

CP&L

Carolina Power & Light Company

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

DEC 11 1985

File Number: SHF/10-13510E
Letter Number: HO-850476 (O)

NRC-404

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

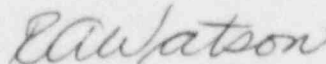
CAROLINA POWER & LIGHT COMPANY
SHEARON HARRIS NUCLEAR POWER PLANT
1986 - 900,000 KV - UNIT 1
STANDBY DIESEL GENERATOR - CONTROL PANEL WIRING, ITEM 220

Dear Dr. Grace:

Attached is our final report on the subject item which was deemed reportable per the provisions of 10CFR50.55 (e) and 10CFR, Part 21 on October 15, 1985. With this report, Carolina Power & Light Company considers this matter closed.

If you should have any questions concerning this matter, please do not hesitate to contact me.

Yours very truly,



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

RAW:jsb

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
FINAL REPORT

CRACKED VENDOR WIRING INSULATION
IN DIESEL GENERATOR CONTROL PANELS

ITEM 220

DECEMBER 5, 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 Delaval, 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.

DATE PROBLEM REPORTED: CP&L (Mr. K. V. Hate') notified the NRC (Mr. L. Mellen) that this item was reportable under the provisions of 10CFR50.55(e) and 10CFR21 on October 15, 1985.

SCOPE OF PROBLEM: Information provided by RTE Delta Corp. indicated that a potential cause of the subject cracked wiring insulation was from exposure to a petroleum fume environment. The SHNPP generator control panels are located in isolated control rooms and are not exposed to petroleum fumes. Investigation revealed that cracked wiring insulation did exist in some low level wiring on both Diesel Generator Control Panels, 1A-SA and 1B-SB. It should be noted that cracking was more prevalent in panel 1B-SB. Since engine 1B-SB has yet to be tested, no fuel oil has been supplied to the building.

In view of the above, it is CP&L's conclusion that the cracking of the wiring insulation noted was not due to petroleum fumes. Rather, it is our impression that the probable cause was the vulcanization process of the rubber insulation. This conclusion has been transmitted to TDI.

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:

The defective wiring in both Diesel Generator Control Panels, 1A-SA and 1B-SB as identified by Field Change Request-E-5521 R/O has now been replaced with approved on site cable and inspected in accordance with appropriate site procedures. CP&L has requested TDI to examine and replace (if necessary) the cable in the remaining two control panels still at the RTE Delta Plant. This completes corrective action required for this item.