NRC FORM 366 (7 77) Update Report - Previous Report Date 2/29/80 U.S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: [| | | | | |] (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1	LICENSEE CODE: P A B V S 1 (2) LICENSE NUMBER: 0 0 - 0 0 0 0 0 - 0 0 (3) LICENSE TYPE: 4 1 1 1 1 (4) CAT (5)
CON'T 0 1	REPORT SOURCE: L (6) DOCKET NUMBER: 0 5 0 0 0 3 3 4 (7) EVENT DATE: 0 2 0 1 8 0 (8) REPORT DATE: 0 3 2 4 8 2 (9)

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 At 1038 hours on 2/1/80 during initial refueling, BVPS Unit 1 experienced a partial
0 3 loss of power due to loss of the 138 KV Bus that supplies the 4160V 1A Station
0 4 Service Transformer, the 4160V 1A and 1B Station Service Busses and the 1AE
0 5 Emergency Bus. During this transient, the No. 1 Diesel Generator (DG) auto load
0 6 sequencer failed. The effect on plant safety was negligible with the redundant DG
0 7 unit available with only minimal ESF equipment required operable at the time.
0 8

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	E E (11)	E (12)	A (13)	Z Z Z Z Z Z (14)	Z (15)	Z (16)

(17) LER/RO REPORT NUMBER

EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
8 0	—	0 0 9	/	0 3	L	—	1

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
E (18)	Z (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	N (24)	Z (25)	Z 9 9 9 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Mis-wiring and a disconnected lead on the No. 1 DG auto sequencer ATC adjustable 180
1 1 second timer were discovered and corrected on 2/1/80. The No. 2 DG sequencer
1 2 wiring was verified correct. Integrated system testing on both DG's was
1 3 satisfactorily completed prior to the November, 1980, plant startup. Controls
1 4 to limit access to the sequencer cabinets have also been implemented.

	FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1 5	H (28)	0 0 0 (29)	N/A	A (31)	Operator Observation

	ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
1 6	Z (33)	Z (34)	N/A	N/A

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
1 7	0 0 0 (37)	Z (38)	N/A

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
1 8	0 0 0 (40)	N/A

LOSS OF OR DAMAGE TO FACILITY (43)

	TYPE	DESCRIPTION
1 9	Z (42)	N/A

PUBLICITY

NRC USE ONLY

NAME OF PREPARER W. S. Lacey PHONE 412-643-8525

Attachment to LER 80-089/03L-1
Beaver Valley Power Station
Duquesne Light Company
Docket No. 50-334

On February 1, 1980, at 1038 hours, BVPS unit 1 experienced a partial loss of power due to loss of the 138 KV Bus that supplies the 4160V 1A Station Service Transformer. The 1A Station Service Transformer, in turn, supplies the 4160V 1A and 1B Station Service Busses and the 4160V 1AE Emergency Bus. The loss of power to the 4160V 1A Station Service Bus provided the blackout signal which auto-started the No. 1 Emergency Diesel Generator. During this transient, the No. 1 Emergency Diesel Generator auto load sequencer failed.

During the investigation that followed, a neutral lead from alarm relay 74-SEQ1 was found disconnected inside the sequencer cabinet. Further checking with the wiring diagram also revealed that the sequence timer motor was mis-wired. After correcting the wiring problems, five manually initiated timer tests were run with satisfactory results.

Integrated system testing to demonstrate the operability of both Emergency Diesel Generators and the auto load sequencers was satisfactorily completed in October, 1980. Prior to these tests, locks were installed on both emergency diesel generator sequencer cabinets to limit and control access into them.

To improve the accuracy of the 180 second sequence timers, they are being replaced with similar models having a shorter timing range of 90 seconds. In addition, isolation switches for the timers are being added to preclude removing wires for testing purposes, which had caused loose connections. This work is being done during the present design modification outage.