Wisconsin Electric
POWER COMPANY

231 W. Michigan, P.O. Box 2046, Milwaukee, WI 53201 (414) 221-2345

May 16, 1990

U. S. NUCLEAR REGULATORY COMMISSION
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Mail Station P1-137
Washington, D. C. 20555

Gentlemen:

DOCKETS 50-266 AND 50-301
UPDATE TO RESPONSE TO NRC BULLETIN 88-10
NONCONFORMING MOLDED-CASE CIRCUIT BREAKERS
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2

NRC Bulletin 88-10 dated November 22, 1988 requested that Licensees take actions to provide reasonable assurance that molded-case circuit breakers (CBs) purchased for use in safety-related applications without verifiable traceability to the circuit breaker manufacturer (CBM) perform their safety functions. Wisconsin Electric, Licensee, responded to this Bulletin in a letter dated March 30, 1989.

Item 5 of the March 30, 1989 letter addressed our commitment to test or replace all safety-related circuit breakers which are not traceable to CBMs. Wisconsin Electric stated that at least half of the identified untraceable CBs would be replaced or tested before start-up from the first refueling outage beginning after March 1, 1989. We further committed to replace or test the remaining untraceable CBs prior to start-up from the second refueling outage after March 1, 1989. The corresponding second refueling outage for Unit 1 is nearing completion, and the Unit 2 second refueling outage is currently scheduled to be completed on November 16, 1990.

To date, we have tested or replaced all untraceable CBs with the exception of two CBs in each of inverters 1DY03, 2DY03, DY0C, 1DY04, 2DY04, and DY0D and two CBs each in battery chargers D107, D108, and D109, for a total of eighteen CBs. We had anticipated replacing the CBs in 1DY03, DY0C, 1DY04, DY0D, D107, D108, and D109 by the end of the Unit 1 spring 1990 refueling outage currently being completed. We intend to replace the CBs in 2DY03 and 2DY04 by the end of the Unit 2 fall 1990 refueling outage.

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We had taken appropriate steps to fulfill our commitment to replace the remaining Unit 1 breakers during our current refueling outage by ordering replacement CBs for the inverters and battery chargers in early 1990. CB nameplate data was used to ensure that correct breakers were ordered. These CBs were received during the Unit 1 outage and appeared to be the correct breakers. However, when our plant maintenance personnel began replacing these circuit breakers, it was noted that the present AC and DC CBs installed in the inverters and the DC CBs installed in the battery chargers contained auxiliary contacts not included in the replacement breakers. It was further noted that the information on these auxiliary contacts was not included on the CB nameplates. These auxiliary contacts provide indication and alarm of breaker position.

We have determined that the auxiliary contacts are necessary for plant operation and, thus, replacement of the presently installed CBs cannot occur until CBs with the necessary auxiliary contacts can be procured. In addition, while we have received the three replacement AC breakers for the battery chargers, we plan to delay their installation until the corresponding replacement DC breakers are received, since it is most efficient to replace both breakers internal to a given charger at the same time. This will also minimize the number of times the chargers are removed from service.

The twelve untraceable breakers internal to the inverters are General Electric Type THJK 426-400 and Type TJJ 426-400 (one each in each inverter). We are currently identifying an appropriate manufacturer and installer for the auxiliary contacts. Once that is accomplished, we will establish a schedule for replacement of the currently installed CBs.

The three DC breakers internal to the battery chargers are Westinghouse Type MA2800. We are currently working with Westinghouse to obtain appropriate replacements with the necessary auxiliary contacts. The earliest these breakers can be made available is during the last week of May; however, that availability date is uncertain due to the manufacturer's possible difficulties in meeting quality assurance requirements during testing of the auxiliary contacts.

All eighteen breakers can be replaced while either or both units are operating. Accordingly, we are planning to replace the swing and Unit 1 inverter and battery charger CBs within thirty days after receipt and quality assurance verification of appropriate replacement breakers. We will replace the Unit 2 inverter breakers when practical after receipt but prior to start-up from the fall 1990 refueling outage, consistent with our existing commitment.

We have reviewed the existing justifications for continued operation (JCOs) applicable to the untraceable circuit breakers not yet replaced. Each is still applicable, and we have modified the JCO conclusions to provide for continued Unit 1 operation until the existing CBs can be replaced with appropriate, traceable breakers.

Please contact us if you have any questions concerning this information.

Very truly yours,

John W. Boston
Executive Vice President
& Chief Operating Officer

Copies to NRC Regional Administrator, Region III
NRC Resident Inspector

Subscribed and sworn to before me
this 16th day of May 1990.

Delores B Gryszkowski
Notary Public, State of Wisconsin

My Commission expires 5-27-90.