

LICENSEE EVENT REPORT

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

LICENSEE CODE: MDC CN (2) LICENSE NUMBER: 00-000000-000 (3) LICENSE TYPE: 41111 (4) CAT 58 (5)

REPORT SOURCE: L (6) DOCKET NUMBER: 005000317 (7) EVENT DATE: 121582 (8) REPORT DATE: 011483 (9)

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 At 0746 during normal operation, #11 containment cooling unit (CCU)
0 3 tripped (T.S. 3.6.2.2). #12 diesel generator (DG), the emergency power
0 4 source for #14 4Kv bus and in turn #13 and #14 CCU's were out of service
0 5 (T.S. 3.8.1.1). #21 DG was aligned to #14 4Kv bus and #13 and #14 CCU's
0 6 were declared operable. At 1000 #11 CCU returned to service. At 1103,
0 7 #21 DG was re-aligned to #24 4Kv bus restoring the minimum required A.C.
0 8 power sources. Similar events: none.

0 9 SYSTEM CODE: SB (11) CAUSE CODE: X (12) CAUSE SUBCODE: Z (13) COMPONENT CODE: ZZZZZZ (14) COMP. SUBCODE: Z (15) VALVE SUBCODE: Z (16)
17 LER/RO REPORT NUMBER: 82 (17) EVENT YEAR: 82 (21) SEQUENTIAL REPORT NO.: 075 (24) OCCURRENCE CODE: 03 (28) REPORT TYPE: L (30) REVISION NO.: 0 (32)
ACTION TAKEN: X (33) FUTURE ACTION: Z (34) EFFECT ON PLANT: Z (20) SHUTDOWN METHOD: Z (21) HOURS: 0000 (22) ATTACHMENT SUBMITTED: Y (23) NPRD-4 FORM SUB.: N (24) PRIME COMP. SUPPLIER: Z (25) COMPONENT MANUFACTURER: Z999 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 High current caused 11 CCU motor feeder breaker to trip open. The high
1 1 current condition exists when the fan is run in fast speed. Cause of the
1 2 elevated current has not been determined. Investigation is continuing
1 3 and an update will be submitted when the cause is known. The control
1 4 room handswitch is tagged to prevent operation of the fan in fast speed.

1 5 ACTIVITY (TUS): E (28) % POWER: 100 (29) OTHER STATUS: N/A (30) METHOD OF DISCOVERY: A (31) DISCOVERY DESCRIPTION: Operator Observation (32)

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

1 7 PERSONNEL EXPOSURES NUMBER: 000 (37) TYPE: Z (38) DESCRIPTION: N/A (39)

1 8 PERSONNEL INJURIES NUMBER: 000 (40) DESCRIPTION: N/A (41)

1 9 LOSS OF OR DAMAGE TO FACILITY TYPE: Z (42) DESCRIPTION: N/A (43)

2 0 PUBLICITY ISSUED: N (44) DESCRIPTION: N/A (45) PDR ADOCK 050000007 S (46)

NAME OF PREPARER: M. A. Junge/L. F. Basso

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LER NO. 82-75/3L
DOCKET NO. 50-317
LICENSE NO. DPR 53
EVENT DATE 12-15-82
REPORT DATE 01-14-83
ATTACHMENT

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (CONT'D)

At 0746 during normal operation, #11 containment cooling unit tripped and would not restart (T.S. 3.6.2.2). #12 diesel generator, which is normally aligned to #14 4Kv bus, which in turn powers #13 and #14 containment cooling units, was out of service for maintenance (T.S. 3.8.1.1). At this time, #13 and #14 containment cooling units were technically inoperable. To restore the emergency power source for #13 and #14 containment cooling units, 21 diesel generator was removed from #24 4Kv bus (T.S. 3.8.1.2 and T.S. 3.8.2.2) and aligned to #14 4Kv bus at 0825. #13 and #14 containment cooling units were declared operable. At 1000, #11 containment cooling unit was returned to service. At 1103 #21 diesel generator was removed from #14 4Kv bus and aligned to #24 4Kv bus restoring the minimum required A.C. power sources and terminating the event. #12, #13 and #14 containment cooling units continued operating throughout the event. Similar events: none.

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (CONT'D)

#11 CCU fan tripped when its load center feeder breaker opened. The breaker tripped open because of the high fan motor current when operated in fast speed. There is no problem with slow speed operation, which is the speed the fan operates in an accident condition. Troubleshooting of the motor starter and speed contactor, and a check for high resistance and penetration connection problems has not yielded a cause for the high current. Investigation is continuing and an update report will be submitted when the cause is discovered.

The control room handswitch has been tagged to prevent operation of the fan in fast speed.