



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

August 6, 1985  
(NMP2L 0462)

Mr. R. W. Starostecki, Director  
U.S. Nuclear Regulatory Commission  
Region I  
Division of Reactor Projects  
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 10CRF50.55(e) for the problem concerning the standby diesel generator vendor wiring drawing errors for the governor. This problem was reported via telecon to T. Silko of your staff on July 3, 1985.

Very truly yours,

C. V. Mangan  
Senior Vice President

CVM/GG/c1a  
(1170H)

Enclosure

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

R. A. Gramm, NRC Senior Resident Inspector

Project File

8508280326 850806  
PDR ADOCK 05000410  
S PDR

11

1E 27

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

Final Report for a Problem Concerning Standby  
Diesel Generator Wiring Drawing  
Errors for Governor (55(e)-85-23)

Description of the Problem

During a review of the Division I Standby Diesel Generator 2EGS\*EG1 current transformer polarities, it was discovered that vendor drawing (No. 5-253-199, Sh 1, File No. 0001.040-209-10B, Cooper Energy Services) contained an error concerning the current transformer wiring to the engine electronic governor. The neutral leg of the Phase B and C transformers were transposed on this drawing. Field cables to the electronic governor were installed in accordance with this vendor drawing. This error also applies to the Division II Standby Diesel Generator 2EGS\*EG3 which was also supplied by Cooper Energy Services.

Analysis of Safety Implications

The effect of this error would have been to render the electronic load sensing capabilities of the governor on both Division I and II diesel generators inoperative. Since these current transformer circuits are connected to an electronic adder within the governor, it is possible that the transposed phase neutrals would have led to immediate damage to the governor upon initial energization. Loss of the governor would leave the diesel generator inoperative. Therefore, if this condition were to have remained uncorrected, it could have adversely affected the safety of operations of the plant.

Corrective Action

The drawing will be revised to indicate the correct wiring circuit. This action is documented on Engineering and Design Coordination Report No. C45542A.