



NIAGARA MOHAWK POWER CORPORATION / 300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202 / TELEPHONE (315) 474-1511

June 29, 1984
(NMP2L 0098)

Mr. R. W. Starostecki, Director
U.S. Nuclear Regulatory Commission
Region I
Division of Project and Resident Programs
631 Park Avenue
King of Prussia, PA 19406

Re: Nine Mile Point Unit 2
Docket No. 50-410

Dear Mr. Starostecki:

Enclosed is a final report in accordance with 10CFR50.55(e) for the problem concerning High Pressure Core Spray diesel generator control panel wiring (55(e)-84-18). This problem was reported via telecon to Mr. S. Collins of your staff on June 1, 1984.

Very truly yours,

T. E. Lempges
Vice President
Nuclear Generation

TEL/TL:ja
Enclosure
xc: Director of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

R. A. Gramm, Resident Inspector

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NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT UNIT 2
DOCKET NO. 50-410

Final Report for a Problem
Concerning High Pressure Core Spray Diesel Generator
Control Panel Wiring
(55(e)-84-18)

Description of the Problem

The problem concerns the High Pressure Core Spray diesel generator control panel (2CES*IPNL413) furnished by General Electric Company. General Electric's supplier for this panel was Stewart & Stevenson. Approximately thirty percent of the wiring in this panel has been found to be improperly crimped/damaged to its termination lug connector. These discrepancies fall into the following categories:

1. The stripped conductor end of the wire extended beyond allowed limits from the lug connector barrel. This could cause the overextended conductor to interfere with the screw connecting the conductor to a terminal block or device. This interference could result in a loose connection.
2. The dot coding on the lug connector indicates that the wrong crimping tool was used to mechanically crimp the lug to the conductor. This could result in a crimped mechanical joint which may be overstressed or under crimped. An overstressed connection could create an electrically high resistance joint and possibly a broken conductor. An under crimped connection may be loose and thus may create an electrically high resistance joint and may also allow the wire to pull out of its lug.
3. Lug insulation is damaged or excessive gap exists between wire barrel and wire insulation. This condition could lead to a short circuit between adjacent terminal lugs or between a terminal lug and the enclosure.
4. Two or more terminal lugs are not terminated back-to-back. This condition could result in high resistance terminations or shorting between adjacent terminals.
5. Terminal strip markers are illegible. This condition could lead to improper connections to the terminal block during maintenance.

Analysis of Safety Implications

The problem could have resulted in the loss of the high pressure core spray, Division III, diesel generator. Therefore, if the problem were to have remained uncorrected, it could have adversely affected the safety of operation of the plant.

Corrective Action

The improperly crimped wires will be corrected by September 30, 1984.