

# CATEGORY 1

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SUBJECT: Special rept: on 961114, #11 HMS was removed from svc for  
 calibr w/reactor mode switch in "RUN" position during normal  
 operation. Caused by failed calibr toggle switch. Staged two  
 preventive maint work orders.

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December 2, 1996  
NMP1L 1159

U. S. Nuclear Regulatory Commission  
Attn: Document Control Desk  
Washington, DC 20555

RE: Nine Mile Point Unit 1  
Docket No. 50-220  
DPR-63

*Subject: Special Report*

Gentlemen:

In accordance with Nine Mile Point Unit 1 (NMP1) Technical Specification Table 3.6.11-1, "Accident Monitoring Instrumentation," Action Statement 4.a., Niagara Mohawk Power Corporation is submitting the following Special Report concerning the inoperability of the #11 Containment Hydrogen Monitoring System (HMS).

Description of Event

On November 14, 1996, at about 1430 hours, with the reactor mode switch in the "RUN" position during normal operations, the #11 HMS was removed from service for calibration. During the calibration, a calibration toggle switch failed, delaying completion of the surveillance until the switch was replaced. During the period when #11 HMS was out of service, the #12 HMS remained operable.

Cause of Event

The cause of the problem was a failed calibration toggle switch. The switch failed with the switch contacts in an off-normal position, resulting in closure of a sample stream solenoid valve and disabling alarm circuitry. Consequently, since samples could not be taken, the calibration could not be completed and the monitor could not be returned to service.

The failed switch is a momentary contact, spring return style toggle switch. During calibrations the switch is actuated for several 10-20 minute periods each month. Niagara Mohawk has concluded that frequent use resulted in the mechanical failure. There are several other switches of this type (manufactured by Eaton USA) in the HMS system that may be susceptible to this failure mode.

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Corrective Actions

A Deviation/Event Report (DER) (1-96-3100) was initiated to evaluate the failure, identify corrective actions, and track submittal of this Special Report. The #11 HMS System was returned to an operable condition on November 16, 1996, at 1045 hours following replacement of the failed toggle switch and system calibration.

Following a previous switch failure reported in Niagara Mohawk's April 8, 1996 Special Report (NMP1L 1056), two preventive maintenance work orders were staged to inspect and replace as necessary degraded toggle switches on the #11 and #12 HMS. During the October 1996 calibration window, four switches were replaced on the #12 HMS. For the #11 HMS, a decision was made for the November 1996 calibration to perform the inspection in conjunction with calibration activities, since inspection involves actuating the switch as is done for calibrations. When a toggle switch failed, it was replaced per the preventive maintenance work order. The balance of #11 HMS toggle switches were similarly inspected, and three additional switches were replaced.

Niagara Mohawk continues to evaluate the availability of replacement switches of a different design. A replacement design will be developed by June 30, 1997. Until a modification has been implemented, NMPC will continue to monitor toggle switch performance and replace them as necessary. In addition, the balance of #11 and #12 HMS toggle switches not already replaced will be replaced by the end of Refueling Outage #14.

Very truly yours,



N. L. Rademacher  
Plant Manager - NMP1

NLR/WDB/lmc

xc: Regional Administrator, Region I  
Mr. Barry S. Norris, Senior Resident Inspector  
Records Management



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