

Washington Public Power Supply System

P.O. Box 968 3000 George Washington Way Richland, Washington 99352 (509) 372-5000
Docket No. 50-397

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REGION V I&E

September 30, 1982
G02-82-819

Mr. R. H. Engelken
U.S. Nuclear Regulatory Commission
Region V
1450 Maria Lane, Suite 210
Walnut Creek, California 94596

Subject: NUCLEAR PROJECT NO. 2
10CFR50.55(e) REPORTABLE CONDITION 205, 4.16 KV BREAKERS
DG 1-7 AND DG 2-8 AND 210, EMERGENCY DIESEL GENERATORS
DG-1 AND DG-2 AIRSTART CIRCUITS

- References:
1. Telecon L. C. Floyd to R. Dodds, dated August 30, 1982, same subject.
 2. Telecon L.C. Floyd to J. Elin, dated September 8, 1982, same subject.

In accordance with the provisions of 10CFR50.55(e) your office was informed by telephone of the above subject conditions on August 30, 1982, and September 8, 1982. Attachment A provides the Project's final report on Condition #205. Attachment B provides an interim report on Condition #210. We will continue to provide your office with quarterly updates on Condition #210 until resolved. The next report will be submitted on or before December 20, 1982.

If there are any questions concerning this matter, please contact Roger Johnson, (509) 377-2501, extension 2712.

R.G. Matlock
R. G. Matlock
Program Director, WNP-2

LCF/kd

- Attachments:
- A. Final Report - 10CFR50.55(e) Condition #205
 - B. Interim Report - 10CFR50.55(e) Condition #210

- cc:
- W.S. Chin, BPA - Site
 - A. Forrest, Burns and Roe - HAP0
 - N.D. Lewis, NRC
 - J. Plunkett, NUS Corp.
 - R.E. Snaith, Burns and Roe - "V"
 - V. Stello, NRC
 - A. Toth, WNP-2 NRC Resident Inspector 917Q
 - Site Files 917B

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ATTACHMENT A

WASHINGTON PUBLIC POWER SUPPLY SYSTEM
NUCLEAR PROJECT NO. 2
DOCKET NO. 50-397
LICENSE NO. CPPR-93
4.16 KV BREAKERS DG 1-7 AND DG 2-8
10CFR50.55(e) CONDITION #205

FINAL REPORT

Description of Defect or Noncompliance

It was discovered that the breaker closing circuit availability white indicating lamp provides "seal in" circuit path for the (anti-pump) "Y" relay in the breaker close circuit. This situation prohibits any future closing of the breaker after a fault trip without removal of the 125V DC control power.

Safety Implication

The inability to re-close breakers DG 1-7 and DG 2-8 after a fault trip, would jeopardize power availability at safety busses SM-7 and SM-8.

Approach to Resolution

The above described defect is unique to breakers DG 1-7 and DG 2-8. The circuit configuration for breakers DG 1-7 and DG 2-8 is to be changed to utilize a normally closed stationary auxiliary switch contact (52/b.) in series with the breaker availability, white indicating light, thereby producing a reset function in the antipump relay "Y" coil.

Current Status

A Project Engineering Directive (PED) has been issued to implement the above circuit configuration change. It is anticipated that the breaker modifications will be complete by December 1, 1982.

ATTACHMENT B

WASHINGTON PUBLIC POWER SUPPLY SYSTEM
NUCLEAR PROJECT NO. 2
DOCKET NO. 50-397
LICENSE NO. CPPR-93
EMERGENCY DIESEL GENERATORS DG-1 and DG-2
AIRSTART CIRCUITS
10CFR50.55(e) CONDITION #210

INTERIM REPORT

Description of Defect or Noncompliance

Each diesel generator has two air receiver tanks which provide the air to start the diesels. The air start circuit (K-17) selects between these two tanks when a diesel air start is required. The K-17 circuit could fail in its function and not give either tank the signal to discharge air to start the diesel due to low coil current causing the silver plated contacts to oxidize (contacts stick).

Safety Implication

The inability to start the diesel generators during a loss of off-site power or during a postulated accident could adversely affect the safe shutdown of the plant.

Approach to Resolution

Discussions with the manufacturer (Potter Brumfield) on their MD-5089 relay, indicate that they have had this type of problem on other relays. They recommend replacing the silver plated contacts with gold plated contacts.

Current Status

The Supply System Equipment Qualification Group is evaluating the manufacturers recommended corrective action for acceptability. If acceptable, gold plated contacts will be substituted for the silver plated contacts presently installed on the K-17 airstart circuit.