

Power Reactor | Event Number: 36751

FACILITY: BRUNSWICK REGION: 2 NOTIFICATION DATE: 03/03/2000
 UNIT: [1] [] [] STATE: NC NOTIFICATION TIME: 13:25 [EST]
 RXTYPE: [1] GE-4, [2] GE-4 EVENT DATE: 03/03/2000
 NRC NOTIFIED BY: JESTER EVENT TIME: 09:31 [EST]
 HQ OPS OFFICER: CHAUNCEY GOULD LAST UPDATE DATE: 03/03/2000

EMERGENCY CLASS:	N/A	PERSON	ORGANIZATION
10 CFR SECTION:		LEN WERT	R2
AESF 50.72 (b) (2) (ii)	ESF ACTUATION		
AINB 50.72 (b) (2) (iii) (B)	POT RHR INOP		
APRE 50.72 (b) (2) (vi)	OFFSITE NOTIFICATION		

UNIT	SCRAM CODE	RX CRIT	INIT PWR	INIT RX MODE	CURR PWR	CURR RX MODE
1	N	N	0	Refueling	0	Refueling

EVENT TEXT

THE PLANT HAD ESF ACTUATION DURING THE LOSS OF OFFSITE POWER EVENT. (REFER TO EVENT #36750 AND EVENT #36752 FOR ADDITIONAL INFORMATION.)

With Brunswick Unit 1 shutdown for refueling at approximately 09:31 on 3/3/00 while performing procedure TM-TTEBUS1A (Trip Testing of 230KV Bus 1A) a loss of power to the Unit 1 BOP 4160 and emergency busses occurred. This caused an automatic start of 4 diesel generators with diesels number 1 and 2 loading and restoring power to their respective emergency busses. Unit 1 received a group 8 isolation signal that caused a loss of shutdown cooling. Core alterations were secured and shutdown cooling was reestablished at 09:52. A small rise in reactor coolant temperature occurred (89pF was the maximum) and the coolant system did not approach boiling temperatures. Six group isolation signals occurred with various valves closing depending on initial (pre-event) position.

The following actuations occurred: 4 Diesel generators started, Reactor Building HVAC isolated, Standby Gas trains started, and an RPS trip occurred (no rod motion occurred due to all rods being inserted). Systems and components performed as designed based on initial assessment of the event. An Unusual Event was declared at 09:50 (event #36750) due to a loss of offsite power to the emergency busses.

At approximately 12:00 an actuation of the diesel building fire protection halon system occurred with an isolation of the control building ventilation system. A subsequent loss of emergency bus E2 occurred due to a trip of DG#2, which resulted in a second loss of shutdown cooling on Unit 1. Group isolations similar to those occurring initially also occurred. Shutdown cooling was reestablished at 12:18. The plant is stable and investigation into the cause of the DG trip is underway. The plant fire brigade responded and found no immediate evidence of a fire.

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The NRC Resident Inspector was notified along with state and local officials.