

LICENSEE EVENT REPORT (LER)

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FACILITY NAME (1) Dresden Nuclear Power Station, Unit 2	DOCKET NUMBER (2) 05000237	PAGE (3) 1 of 4
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TITLE (4)
Supplement to Control Room HVAC System Emergency Zone Refrigeration Control Unit Inoperability

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MON TH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAME	DOCKET NUMBER
05	15	1999	1999	004	01	09	17	1999	Dresden Unit 3	05000249
									N/A	N/A

OPERATING MODE (9) 1 (1)	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more) (11)									
POWER LEVEL (10) 100 (100)	20.2201(b)	20.2203(a)(2)(v)	50.73(a)(2)(i)	50.73(a)(2)(viii)						
	20.2203(a)(i)	20.2203(a)(3)(i)	50.73(a)(2)(ii)	50.73(a)(2)(x)						
	20.2203(a)(2)(i)	20.2203(a)(3)(ii)	50.73(a)(2)(iii)	73.71						
	20.2203(a)(2)(ii)	20.2203(a)(4)	50.73(a)(2)(iv)	OTHER	Specify in Abstract below or in NRC Form 358A					
	20.2203(a)(2)(iii)	50.36(c)(1)	X 50.73(a)(2)(v)							
	20.2203(a)(2)(iv)	50.36(c)(2)	50.73(a)(2)(vii)							

LICENSEE CONTACT FOR THIS LER (12)

NAME Billy McGallian, System Engineer	TELEPHONE NUMBER (Include Area Code) (815) 942-2920 ext 2371
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO EPIX	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO EPIX

SUPPLEMENTAL REPORT EXPECTED (14)				EXPECTED SUBMISSION DATE (15)		
YES (If yes, complete EXPECTED SUBMISSION DATE)	X	NO		MONTH	DAY	YEAR

ABSTRACT (Limit to 1400 spaces, i. e., approximately 15 single-spaced typewritten lines) (16)

On May 15, 1999, at 0456 hours, during the performance of Dresden Operating Surveillance procedure (DOS) 5750-04, "Control Room B Train Heating, Ventilation and Air Conditioning and Air Filtration Unit Surveillance", for the post maintenance testing of the air filtration unit booster fan 2/3-9400-104A, the Refrigeration Control Unit (RCU) tripped after starting. The RCU was unavailable from 0456 hours on May 15, 1999 until 2232 hours on May 16, 1999. The RCU was determined to be OPERABLE after the satisfactory completion of DOS 5750-04, at 0900 hours on May 17, 1999.

The cause has been determined to be inadequate procedures and instructions to perform specified work and testing on Westinghouse Overload relays. Corrective actions have been developed to include a Westinghouse Motor Control Center (MCC) assemblies procedure, job/task analysis, required training based on the job/task analysis, revision of work request models to include Westinghouse overload relays and a review of all Westinghouse MCC assemblies to prevent recurrence.

This LER is being submitted pursuant to 10 CFR 50.73(a)(2)(v). The "A" Train HVAC System Air Handling Unit (AHU), Return Air Fan and refrigeration control units were available for Control Room Habitability requirements and calculated sensible and latent heat loads for the design specifications of the "A" Train System are equal to the "B" Train heat load calculations. In addition, the "A" train, if required, is available on loss of offsite power via an alternate power source. Therefore, the safety significance of this condition is minimal.

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LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)	DOCKET (2)	LER NUMBER (6)			PAGE (3)
Dresden Nuclear Power Station, Unit 2	05000237	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	2 OF 4
		1999	004	01	

TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

PLANT AND SYSTEM IDENTIFICATION:

General Electric - Boiling Water Reactor - 2527 MWt rated core thermal power

Energy Industry Identification System (EIS) Codes are identified in the text as [XX] and are obtained from IEEE Standard 805-1984, IEEE Recommended Practice for System Identification in Nuclear Power Plants and Related Facilities.

EVENT IDENTIFICATION:

Control Room HVAC System Emergency Zone Refrigeration Control Unit Inoperability

A. PLANT CONDITIONS PRIOR TO EVENT:

Unit: 2 (3) Event Date: May 15, 1999 Event Time: 0456 CDT
 Reactor Mode: 1 (1) Mode Name: Run (Run) Power Level: 100 (100)

Reactor Coolant System Pressure: 1000 psig

B. DESCRIPTION OF EVENT:

On May 15, 1999, at 0456 hours, during the performance of DOS 5750-04, "Control Room B Train HVAC and Air Filtration Unit (AFU) Surveillance" for the post maintenance testing of the AFU booster fan 2/3 - 9400 - 104A, the Refrigeration Control Unit (RCU) [VI] tripped after starting. Maintenance and operations personnel immediately began to investigate the cause of the trip.

Prior to the trip of the RCU the system had just completed a ten-hour surveillance procedure after replacement of the thermal overload devices for the RCU breakers. The surveillance was satisfactory and the system was declared operable on May 14, 1999 at 2200 hours. On May 15, 1999, at 0456 hours, during the performance of DOS 5750-04, for the post maintenance testing of the air filtration unit booster fan, 2/3-9400-104A, the RCU tripped after starting.

During trouble-shooting activities, it was identified that the Refrigeration Condensing Unit MCC breaker 29-8, cubical 1D, tripped on thermal overloads.

