



THE CLEVELAND ELECTRIC ILLUMINATING COMPANY

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August 7, 1984

MURRAY R. EDELMAN

VICE PRESIDENT

NUCLEAR

Mr. James G. Keppler
Regional Administrator, Region III
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, Illinois 60137

RE: Perry Nuclear Power Plant
Docket Nos. 50-440; 50-441
Condition of Div. 1 Class 1E
Bus During a Loss of Offsite
Power [RDC 109(84)]

Dear Mr. Keppler:

This letter is the final report pursuant to 10CFR50.55(e) on the significant deficiency concerning Division 1 diesel generator operation during a loss of offsite power. Mr. R. Knop of your office was first notified on July 9, 1984, by Mr. T. A. Boss of The Cleveland Electric Illuminating Company (CEI) that this problem was being evaluated. This discrepancy was identified during a safety system functional capability review performed for CEI by GDS Associates.

This report contains a description of the deficiency, analysis of safety implications and the corrective action to be implemented.

Description of Deficiency

Generator control for the local/remote control switch utilizes contacts 15a-15 to trip the preferred supply breaker. These contacts are open in the "remote" position and closed in the "local" position per drawing B208-206, Sh. 27. This prevents the circuit breaker from tripping when desired (during loss of bus voltage). If the contacts are open in the remote position, loss of bus voltage will not trip the preferred supply breaker. If this breaker is not open, the Division 1 diesel generator will start but will not connect to the bus.

Analysis of Safety Implications

In the event of a total loss of offsite power, on-site diesel generators are provided to supply electric power to equipment essential for a safe shutdown. If the Division 1 diesel generator is not connected to the bus, this would result in loss of power to Division 1 safety systems.

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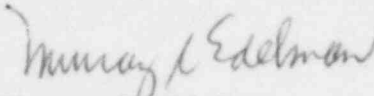
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Corrective Action

Gilbert/Commonwealth, Inc., the Architect/Engineer, has initiated Engineering Change Notices (ECNs) for Units 1 and 2 to effect a design change that will provide contacts that are closed in the "remote" position and open in the "local" position. This will assure that Division 1 diesel generators will connect to the bus during loss of bus voltage.

Please call if there are additional questions.

Sincerely,



Murray R. Edelman
Vice President
Nuclear Group

MRE:pab

cc: Mr. J. A. Grobe
NRC Site Office

Director
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