CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 16, 1989

Mr. E. William Brach, Chief
Vendor Inspection Branch
Division of Reactor Inspection and Safeguards
Office of Nuclear Reactor Regulation
United States Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Mr. Brach:

This letter is additional correspondence concerning Docket Number 99900765/89-01, Notice of Violation to C & D Charter Power Systems, Inc., Plymouth Meeting, PA.

In his letter of August 2 to you, our President, Mr. Al Weber, committed to sending notice to all of our nuclear customers having our ARR Series 6 and 12 pulse three-phase chargers by August 15, 1989. This notice was to describe the problem of current limit adjustment and request their determination of reportability under 10CFR21.

Attached to this letter is a copy of these notices as you requested in your letter of July 21 to me. For the sake of convenience, I have included only one copy of the second page of the notice along with a copy of the front page of each individual notice, showing the addressee.

I will notify you when the additional action items promised by Mr. Weber have been completed so that you may take action as necessary to close out your files on this matter.

Sincerely,

J. K. Parmar/JH

J. K. Parmar
Director Quality Assurance

cc: A. Weber, W.B. Brecht, J.D. Princevalli

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Carolina Power & Light Co.
Shearon Harris Nuclear Power Plant
State Road 1134
New Hill, NC 27562

Attn: Director, Nuclear Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CORRECTIVE ACTION

The problem is corrected by adjusting the value of a preload resistor, which is part of the charger circuitry external to the printed circuit board. In some cases, this is an adjustable resistor and the solution proceeds without incident. In some models, this preload resistor is a fixed value so the user is required to obtain a replacement resistor to meet the current limit setting.

Permanent corrective action involves replacement of the fixed 600-ohm preload resistor with a 500-ohm adjustable preload resistor. Lower resistance allows a higher current limit setting, and the use of an adjustable resistor allows the resistance to be varied as necessary to permit final adjustment to be made on the printed circuit board to obtain the correct current limit setting.

C&D will provide the correct 500-ohm adjustable resistors to you as soon as all testing of this modification is completed as required by our internal configuration control procedures. We will also make a design change to incorporate this adjustable resistor in all future models currently affected by this problem. This will assure all future adjustments needed to integrate replacement printed circuit boards will be possible with adjustable components contained entirely within the charger. There will be no need to request additional replacement components.

Please evaluate the above information in light of your use of our chargers and respond with your determination of reportability under the terms of 10CFR21. Your response on this matter should be directed to my attention at the letterhead address.

Once again, we will be providing the correct replacement preload resistors to you as soon as our internal testing requirements are met. We expect to complete testing by September 30, 1989.

If you have any questions, please do not hesitate to contact me by mail or phone. I can be reached by direct dial at (215) 834-3289 and by FAX at (215) 828-9000 ext 427.

Sincerely,

J.K. PARMAR/JH

J. K. Parmar
Director Quality Assurance

cc: U.S. Nuclear Regulatory Commission

/jbh/QA-5172

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1983

Cincinnati Gas & Electric Co.
W. H. Zimmer Nuclear Power Station
U.S. Route 52
Moscow, OH 45153

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Detroit Edison Company
6400 N. Dixie Highway
Newport, MI 48166

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

C&D®

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Duke Power Company
McGuire Nuclear Station
P.O. Box 488
Cornelius, NC 28031

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action a d respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

C&D®

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Knolls Atomic Power Laboratory
P.O. Box 1072
Schenectady, NY 12301

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, th problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Florida Power Corporation
Crystal River Unit 3
P.O. Box 219
Crystal River, FL 32629

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Florida Power & Light Company
P.O. Box 1200
Jensen Beach, FL 34957

Attn: FPL Quality Assurance
Procurement & Reliability

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Georgia Power Company
P.O. Box 4545
Atlanta, GA 30302

Attn: Mgr. Nuclear Safety & Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype 510-660-8436

August 14, 1989

Illinois Power Company
P.O. Box 228
Clinton, IL 61727

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Louisiana Power & Light Company
Waterford 3 - Nuclear
P.O. Box "B"
Killona, LA 70066-0751

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Telelype: 510-660-8436

August 14, 1989

GPU Nuclear Corporation
100 Interpace Parkway
Parsippany, NJ 07054

Attn: Mgr. Nuclear Safety & Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

System Energy Resources, Inc.
5360155 North
Travelers Bldg.
Jackson, MS 39211

Attn: V.P. Nuclear Operations
cc: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

