

# POINT BEACH NUCLEAR PLANT

WISCONSIN ELECTRIC POWER COMPANY

6610 Nuclear Road, Two Rivers, Wisconsin 54241  
December 7, 1982

Mr. J. G. Keppler, Regional Administrator  
Office of Inspection & Enforcement,  
Region III  
U. S. NUCLEAR REGULATORY COMMISSION  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Dear Mr. Keppler:

LICENSEE EVENT REPORT NO. 82-026/01T-0  
24-HOUR WRITTEN NOTIFICATION  
FAILURE OF WESTINGHOUSE SAFEGUARDS NBFD RELAYS  
POINT BEACH NUCLEAR PLANT

Licensee Code:	WIPBH1	Docket No.:	50-266
License Type:	41111	Report Source:	L
License Number:	00-00000-00	Event Date:	12/06/82

**Event Description:** Following the replacement of Westinghouse NBFD relay coils in the reactor protection racks as recommended by the manufacturer, one relay dropout time was found to be excessive upon being deenergized. Further testing on 12/04/82 indicated that one additional relay had excessive dropout time when deenergized. The previously unobserved failure mechanism causes the normally energized relays to remain in the energized positions longer than designed after the removal of power. This nonconservative mode of failure was unacceptable and efforts are now directed to replacing the reworked coils with the previous model.

Inspection of the failed coils indicated that what appeared to be the coil filler epoxy had leaked into the plunger cavity. This epoxy would then inhibit plunger movement to the extent that the relay could become sluggish or fixed in the energized position. These defective replacement coils can be used on NBFD-type relays. Preliminary conversations with the manufacturer indicate that this could be linked to a batch manufacturing problem. This hypothesis is born out as at least two of the failed relays have identifications of 8203 indicating manufacture in March, 1982. No specific batch identification is made for these relay coils. These coils are Type 1293 C51 G01.

This event constitutes a reportable occurrence per Technical Specification 15.6.9.2.A.9, "Performance of structures, systems, or components that requires remedial action or corrective measures to prevent operation in a manner less conservative than that assumed in the accident analysis in the safety analysis report or Technical Specification bases..." The Resident Inspector has been notified of this event. This event also is reportable under 10 CFR 21 and this notification constitutes the information required.

  
R. B. Link

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