaded with the emergency loads.
  - d) Verifying that all diesel generator trips, except engine overspeed and generator differential, are automatically bypassed upon loss of voltage on the emergency bus and/or safety injection actuation signal.
- 9. Verifying the diesel generator operates for at least 24 hours. During the first 2 hours of this test, the diesel generator shall be loaded to 3850 kw and during the remaining 22 hours of this test, the diesel generator shall be loaded to 3500 kw. Within 5 minutes after completing this 24 hour test, repeat Specification 4.8.1.1.2.c.5.