System Energy Resources, Inc.
5360155 North
Travelers Bldg.
Jackson, MS 39211

Attn: Mgr. Quality Assurance
cc: V.P. Nuclear Operations

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

C&D®

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Arkansas Power & Light Co.
Arkansas Nuclear One
P.O. Box 551
Little Rock, AR 72203

Attn: Mgr. Nuclear Safety & Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Northeast Nuclear Energy Company
Millstone Nuclear Power Station
Rope Ferry Road (Rte 156)
Waterford, CT 06385

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

New York Power Authority
Indian Point No. 3
P.O. Box 215
Buchanan, NY 10511

Attn: Resident Manager

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Rochester Gas & Electric Company
Ginna Station
1503 Lake Road
Ontario, NY 14519

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Northern States Power Co.
Monticello Nuclear Generating Plant
P.O. Box 600
Monticello, MN 55362

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Pacific Gas & Electric Co.
77 Beale Street
San Francisco, CA 94106

Attn: Mgr. Nuclear Safety & Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Pennsylvania Power & Light Company
Two North 9th Street
Allentown, PA 18101

Attn: Supervising Engineer
NQA Procurement (A2-2)

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype 510-660-8436

August 14, 1989

Philadelphia Electric Company
2301 Market Street
Philadelphia, PA 19101

Attn: Mgr. Nuclear Safety and Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Portland General Electric Company
121 SW Salmon Street
Portland, OR 97204

Attn: Mgr. Nuclear Plant Engineering

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Public Service Co. of Colorado
12015 E. 460th Ave.
Denver, CO 80239

Attn: Mgr. Nuclear Safety & Licensing

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Public Service Electric & Gas Co.
P.O. Box 230 (Salem)
Hancocks Bridge, NJ 08038

Attn: QA Engineering

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Public Service Electric & Gas Co.
P.O. Box "B" (Hope Creek)
Hancocks Bridge, NJ 08038

Attn: QA Engineering

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Southern California Edison
P.O. Box 800
Rosemead, CA 91770

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Wisconsin Public Service Company
Kewaunee Nuclear Plant
Route 1, Box 48
Kewaunee, WI 54216

Attn: Plant Manager

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Nebraska Public Power District
P.O. Box 499
Columbus, NE 68601-0499

Attn: Mgr. Nuclear Operations

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

Taiwan Power Company
P.O. Box 13-202
Taipei, Taiwan

Republic of China

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.

CHARTER POWER SYSTEMS, INC.

3043 Walton Road
Plymouth Meeting, PA 19462
Telephone (215) 828-9000
Teletype: 510-660-8436

August 14, 1989

M-K Power Systems Division
101 Gelo Road
Rocky Mount, NC 27802

Attn: Mgr. Quality Assurance

This letter is notification and a request for determination of a possible safety related deviation under US Nuclear Regulatory Commission Regulation 10CFR21. It concerns replacement printed circuit boards utilized in C&D Charter Power Systems model ARR battery chargers, specifically model ARR130HK300, and possibly other size chargers of similar design, which are qualified for use in nuclear applications. We are writing in response to a filing under 10CFR21 by Philadelphia Electric Company, Philadelphia, PA, and the audit of our facilities conducted by the US Nuclear Regulatory Commission which resulted from that filing.

Please read over our description of the problem and our proposed corrective action and respond with your determination of whether or not the situation represents a safety-related problem for your facility and whether you determine it is reportable under the conditions imposed by 10CFR21.

PROBLEM DESCRIPTION

The problem being reported is an inability of the charger to meet a required current output of 105 to 115% of the charger rating, known as the current limit setting, when replacement printed circuit boards are installed in some equipment manufactured prior to 1982.

Specifically, the problem is a reduction in charger output current to between 80 and 90% of the full charger rating. This reduction in charger output should impact only the length of time necessary to completely recharge the attached battery after it has been discharged by design loads or scheduled performance tests. It should not impact the charger's ability to carry routine daily design loads.

When replacement printed circuit boards are provided to the user, they are accompanied by an instruction tag informing the user that the charger must be adjusted upon installation of the replacement component. At this time, if the problem exists, it will be detected. The problem may also be detected during the periodic tests of charger full load function required at some facilities.

The problem has been reported in model ARR130K300 chargers at Philadelphia Electric Company's Limerick Plant and at Florida Power & Light's Saint Lucie plant. It is possible that the problem can also show up in other ARR models, although there is normally enough current limit adjustment range to avoid the problem.