



GULF STATES UTILITIES COMPANY



RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775
AREA CODE 504 635-6094 346-8651

April 26, 1985
RBG- 20815
File Nos. G9.5, G9.25.1.1

Mr. Robert D. Martin, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011

Dear Mr. Martin:

River Bend Station - Unit 1
Docket No. 50-458
Final Report/DR-265

On December 12, 1984, GSU provided Region IV with a 30-day written report on DR-265 concerning shielded cables in excitation cabinets of the standby diesel generators supplied by Transamerica Delaval, Incorporated. The attachment to this letter is GSU's revised final written report with regard to this deficiency.

Sincerely,

J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

PJD
JEB/PJD/trp

Attachment

cc: Director of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

NRC Resident Inspector-Site

INPO

8505080051 850426
PDR ADDCK 05000458
S PDR

85-263

IG 27
11

ATTACHMENT

April 26, 1985
RBG- 20815

DR-265/Shielded Cables in Excitation Cabinets of the Standby Diesel Generators Supplied by Transamerica Delaval, Incorporated

Background and Description of the Problem

This deficiency concerns deteriorated shielded cables in standby diesel generator excitation cabinets for both Transamerica Delaval, Incorporated (TDI) units. RTE Delta Company supplied the excitation cabinets and Manhattan Cables manufactured the shielded cables. Stone & Webster Engineering Corporation (SWEC) startup engineers initially found that certain shielded cables in excitation cabinet 01A were showing deterioration, and subsequently identified and changed the deteriorated cables in accordance with Nonconformance and Disposition Report (N&D) No. 7230. Further review showed a similar deterioration of other shielded wiring in excitation cabinets CAB01A and CAB01B, associated with the Woodward governor control system. The deterioration consisted of cracking of insulation of individual wires connecting the governor control devices to the breaker multiplying relay device 52X contacts and the motor-operated potentiometer (refer to RTE Delta Company Drawing No. D5298601, Sheet 7 of 8, SWEC File Nos. 0244.700-041-160B (CAB01A) and 0244.700-041-231A (CAB01B).

RTE Delta Company, a subvendor to TDI, tested the cable to determine the cause of deterioration. The results of the test have not been received by GSU. Since the defective cable is internal to the RTE delta equipment and it was neither installed nor terminated by site personnel, GSU believes that the deficiency could not be the result of actions taken at the site. There is no other shielded cable manufactured by Manhattan Cables at River Bend Station.

Safety Implication

This cable deterioration, identified in N&D No. 7884, could have had a safety impact had it not been corrected. Engine speed regulation could have been impaired had the wiring short-circuited, grounded, or open-circuited. Diesel speed deviation from synchronous speed that directly causes a sustained change in frequency could cause overheating of Class 1# motors and reduces pump performance. Reduced engine speed could have overburdened the generator's automatic voltage regulation.

Page 2
April 26, 1985
RBG- 20815

Corrective Action

The subject wiring has been changed, with RTE's concurrence, using multiconductor-shielded copper XLPE Rockbestos Firewall III cable qualified for Class 1E service. This Rockbestos cable is used elsewhere at RBS.