SPC EXH. DOCKETED - 111 USNRC

A-111

'95 JUL 27 P4:29

OFFICE OF SECRETARY DOCKETING & SERVICE BRANCH

5-9-90 JIM SWARTZWELDER Here is the ALM @ re-write to address George Fredirick's PRB comment to clarify this paragraph. If you have comment i Please cartact me by Thursday, 5-10-90, AAgons That you ; Bring to PRB-Tom Webb × 3105

NUCLEAR REGULATORY	r commission G-PC
Docket No. 50-424/425-OLA-3	EXHIBITNO II -111
In the matter of Georgia Power Co. et al.,	Vogtle Units 1 & 2
Staff Applicant [] Intervenor] Other
Identified 😹 Received 🗌 Rejected	Reporter KHW
Date 7/12/95 Witness Ma	sbangh

92 PROJECT 057494

- C* W 1995 A	LICENSEE EVENT REPORT (LER) TEXT CONTINUATION		APPROVED DIES NO 3160-0164 BEFIRES A/2070 BET MAATED SURDEN BEI BEBRONSE TO COMPLY OTH THIS INTORMATED SURDEN BEBRONSE TO COMPLY OTH THIS COMMENTS BECARDING BURDEN ESTIMATE TO THE RECORD AND REPORTS MANAGEMENT BRANCH IF 4201 US NUCLEAR REGULATORY COMMINENCE ELAMINECTON DC 20046 AND TO THE PARE MUTTINE RECUCTOR HALMENTOTON DC 20040 OF MANAGEMENT AND SUDGET WALMENSTON DC 20040	
			LEE BLANDER NO	P465 LB
VEGP -	UNIT 1	0 16 10 10 10 14 12 14	910 - 0 p 16 - 0 P	016 00 0 8
T 10 40000 40000 & K	aguarast, can printingers/ ASRC Agent 3684 (r) (17)	e namer fil da darf o sono fono nelle non della da		
	During the subsequent to switches (TS-19111) tr an intermittent failure This switch and the less switches. All subseque problems.	test run of the DG on ipped and would not run because it subseque aking switch (TS-1911 ent testing was condu	3-30-90, one of the eset. This appeared to ntly mechanically reset 2) were replaced with r cted with no additional	be t. new
	A test of the jacket w starts was conducted. actual jacket water te in a normal standby li without air rolling th test showed that jacks decreased from a stand 156 degrees F and rema	ater system temperatu The purpose of this mperature at the swit neup, and then follow e engine to replicate it water temperature a by temperature of 163 tined steady.	re transient during en- test was to determine in ch locations with the red by a series of star the starts of 3-20-90 it the switch location degrees F to approxim	gine the engine ts . The ately
Ver	Numerous sensor calibr special pneumatic leak were performed under v control systems of bot test program. Subsect started at least 18 th occurred during any of stort test without site and leaded properly.	ations (including jac testing, and multiply arious conditions th engines have been in the to this test pro- imes each and no feilth these starts in an roll was conducted After completion	their water temperatures le engine starts and ru ther the 3 20 00 event subjected to a comprehe prem, DG1A end DG1B hev wres or problems heve ddition, an undervoltag on 4 6 90 and DG1A ster in of the control	ns In addit of the nsive e-been ted logic
1.2.2.4.6	test sequence, an	undervoltage te.	st was performe	d.
	Including the und success fully star failures.	lervoltage test, ted eleven time.	each engine has b s with no start	een
	Based on the above fa temperature switches 3-20-90.	cts, it is concluded were the most probabl	that the jacket water h e cause of both trips of	nigh on
E.	ANALYSIS OF EVENT			
	The loss of offsite power start and operate successf service for maintenance, r Class IE busses. With bot could not perform its requ rise in the RCS temperatur would not have been expect 36 minutes after the begin	to Class 1E bus 1BA03 ully, coupled with DG esulted in Unit 1 bei h Class 1E busses dee ired safety function. Te of 45 degrees 7 in ed to begin boiling u ming of the event.	and the failure of DG 11B and RAT 1B being out ng without AC power to nergized, the RHR Syste Based on a noted rate 35 minutues, the RCS wi intil approximately 1 he	lA to t of both em e of ater our and
	Restoration of RHR and clo	sure of the containme	ant equipment hatch were	e

completed well within the estimated 1 hour and 36 minutes for the projected onset of boiling in the RCS. A review of information obtained from the Process and Effluent Radiation Monitoring System (PERMS) and grab sample analysis indicated all normal values. As a result of this event, no increase in radioactive releases to either the containment or the environment occurred.

ALM rewrite

Numerous sensor calibarations (including jacket water temeperatures), special pneumatic leak testing, and multiple engine starts and runs were performed under various conditions. In addition, the control systems for both engines were subjected to a comprehensive test program. After completion of the control logic test sequence, an under voltage test was performed. Including the under voltage test each engine has been successfully started eleven times with no start failures.

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