NRC Form 366 (9.83)				LIC	ENSE	EEVE	NT REP	PORT	(LER)	U.S. NU	CLEAR REGULA APPROVED OM EXPIRES 8/31/8	TORY COM 8 NO. 3150-0 8	MISSION 0104			
FACILITY NAME (1)								OCKET NUMBER (2) PAGE (3)								
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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO 3150-0104 EXPIRES: 8/31/88

ACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)							PAGE (3)				
		YEAR		SE	QUEN'	ER		NUMBER					
Turkey Point Unit 3	0 15 10 10 10 1 2 15 10	8,6	_	0	11	18	_	0,0	012	OF	0	12	

#### Event:

On May 4, 1986, while Unit 3 was at 100% power (Mode 1) and Unit 4 in cold shutdown (Mode 5), a design review of the proposed modifications for Unit 4 to the motor control center (MCC) 'D' automatic transfer scheme, discovered a condition in which transfer of MCC 'D' from a potentially operable bus to a potentially inoperable bus could occur. This scenario was determined to be applicable to the Unit 3 design as modified by recently installed plant change modification (PC/M) 86-041. This scenario involves a Unit 3 safety injection signal and a loss of off-site power on both units. Under these conditions, a relay race occurs which may cause MCC 'D' to spuriously transfer. Since a relay race results in an indeterminate condition, it should be conservatively assumed that MCC 'D' will transfer to its alternate. emergency, supply diesel generator (EDG) 'A'. Once MCC 'D' has transferred to EDG 'A', a subsequent single failure (failure of EDG 'A') will leave MCC 'D' in a de-energized state since the automatic transfer device will not transfer the MCC back to EDG 'B'. This condition could result in the loss of certain engineered safety features considered in the FSAR Chapter 14.0 accident analyses, unless operator action is taken. Transfer of MCC 'D' back to its normal supply (EDG 'B') can only be accomplished by manually resetting the lockout relay on load center 4C.

## Cause of Event:

During a design review of the proposed modifications to Unit 4, a failure mode was identified for the auto-transfer of the MCC 'D' that was not accounted for in the design of PC/M 86-041.

## Analysis of Event:

An engineering evaluation per 10 CFR 50.59 and a justification for continued operation has been performed for this scenario and it determined that the postulated loss of MCC 'D' will not result in unacceptable increases in containment temperature or pressure, or an increase in the site boundary doses beyond those postulated in the FSAR, provided the MCC is manually transferred to its normal power supply by operator action within 20 minutes. Based on the above, the health and safety of the public were not affected.

### Corrective Action:

- 1) Emergency operating procedures, 3(4)-EOP-E-0, were revised to provide guidance to the operators to manually transfer the MCC 'D' to its normal power supply within 20 minutes if it has transferred to a de-energized bus.
- The operators on-shift were briefed of the potential condition and the corrective actions taken.
- 3) A change to PC/M 86-041 is currently under review to correct this concern.
- 4<sup>c</sup> The existing procedural requirements for independent design review and checking of proposed modifications will be reemphasized to the engineers involved with this design package.
- An independent review of PC/M 86-041 was performed to ensure that no other similar concerns existed.

# Additiona! Details:

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Similar occurrences: LERs 250-79-022 and 250-86-033

NAC FORM 366A (9-83)



JUN 3 1986 L-86-234

U. S. Nuclear Regulatory Commission Document Control Desk Washington, D. C. 20555

Gentlemen:

RE: Reportable Event 86-23 Turkey Point Unit 3 Date of Event: May 4, 1986 Motor Control Center "D" Automatic Transfer

The attached Licensee Event Report is being submitted pursuant to the requirements of 10 CFR to provide notification of the subject event.

Very truly yours,

Marty C. O. Woody

Group Vice President Nuclear Energy

COW/SAV/eh

attachment

cc: Dr. J. Nelson Grace, Region II, USNRC Harold F. Reis, Esquire PNS-LI-86-181

CEN