Work was performed in accordance with work request number 970095917-01, Electrical Maintenance Standards for Westinghouse Breakers. It was found during the evaluation of these fan trips, that the thermal overload relay setpoints were being set in accordance with Dresden Electrical Surveillance (DES) 7300-05. This procedure is based on General Electric type overload relays. The relays involved were Westinghouse type overload relays.

The newly installed overload relays were originally tested by applying current to each individual phase. The current calculation was based on a typical General Electric application in which 300 percent of the maximum amperage range of the overload relay element is applied. The overload relay should trip within a specified range.

The Westinghouse overload relays are tested by wiring all three relays in series and then applying the test current across the series circuit testing all three elements at the same time.

This specific style of Westinghouse overload relay has a one-time trip rating of a minimum full load current of the relay as identified in the vendor manual tables. The manner in which the Westinghouse overload relays were tested resulted in trip times of approximately 45 to 50 seconds. This was above the range of 25 to 40 seconds, identified in the work instructions. The results required the overload relays to be adjusted down for the relay to trip within the required range.

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)	DOCKET (2)	LER NUMBER (6)			PAGE (3)
Dresden Nuclear Power Station, Unit 2	05000237	YEAR 1999	SEQUENTIAL NUMBER 004	REVISION NUMBER 01	3 OF 4

TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

On May 16, 1999, 0300 hours, the thermal overload relays setpoints for MCC 29-8, cubicle 1D, were changed to reflect desired settings in accordance with Westinghouse guidelines and testing requirements. Subsequent thermal overload relay testing was completed satisfactorily. Operations Department began testing the B Train HVAC System in accordance with DOS 5750-04 at 2232 hours, May 16, 1999. DOS 5750-04 was satisfactorily completed on May 17, 1999. RCU functioned properly during the 10-hour run of DOS 5750-04.

The RCU was unavailable from 0456 hours on May 15, 1999 until 2232 hours on May 16, 1999. The RCU was determined to be OPERABLE after the satisfactory completion of DOS 5750-04 on May 17, 1999.

No other systems, components or structures were identified which contributed to this event.

C. CAUSE OF EVENT:

The cause has been identified as inadequate work instructions and procedures governing the testing and adjustment of Westinghouse Thermal Overload Relays. (NRC Cause Code D)

D. SAFETY ANALYSIS

Control Room HVAC System "A" Train was available during the unavailability of the "B" Train HVAC System RCU. The "A" Train System is the normal supply for the Control Room Emergency Zone. Calculated sensible and latent heat loads for the design specifications of the "A" Train System are equivalent to the "B" Train heat load calculations. Originally, the Control Room Emergency Zone included the Control Room, "B" Train Equipment Room, and the Auxiliary Computer Room. Currently, the "A" Train and "B" Train HVAC Systems supply only the Control Room and the "B" Train Equipment Room. Since the Dresden Control Room HVAC Upgrade was installed the "A" Train and "B" Train HVAC Systems have maintained the Control Room between 70 and 80 degrees F and are more than adequate in maintaining design basis requirements of the Control Room Emergency Zone. With the loss of the "B" Train, the "A" Train System was started and the Control Room was provided cooling. Dresden Station procedure DOA 5750-01, Ventilation System Failure, instructs operations to start Train "A" Control Room HVAC (AHU). The "A" Train System can be used if "B" Train fails to perform its design function. Procedure DOA 5750-01 provides instructions to power the "A" Train system via an alternate power source if required, in the event of a loss of offsite power.

The preventive maintenance and monitoring of the A Train equipment ensures that the system is capable of removing the required heat loads of the Control Room Emergency Zone. Heat loads in the Control Room are greater in normal use than would be expected in a Design Basis Accident (DBA). The Control Room HVAC System would be extracting heat loads for equipment remaining in service after load shedding, Outside Air loading for 2000 cubic feet/minute (cfm), and 5 personnel in the Control Room Envelope. Under normal operations, the A Train system operating in normal mode maintains the Control Room at approximately 75 degrees Fahrenheit. In Isolation/Pressurization (Radiation Mode) Mode, the A Train maintains the Control Room at 75 degrees Fahrenheit as documented in Special Procedure SPII 96-12-04, Control Room Air Balance Verification Procedure, completed in August, 1997.

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FACILITY NAME (1)	DOCKET (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
Dresden Nuclear Power Station, Unit 2	05000237	1999	004	01	4 OF 4

TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

E. CORRECTIVE ACTIONS:

Corrective actions include:

- 1) Development of a Dresden Electrical Maintenance Standard Work Instruction for Westinghouse Block Style Overload relays. (Complete)
- 2) Work request models have been developed for predefined activities on Westinghouse Block Style Overload Relays. (Complete)
- 3) Electrical maintenance has reviewed all MCC assemblies and determined that no additional Westinghouse thermal overloads of this type have been tested with inadequate work instructions. (Complete)
- 4) A Westinghouse MCC assemblies procedure was obtained and is being reviewed for development of a Dresden Station procedure and work requests and model work instructions will be revised as necessary if a new Dresden Westinghouse MCC assembly procedure is approved and issued. (Complete)
- 5) Job/Task Analysis has been initiated for the evaluation of required training. (ATI # 11480-12-02)
- 6) Submittal of a training request will be performed based on the results provided from the job/task analysis. (ATI # 11480-12-03)

F. PREVIOUS OCCURRENCES:

None

G. COMPONENT FAILURE DATA:

None