

SOUTH CAROLINA ELECTRIC & GAS COMPANY

POST OFFICE 764

COLUMBIA, SOUTH CAROLINA 29218

June 24, 1983

USNRC REGION II  
ATLANTA, GEORGIA

O. W. DIXON, JR.  
VICE PRESIDENT  
NUCLEAR OPERATIONS

83 JUN 27 P1:10

Mr. James P. O'Reilly, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II, Suite 2900  
101 Marietta Street, N.W.  
Atlanta, GA 30303

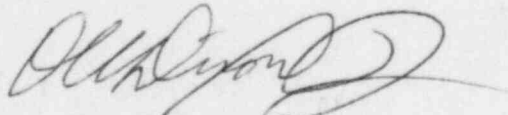
Subject: V. C. Summer Nuclear Station  
Docket No. 50/395  
Operating License No. NPF-12  
Substantial Safety Hazard  
Speed Switch Charging Motors  
NE File: 3.1051

Dear Mr. O'Reilly:

On June 24, 1983, a substantial safety hazard as defined in 10 CFR 21 was reported to the NRC Region II Office. The hazard involved the potential failure of the speed switches for the Component Cooling Pump and Service Water Pump motors. Details are given in the attachment to this letter. This is considered a final report on this matter.

If you have any questions, please advise.

Very truly yours,



O. W. Dixon, Jr.

CO:lkf/fjc  
Attachment

cc: V. C. Summer  
E. H. Crews, Jr.  
T. C. Nichols, Jr./  
O. W. Dixon, Jr.  
E. C. Roberts  
H. N. Cyrus  
Group/General Managers  
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10CFR21 - SUBSTANTIAL SAFETY HAZARD

1. Name and Address of Reporting Individual

Chris Osier, South Carolina Electric & Gas

P. O. Box 764

Columbia, S.C. 29218

2. Identification of Basic Component

Two speed motor, speed changing/interrupter switch, model HPL-C.

3. Identification of Firm Supplying Component

Brown Boveri Electric, Inc.

4. Nature of Defect, Substantial Safety Hazard Created, and Evaluation

The charging motor for the stored energy, spring operating  
mechanism in one speed transfer switchgear unit failed. This  
occurred when a lead running to the motor's brush holder became  
disconnected, which resulted from contact between the lead and the  
motor rotor. The motor, model number 115446-115VDC, was manufactured  
by Lamb Electric Division of AMETEK, Inc., Kent, Ohio. Inspection  
of the seventeen similar motors installed in other switchgear  
revealed two additional units with the same apparent defect. The  
malfunction of the motor could prevent the pump motor from changing  
speed or could cause the motor to shutdown.

5. Date Information of Defect Was Obtained - June 2, 1983

6. Number and Location of Defect

Component cooling pump speed switch #XES 2001C-CC

Component cooling pump speed switch #XES 2001B-CC

Service water pump speed switch #XES 2003C-SW

7. Corrective Action

All six switchgear units (18 motors) have been inspected. The motor  
which failed has been replaced and two other motors, whose brush  
leads had apparently come in contact with the rotor, have been  
repaired. The repair consisted of placing the leads between the  
stator and the motor case where the rigidity of the wire will keep it  
clear of the rotor. The inspection showed the leads in the other  
motors to be secured clear of the rotor. In addition, the supplier  
will be notified.

8. Advice to Purchasers or Licensees

It would be advisable to inspect this model charging motor in other  
pieces of similar 1E equipment.