

LICENSEE EVENT REPORT

CONTROL BLOCK: [][][][][][][] (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0][1][7][8] [G][A][E][I][H][I] [7] [0][0]-[0][0][0][0][0][0]-[0][0] [3] [4][1][1][1][1][1] [4] [5]

LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58

CON'T [0][1][7][8] REPORT SOURCE [L][6] [0][5][0][0][0][0][3][2][1] [7] [0][4][0][5][8][1] [8] [0][4][1][6][8][1] [9]

DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

[0][2] Unit 1 was shutdown for a refueling/torus modification outage. Unit 2

[0][3] was operating at rated power. While performing a Unit 1 protective relay

[0][4] breaker trip test procedure, the emergency diesel circuit breakers

[0][5] failed to AUTO close following an LOSP test sequence. The Unit 1 emer-

[0][6] gency busses remained deenergized until normal power was manually re-

[0][7] stored. An LCO was declared per Unit 2 Tech Specs 3/4.6.6.1. The event

[0][8] is nonrepetitive. There were no effects upon public safety and health. [9]

[0][9][7][8] SYSTEM CODE [E][E] (11) CAUSE CODE [B] (12) CAUSE SUBCODE [B] (13) COMPONENT CODE [R][E][L][A][Y][X] (14) COMP. SUBCODE [E] (15) VALVE SUBCODE [Z] (16)

(17) LER/RO REPORT NUMBER [8][1] [21] [22] [23] SEQUENTIAL REPORT NO. [0][2][6] [24] [26] [27] OCCURRENCE CODE [0][1] [28] [29] REPORT TYPE [T] [30] [31] REVISION NO. [0] [32]

[X][18][X][19] [33] [34] EFFECT ON PLANT [B] [20] [35] SHUTDOWN METHOD [A] [21] [36] HOURS [0][0][0][6] [37] [40] ATTACHMENT SUBMITTED [Y] [23] [41] NPRD-4 FORM SUB. [Y] [24] [42] PRIME COMP. SUPPLIER [A] [25] [43] COMPONENT MANUFACTURER [W][1][2][0] [44] [47]

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[1][0] Cause was traced to undervoltage relays (monitoring the standby offsite

[1][1] feeder) failure to deactivate upon loss of power. Relays were checked and

[1][2] returned to operable status. The test was reperformed, and the diesel

[1][3] breakers AUTO closed successfully. The undervoltage relay in its pres-

[1][4] ent application is under investigation. An update report will be submitted. [9]

[1][5][7][8] FACILITY STATUS [H] [28] [9] % POWER [0][0][0] [29] [12] OTHER STATUS [NA] [30] [44] METHOD OF DISCOVERY [B] [31] [45] DISCOVERY DESCRIPTION [Operator Observation] [32] [46]

[1][6][7][8] ACTIVITY RELEASED OF RELEASE [Z] [33] [9] [10] CONTENT [Z] [34] [11] AMOUNT OF ACTIVITY [NA] [35] [44] LOCATION OF RELEASE [NA] [36] [45]

[1][7][7][8] PERSONNEL EXPOSURES NUMBER [0][0][0] [37] [9] [10] TYPE [Z] [38] [11] DESCRIPTION [NA] [39] [13]

[1][8][7][8] PERSONNEL INJURIES NUMBER [0][0][0] [40] [9] [10] DESCRIPTION [NA] [41] [13]

[1][9][7][8] LOSS OF OR DAMAGE TO FACILITY TYPE [Z] [42] [9] [10] DESCRIPTION [NA] [43] [13]

[2][0][7][8] PUBLICITY ISSUED DESCRIPTION [N] [44] [9] [10] [45] [13] [NA]

POOR ORIGINAL

LER #: 50-321/1981-026
Licensee: Georgia Power Company
Facility Name: Edwin I. Hatch
Docket #: 50-321

Narrative Report
for LER 50-321/1981-026

On Sunday morning, 4-5-81, while Unit 1 was shutdown for a refueling/torus modification outage and Unit 2 was operating at rated power, maintenance procedure PROTECTIVE RELAY-BREAKER TRIP TEST, HNP-1-6950, was in progress. An offsite power feed trip test sequence was performed as follows:

Normal startup transformer 1D was locked out by tripping its protective relaying. Diesels started and standby startup transformer 1C assumed emergency bus loads. Standby startup transformer 1C was locked out by tripping its protective relaying. Diesel breakers did not AUTO close.

The emergency busses remained deenergized until normal startup power was restored.

The Unit 1 diesels were declared inop, and Unit 2 entered into an LCO per Tech Specs 3/4.6.6.1. Due to a common refueling floor, Unit 2 operation requires Unit 1 secondary containment integrity which is subdefined by standby gas treatment operability dependent upon diesel emergency power operability. This event is nonrepetitive. There were no effects upon public health and safety.

The diesel breakers failed to AUTO close because the LOSP lockout switch did not operate which depends upon emergency bus and standby startup transformer 1C feeder undervoltage relay logic.. The emergency bus undervoltage logic operated propely by virture of the diesel AUTO start. The cause of LOSP lockout misoperation was traced to two standby startup transformer 1C undervoltage relays, Westinghouse disk induction type CV-7. A first-hand observation revealed the disk failed to rotate upon loss of feeder PT voltage and break the normally energized (1 out of 2) logic which contributes to make up the LOSP lockout trip. The relays were removed from the casings and visually inspected for damage and the presence of metal filings and dirt, then checked for proper operation and returned to an operable status. The test HNP-1-6950 was reperformed and the diesel breakers AUTO closed successfully. The relays were checked for disk movement upon loss of PT voltage the next day for both units and found working properly.

The relay in its present application is under investigation. An update report will be submitted.

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