



**GULF STATES UTILITIES COMPANY**

RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775  
AREA CODE 504 635-6094 346-8651

June 11, 1985  
RPG-21272  
File Nos. G9.5, G9.8.6.2

Mr. Harold R. Denton, Director  
Office of Nuclear Reactor Regulation  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Dear Mr. Denton:

River Bend Station - Unit 1  
Docket No. 50-458

Enclosed are revisions to the River Bend Station (RBS) Final Safety Analysis Report (FSAR) which clarify a change made in a previous amendment. These revisions provide a discussion of required starting voltage for Class 1E motors and will be included in a future FSAR amendment.

Sincerely,

*J. E. Bocker*

J. E. Bocker  
Manager-Engineering  
Nuclear Fuels & Licensing  
River Bend Nuclear Group

*[Signature]*  
JEB/ERG/em

*13001*  
*1/1*

8506270481 850611  
PDR ADOCK 05000458  
A PDR

RBS FSAR

at its maximum required post-accident load conditions for a minimum of 7 days. The fuel oil system and storage is tornado and earthquake protected.

5. Control power required for the operation of each standby ac diesel generator is supplied from its divisional standby 125-V battery system. Standby auxiliaries, such as fuel pumps and ventilation systems, necessary for continuous operation of standby ac diesel generators are supplied from their associated standby buses. | 16

6. Upon loss of all normal and preferred ac power supplies, each of the standby buses is isolated from both its normal and preferred sources, and the standby ac diesel generators start automatically and are ready to accept load within 10 sec. Controls, both local and in the main control room, are provided for manual start and stop of each standby ac diesel generator. The output of each standby diesel generator is monitored, and abnormal conditions are alarmed in the main control room.

7. The ac diesel generator system is designed so that with loss of any one of three diesel generators the remaining generators are capable of supplying power to sufficient equipment for a safe shutdown of the unit under normal or accident conditions. | 16

8. Standby bus voltage does not dip below 75 percent of motor-rated voltage at any time during the loading sequence, and recovers to 90 percent of motor-rated voltage within 40 percent of each load sequence time interval. The ac diesel generator associated with the HPCS does not comply with this portion of Regulatory Guide 1.9; however, its voltage recovery characteristics are operationally acceptable when starting its loads (Section 8.3.1.2.2.2). | 16

- 70 9. All Class 1E motors are capable of starting and accelerating their driven equipment with ~~80~~ percent of motor nameplate voltage applied to motor terminals without affecting performance or equipment life. | 19

INSERT →

10. All Class 1E motors are capable of continuous operation with 90 percent of motor nameplate voltage applied to motor terminals.

Insert For 8.3-45

The exceptions to this are the motors driving air compressors 1LSV\*C3A and 1LSV\*C3B, which have been environmentally qualified, consistent with IEEE-323, to start at 80 percent of motor nameplate voltage. Calculations have determined, however, that the minimum starting voltage available at the motor terminals will be 89.63 percent, well in excess of the motors' capabilities.