

Letter to N. C. Moseley from Carolina Power and Light Company dated January 3, 1975.

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Reply to ROB - 74-15

*Ad*



Carolina Power & Light Company

January 3, 1975

File: NG-3513 (R)

Serial: NG-74-1565

Mr. Norman C. Moseley, Director  
Directorate of Regulatory Operations  
U. S. Atomic Energy Commission  
Region II, Suite 818  
230 Peachtree Street, N. W.  
Atlanta, Georgia 30303

Dear Mr. Moseley:

H. B. ROBINSON UNIT NO. 2  
LICENSE NO. DPR-23  
RO BULLETIN NO. 74-15  
MISAPPLICATION OF CUTLER-HAMMER THREE  
POSITION MAINTAINED SWITCH MODEL NO. 10250T

In accordance with RO Bulletin No. 74-15, an investigation was conducted to determine if any Cutler-Hammer, Model No. 10250T switches are in use in safety related systems at this plant.

The majority of switches in use at the facility were manufactured by Westinghouse. Only two Cutler-Hammer Model No. 10250T switches were found, these being on "A" and "B" emergency diesels which were manufactured by Fairbanks-Morse. These switches are used to switch the controlling mode of operation from the control room (REMOTE) to the diesel generator room (LOCAL) or vice versa.

These two switches are actuated by a "thumbwheel" operated cam which could indicate REMOTE or LOCAL positions but actually be between these positions if the indicating thumbwheel was out of synchronization with the cam. However, this intermediate position results in initiation of a diesel start rather than disabling the system. The start is effected by de-energizing the solenoid operated air start valves and subsequently supplying air to the diesel air start motors. Therefore if a switch malfunction results in an erroneous indication, the system fails in a conservative direction resulting in a diesel start. Additionally, if such a condition occurred the control room operator would be cognizant of the problem via RTGB indication of diesel start and diesel start air low pressure.

Mr. Norman C. Moseley

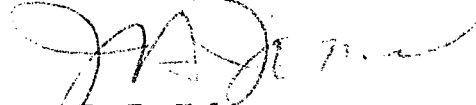
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Based on the facts that Cutler-Hammer, Model No. 10250T switches are only being used on the emergency diesels to shift control modes and that these switches will not prevent operation of the diesels, it is not deemed necessary at this time to replace the switches or take further corrective action.

If you require more information, please contact us.

Yours very truly,



E. E. Utley  
Vice-President  
Bulk Power Supply

DBW:mc

cc: Messrs. N. B. Bessac  
J. B. McGirt  
W. E. Graham  
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