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CHATTAROOGA, TENNESSEE 37401

400 Chestnut Street Tower II

February 2, 1981

BLRD-50-438/81-08 BLRD-50-439/81-08

Mr. James P. O'Reilly, Director Office of Inspection and Enforcement U.S. Nuclear Regulatory Commission Region II - Suite 3100 101 Marietta Street Atlanta, Georgia 30303

Dear Mr. O'Reilly:

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - SOLID STATE AC VOLTAGE RELAYS - BLRD-50-438/81-08, BLRD-50-439/81-08 - FIRST INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector M. Thomas on January 2, 1981, in accordance with 10 CFR 50.55(e) as NCR BLN BLP 8012. Enclosed is our first interim report. We expect to submit our next report by May 14, 1981. We consider 10 CFR Part 21 to be applicable to this deficiency.

If you have any questions concerning this matter, please get in touch with D. L. Lambert at FTS 857-2581.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills, Manager Nuclear Regulation and Safety

Enclosure

oc: Mr. Victor Stello, Jr., Director (Enclosure) V
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

## ENCLOSURE

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2
SOLID STATE AC VOLTAGE RELAYS
BLRD-50-438/81-08, BLRD-50-439/81-08
10 CFR 50.55(e)
FIRST INTERIM REPORT

## Description of Deficiency

The solid state ac voltage relays used on the 6.9 kV Class IE switchgear require a source of dc control power for proper operation. The present design configuration of the relays utilizes a contact from the undervoltage relay to energize an auxiliary relay upon detection of an undervoltage condition. The auxiliary relay initiates alarms and breaker trips. However, when dc control power is lost and then restored (such as might accompany a bus transfer), the auxiliary relay will become energized long enough to initiate the supply feeder breaker trip sequence even though an actual undervoltage condition does not exist. If this were to occur at a time when offsite power was not available and the source of power was the emergency onsite power source (diesel generator), this condition would lead to the inadvertent isolation of a 6.9 kV Class IE switchgear board. In this instance, the boards would have to be manually reconnected.

The 6.9 kV switchgear was designed and supplied by Gould-Brown Boveri, Westminster, Maryland.

## Interim Progress

TVA and Gould-Brown Boveri are reviewing the application of these solid state relays in order to determine a solution to this problem.