



GULF STATES UTILITIES COMPANY

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

April 26, 1985
RBG- 20817
File Nos. G9.5, G9.25.1.1

Mr. Robert D. Martin, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011

Dear Mr. Martin:

River Bend Station - Unit 1
Docket No. 50-458
Final Report/DR-175

On April 3, 1985, Gulf States Utilities Company (GSU) notified Region IV by telephone that it had determined DR-175 concerning the HPCS diesel batteries supplied by General Electric Company to be reportable under 10CFR50.55(e). The attachment to this letter is GSU's final 30-day written report pursuant to 10CFR50.55(e)(3) with regard to this deficiency.

Sincerely,

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

^{PJD}
JEB/PJD/trp

Attachment

cc: Director of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

NRC Resident Inspector-Site

INPO

85-264

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ATTACHMENT

April 26, 1985
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DR-175/HPCS Diesel Batteries

Background and Description of the Problem

The deficiency concerns cracked battery cells in the replacement batteries for the DC portion of the HPCS Power Supply furnished by General Electric Company along with damaged flame arresters and the lack of proper documentation for the replacement batteries to confirm their qualification. The batteries were found to have five cracked cells and seven damaged cell flame arresters during a River Bend site equalizing test. The above conditions are documented on Nonconformance and Disposition Report (N&D) No. 5239 and on Field Deviation and Disposition Request (FDDR) No. LD1-1423.

The failure analysis of the battery jar cracks concludes that they were due to excessive stress from the side racks.

Safety Implication

The damaged batteries could render the HPCS safety system non-functional due to insufficient control power to initiate and maintain the HPCS Power Supply (Diesel Generator).

Corrective Action

To resolve the qualification concern, a replacement set of batteries was procured and installed in accordance with N&D No. 5239. The instruction manual supplied with the batteries explains that the side rails shall not apply pressure on the battery cells. N&D No. 5520 (FDDR NO. LD1-1489) was issued to modify the battery rack to preclude over-stressing the batteries.