

**CP&L**

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Carolina Power & Light Company

HARRIS NUCLEAR PROJECT  
P. O. Box 165  
New Hill, North Carolina 27562

NOV 14 1985

File Number: SHF/10-13510E  
Letter Number: HO-850471 (O)

NRC-400

Dr. J. Nelson Grace  
United States Nuclear Regulatory Commission  
Region II  
101 Marietta Street, Northwest (Suite 2900)  
Atlanta, Georgia 30323

CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT  
1986 - 900,000 KV - UNIT 1  
STANDBY DIESEL GENERATOR - CONTROL PANEL WIRING, ITEM 220

Dear Dr. Grace:

Attached is an interim report on the subject item which was deemed reportable per the provisions of 10CFR50.55 (e) and 10CFR, Part 21 on October 15, 1985. CP&L is pursuing this matter, and it is currently projected that corrective action and submission of the final report will be accomplished by December 11, 1985.

Thank you for your consideration in this matter.

Yours very truly,

*R. A. Watson*

R. A. Watson  
Vice President  
Shearon Harris Nuclear Power Plant

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PDR ADCK 05000400  
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Attachment

cc: Messrs. J. M. Taylor (NRC)  
G. Maxwell (NRC - SHNPP)

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CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT

UNIT 1  
FIRST INTERIM REPORT

CRACKED VENDOR WIRING INSULATION  
IN DIESEL GENERATOR CONTROL PANELS

ITEM 220

NOVEMBER 8, 1985

REPORTABLE UNDER 10CFR50.55(e)  
AND 10CFR21

SUBJECT: 10CFR50.55 (e) and 10CFR21 Reportable Item  
Shearon Harris Nuclear Power Plant Unit 1  
Wiring in Emergency Diesel Generator Control Panels

ITEM: Diesel Generator Control Panels 1A-SA & 1B-SB

SUPPLIED BY: Transamerica De Laval, Inc./ RTE Delta Corp.

NATURE OF DEFICIENCY: TDI notified CP&L by letter in August, 1985 that the potential exists for cracked wiring in the low level circuits of the Diesel Generator Control Panels.

DATE PROBLEM WAS CONFIRMED TO EXIST: TDI letter to CP&L dated August, 23, 1985 and received August 30, 1985. Field verification that the problem exists at the Shearon Harris Nuclear Power Plant was confirmed on September 17, 1985.

PROBLEM REPORTED: K. V. Hate' notified the NRC that this item was reportable under 10CFR50.55(e) and 10CFR21 on October 15, 1985.

SCOPE OF PROBLEM: Investigation of this problem revealed that cracked wiring insulation did exist in some low level wiring on both Diesel Generator Control Panels, 1A-SA and 1B-SB.

SAFETY IMPLICATIONS: Cracked insulation could lead to short circuits of signal wiring to the diesel engine instrumentation and control circuits rendering the generator speed controls inoperable.

REASON DEFICIENCY IS REPORTABLE: Failure of engine speed controls would render the generators inoperable for supplying emergency power.

CORRECTIVE ACTION: Defective wiring as identified by FCR-E-5521 R/O will be replaced.

FINAL REPORT: Work is in progress at this time to replace defective wiring. It is projected that the final report will be submitted by December 11, 1985.