

Dr Central file

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May 31, 1973

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Mr. Frank E. Kreusi, Director
Directorate of Regulatory Operations
U. S. Atomic Energy Commission
Washington, D. C. 20545

Re: Docket No. 50-275
Diablo Canyon Site
Unit 1

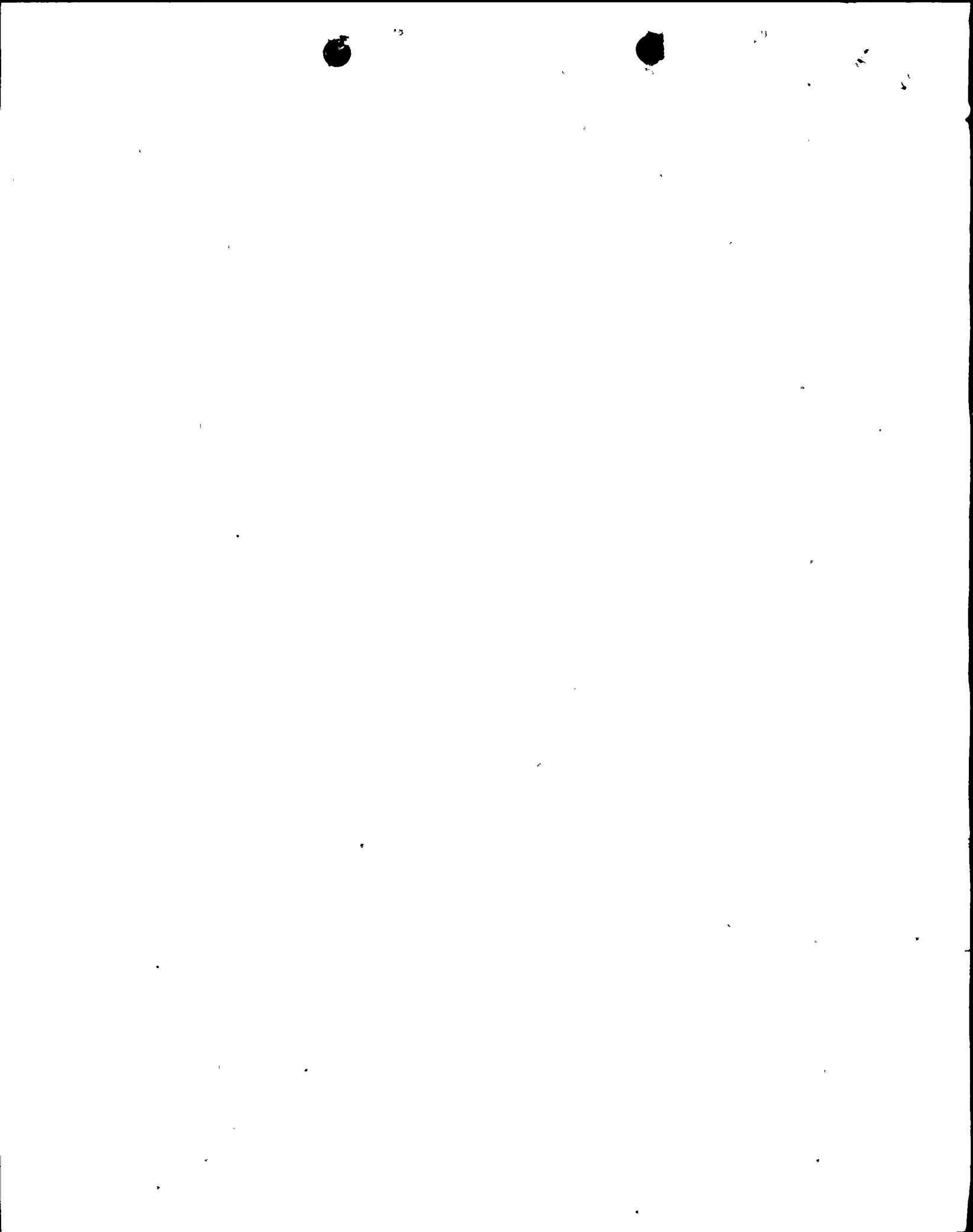
Dear Mr. Kreusi:

On April 18, 1973, we notified the Office of the Directorate of Regulatory Operations, Region V, that an incident reportable under paragraph (e)(iii) of 10 CFR 50.55 appeared to have occurred affecting the integrity of the thermoplastic insulation jacket on 4.16 kv metalclad switchgear bus bars F, G, and H, non-vital 12 kv metalclad switchgear buses and related bus ducts for Unit 1, Diablo Canyon site. This letter includes the written report summarizing our investigation.

The 12 kv and 4.16 kv systems provide distribution of electrical power for the auxiliary loads in the plant. 4.16 kv buses F, G, and H are the vital portions of these systems and are fed from the diesel generators; the other buses have non-vital loads. The systems are equipped with metalclad switchgear and power bus ducts made by General Electric Company. The main conductors in the switchgear and bus ducts consist of copper bus bars insulated with a thermoplastic jacket over the straight sections. Joints are insulated with laps of irradiated polyethylene tape covered by glass tape impregnated with flame-retardant resin.

This covering is not the primary insulation of this equipment and, if defective, would not ordinarily lead to an electrical failure. Porcelain or polyester fiberglass insulators at the supports and penetrating points provide the main electrical insulation and are unaffected by the incident described in the following paragraph.

During installation at the job site it was discovered that



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cracking of the thermoplastic insulation had occurred. General Electric Company was informed of the problem, and a joint investigation into the cause was initiated. A discrepancy report was prepared in accordance with the PGandE quality assurance program, and the problem was reviewed by a Material Review Board. It was determined that the bus would be repaired in place in accordance with procedures and materials provided by General Electric and approved by PGandE. The repair, consisting of replacing the cracked plastic insulating material with appropriate layers of irradiated polyethylene tape, glass tape, and varnish has been successfully completed. The insulation system approved for the repairs meets the ANSI Standard C37.20 and all other industry standards for Class I insulation.

Very truly yours,

F. T. Sears

CC: Mr. R. W. Smith, Director
Directorate of Regulatory
Operations, Region V

