



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
REGION I  
631 PARK AVENUE  
KING OF PRUSSIA, PENNSYLVANIA 19406

JUL 16 1979


Docket Nos. 50-245  
50-336  
50-423

Northeast Nuclear Energy Company  
ATTN: Mr. W. G. Council  
Vice President - Nuclear  
Engineering and Operations  
P. O. Box 270  
Hartford, Connecticut 06101

Gentlemen:

The enclosed IE Circular No. 79-13, is forwarded to you for information. No written response is required. If you require additional information regarding this subject, please contact this office.

Sincerely,

  
Boyce H. Grier  
Director

Enclosures:

1. IE Circular No. 79-13 w/attachments
2. List of IE Circulars Issued in Last 12 Months

cc w/encls:

- J. F. Opeka, Station Superintendent
- D. G. Diedrick, Manager of Quality Assurance
- J. R. Himmelwright, Licensing Safeguards Engineer
- K. W. Gray, Construction Quality Assurance Lead
- H. R. Nims, Director of Nuclear Projects
- A. Z. Roisman, Natural Resources Defense Council

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ENCLOSURE 1

UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
OFFICE OF INSPECTION AND ENFORCEMENT  
WASHINGTON, D.C. 20555

IE Circular No. 79-13  
Date: July 16, 1979  
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REPLACEMENT OF DIESEL FIRE PUMP STARTING CONTACTORS

Description of Circumstances:

On May 28, 1978, the Diesel Fire Pump failed to start remotely at DavisBesse, Unit 1 facility operated by Toledo Edison Company. The cause for failure was defective starting contactors. A subsequent investigation into the cause of a similar failure on January 18, 1978, at Commonwealth Edison Company's Dresden 2/3 Diesel Fire Pump identified a generic problem with Cummins Industrial Fire Pump Engines.

Discussion:

The investigation revealed that Cummins Engine Company issued a Service/Parts Topics No. 74T 133A announcing new components available for Industrial Fire Pumps (NH2201F, N855F, N855F1, NT855F2 series engines) to improve operation of inline 6 cylinder Industrial Fire Pump Engines. In this topic, Cummins recommends that when replacing the 118848 magnetic switch and 199573 DC relay contactor, use the new 217588 magnetic switch. The new design component has a 6 ampere draw whereas the old combination has approximately 3 amperes draw. Davis Besse and Dresden sites have implemented the corrective action recommended by Cummins.

Recommended Actions for Licensees' Consideration

All holders of operating licenses or construction permits should be aware of the potential problem of the type discussed above. Because of the generic implications in this matter, it is recommended that both licensees of operating facilities and holders of construction permits conduct a review to determine if the above diesel fire pump engines are in use or planned for use at your facility(ies). If these engines are in use or planned for use, determine if the Cummins type 118848 Magnetic Switch and 199573 DC relay contactors are also employed. For those engines which have these components, develop a program for their replacement with the new 217588 Magnetic Switch.

No written response to this Circular is required. If you require additional information regarding these matters, contact the Director of the appropriate NRC Regional Office.

Attachments:  
CUMMINS Service/Parts Topics  
No. 74 T 133A

DUPLICATE DOCUMENT

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Entire document previously entered  
into system under:

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