



TUELECTRIC

Log # TXX-96451
File # 916 (3/4.8)
Ref. # 10CFR50.90
10CFR50.36

C. Lance Terry
Group Vice President

August 27, 1996

U. S. Nuclear Regulatory Commission
Attn: Document Control Room
Washington, DC 20555

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION (CPSES)
DOCKET NOS. 50-445 AND 50-446
RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION ON LICENSE
AMENDMENT REQUEST 96-005
INVERTER/BATTERY CHARGER MODIFICATION

- REF: 1) TU Electric letter TXX-96432 dated July 31, 1996, from C. L. Terry to the Nuclear Regulatory Commission, "Submittal of License Amendment Request 96-005 pertaining to Inverter/Battery Charger Modification"
- 2) TU Electric letter TXX-96447 dated August 23, 1996, from C. L. Terry to the Nuclear Regulatory Commission, "Response to request for additional information on License Amendment Request 96-005"
- 3) Telephone conference call from Tim Polich and S. K. Mitra of Nuclear Regulatory Commission to Jacob Kulangara of TU Electric on August 26, 1996

Gentlemen:

By Reference 1, TU Electric submitted license amendment request 96-005 to amend the CPSES Unit 1 facility operating license (NPF-87) and CPSES Unit 2 facility operating license (NPF-89). These changes are associated with a plant modification in which the inverters and battery chargers are being replaced and an installed spare inverter is being added for each safety train. Also per Reference 2, TU Electric provided a response to earlier NRC questions on the license amendment request.

Per Reference 3, NRC requested additional information on the Reference 1 submittal as identified below:

Question : NRC requested TU Electric to confirm if the batteries meet the following criteria described in the CPSES Final Safety Analysis Report (FSAR amendment 94) with the inverter/battery charger modification:

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FSAR Section 8.3.2.1 states in part, "The Class 1E 125-V battery systems supply power to Class 1E loads without interruption during normal operations or DBA conditions."

FSAR Section 8.3.2.1.2.a states in part, "Each Class 1E 125-VDC system has the capacity to continuously supply all the connected normal running load while maintaining its respective battery in a fully charged condition. Each battery is capable of carrying the essential load continuously for a period of four hours in the event of a total loss of onsite and offsite AC power."

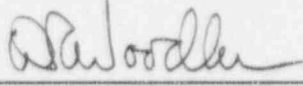
Footnote to FSAR Tables 8.3-4 and 8.3-4B states that, the battery loads are bounded by maximum battery sizing loads which include 15% design margin.

Response: TU Electric confirms that the CPSES Class 1E 125-VDC system continues to satisfy the above criteria with the inverter/battery charger modification. The DC system capacity as described above has been verified in calculation EE(B)-053 Revision 5 CCN No. 7 which is available for NRC review or audit.

Should you have any questions, please contact Mr. Jacob M. Kulangara at (817) 897-0124.

Sincerely,

C. L. Terry

By: 
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