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ILLINOIS POWER COMPANY



CLINTON POWER STATION, P.O. BOX 678, CLINTON, ILLINOIS 61727

November 20, 1984

Docket No. 50-461

Mr. James G. Keppler
Regional Administrator
Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Subject: Potential 10CFR50.55(e) Deficiency 55-84-21:
Battery Charger Electrical Lug Crimps

Dear Mr. Keppler:

On October 17, 1984, Illinois Power Company notified Mr. F. Jablonski, NRC Region III (Ref: IP memorandum Y-25868 dated October 17, 1984) of a potentially reportable deficiency concerning the improper crimping of the 18-22 AWG wire lugs for the safety related battery chargers. Our investigation of this issue is progressing and this letter is submitted as an interim report in accordance with the requirements of 10CFR50.55(e) (3). Attachment A provides the details of our investigation to date.

We trust that this interim report provides sufficient information to perform a general assessment of this potentially reportable deficiency and adequately describes our overall approach to resolve this issue.

Sincerely yours,

D. P. Hall
Vice President

RLC/lr(LCR)

Attachment

cc: NRC Resident Office
Director, Office of I&E, US NRC, Washington, DC 20555
Illinois Department of Nuclear Safety
INPO Records Center

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ATTACHMENT A
Illinois Power Company
Clinton Power Station

Docket No. 50-461

Potential 10CFR50.55(e) Deficiency 55-84-22:
Battery Charger Electrical Lug Crimps

Interim Report

Statement of Potentially Reportable Deficiency

Improper crimping of the battery chargers' 18-22 AWG wire lugs may result in insufficient contact surface between the wire and lug, causing discontinuity of the circuits which are essential for proper operation of the battery chargers. An investigation and evaluation of this issue is being performed to determine the extent of this problem, root cause, effect on installed hardware, and significance to the safety of operation of Clinton Power Station (CPS).

Background

While performing Generic Test Procedure, GTP-46, on Battery Charger 1B (Equipment ID No. 1DC07E), the lug crimped to wire 43 came off. Inspection of the lug which was crimped to wire 43, revealed improper crimping by the vendor (Power Conversion Products, Crystal Lake, IL). Further investigation of battery charger revealed additional type 18-22 AWG wire lugs being improperly crimped. Identified discrepancies have been documented in Nonconforming Materials Report (NCMR) No. 1-0218.

Primary investigation has determined that the problem is evident on other safety-related Battery chargers No. 1DC06E, 1DC07E, and 1DC08E and 1DC011E is the spare battery charger which is stored in the warehouse.

Investigation Results/Corrective Action

Illinois Power has prepared and is implementing an investigation plan to determine the extent of this problem at CPS. The investigation plan includes:

1. A review will be performed of receiving inspection reports for the safety-related battery chargers. This review will be extended to include applicable inspection procedures where appropriate.

ATTACHMENT A
(continued)

2. A review will be performed of all the corrective work performed on the subject equipment if any, including the procedures used to perform such work after the receiving inspection procedure was completed for the battery chargers.
3. Based on the information obtained from items #1 and #2, an evaluation will be made to determine if the identified deficiencies occurred as a result of poor workmanship by the vendor or work performed at CPS.
4. An evaluation will be performed to determine the effect of this potential problem on similar equipment supplied by the same supplier/manufacturer.

The complete scope and root cause(s) of this issue have not yet been identified, such that a determination of remedial and generic corrective action can be made.

Identified discrepancies are being documented on NCMRs and will be resolved in accordance with approved site procedures.

Safety Implications/Significance

Illinois Power's investigation of this potentially reportable deficiency is continuing. The safety implications and significance will be assessed after further background information is evaluated. It is anticipated that approximately ninety days will be necessary to complete our investigation and to file a final report on the matter.