L. S. NUCLEAR REGULATOR COMMISSION (7.77)LICENSEE EVENT REPORT CONTROL BLOCK: (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION) CON'T 7 1 1 10 8 7 19 8 1 2 0 6 7 19 EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10) During normal plant operation and with #1 Diesel Generator supplying 3,500 KW to bus |E-1 for a special test an attempt was made to start a circulating water pump. The pump motor experienced a failure, resulting in a degraded voltage condition that openled the E1-1D tie breakers. The "Loss of Emergency Bus Power Logic Curcuit" resulted [in a trip signal being applied to the diesel generator output breaker. This feature strips the emergency bus of unnecessary loads during a LOCA condition. Since the (diesel generator was in the "local manual" mode, the diesel generator output (cont'd) CODE CODE SUBCODE SUBCODE SEQUENTIAL **DCCURRENCE** REVISION EVENT YEAR REPORT NO. NO. LER/RO REPORT 0191 0 1 NUMBER COMPONENT ATTACHMENT SUBMITTED SHUTDOWN HOURS (22) FORM SUB. SUPPLIER 0101810 01010 CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27) The trip signal to the diesel generator output breaker is applied for two seconds due 1 0 Ito a time delay relay. Once the breaker opened, thus stripping the loads from the bus, Ithe automatic "close" signal was simultaneously coplied to the breaker. With a simul-|taneous "open" and "close" signal being applied to the breaker, the "close" signal was | [locked out by the antipump feature. Engineering is developing plant modifications (cont'd) METHOD OF DISCOVERY OTHER STATUS (30) STATUS DISCOVERY DESCRIPTION (32) % POWER Operator surveillance G (28) A (31) ACTIVITY CONTENT LOCATION OF RELEASE (36) RELEASED\_OF RELEASE Z 33 Z 34) PERSONNEL EXPOSURES DESCRIPTION (39) NUMBER PERSONNEL INJURIES 1529 111 DESCRIPTION (41) NUMBER 0 0 (40) NA LOSS OF OR DAMAGE TO FACILITY (43) DESCRIPTION Z (42) NA 7912110 3.81 PUBLICITY NAC USE ONLY DESCRIPTION (45)

NAME OF PREPARER A. C. Tollison, Jr.

N (44) NA

919-457-9521

## LER CONTINUATION -- RO# 1-79-097

Facility: BSEP Unit #1 Event Date: 11-8-79

## EVENT DESCRIPTION AND POSSIBLE CONSEQUENCES

breaker did not automatically reclose on the bus. The diesel generator was secured and switchgear El-ID tie breakers were reclosed. Technical Specifications 3.8.2, 6.9.1.9.a

## CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

to correct this problem with the diesel generators. Caution tags have been hung on the ATGB and on each local diesel generator control board warning that placing the diesel generator in "Local Manual" control will make the diesel generator inoperable on a loss of emergency bus power signal. An entry has been placed in the perators Daily Instructions to insure the operators are aware of this problem. Until the modification is installed, diesel generator surveillance testing will be performed in remote manual from the RTGB with communications established with an operator at the local paid.