



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

July 30, 1984  
(NMP2L 0115)

Mr. R. W. Starostecki, Director  
U.S. Nuclear Regulatory Commission  
Region 1  
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 linear converters furnished by Pacific Air Products Company. This problem was reported via telecon to S. Collins of your staff on February 13, 1984 and followed by an interim report dated March 8, 1984.

Very truly yours,

C. V. Mangan  
Vice President  
Nuclear Engineering & Licensing

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

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

Final Report for a Problem  
Concerning Linear Converters

Description of the Problem

The problem pertains to the linear converters supplied by Pacific Air Products Company for damper operators used in the Nine Mile Point Unit 2 diesel generator building heating, ventilation and air conditioning system. The dampers are provided with electro-hydraulic actuators. The converter unit transforms the linear (push-pull) motion of an actuator into rotary motion. A problem concerning these linear converters was reported by Pacific Air Products to the Nuclear Regulatory Commission under 10CFR21, wherein excessive wear on the linear converters was identified.

Analysis of Safety Implications

The linear converter problem is caused by improper calibration of the controls or by excessive cycling (hunting) caused by control set points for on-off operation with insufficient range. Pacific Air Products Company has investigated the effect of this problem and has concluded that the design of the subject converters is satisfactory for dampers supplied to Nine Mile Point Unit 2 because the throttling range for damper modulation is such that excessive cycling of the dampers will not occur.

Therefore, a deficiency does not exist. As a result, the criteria for reportability under 10CFR50.55(e) have not been met.