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(TEMPORARY FORM)

CONTROL NO.: 1745

FILE: INCIDENT REPORT

FROM: Tenn. Valley Auth. Chattanooga, Tenn. 37401 E.G. Thomas			DATE OF DOC 2-14-75	DATE REC'D 2-19-75	LTR XX	TWX	RPT	OTHER
TO: Mr. E. Case			ORIG 1 signed	CC	OTHER	SENT AEC PDR XX SENT LOCAL PDR XX		
CLASS	UNCLASS XXX	PROP INFO	INPUT	NO CYS REC'D 1		DOCKET NO: 50-260		

DESCRIPTION: Ltr trans the following:

ENCLOSURES: Abnormal Occurrence AO-50-260/  
755W on 2-5-75 re loss of 250-V-d-c power  
supply to 4-kV shutdown board "D" emergency  
control bus...

(1 cy encl rec'd)

**ACKNOWLEDGED**  
**Do Not Remove**

ANT NAME: Browns Ferry Unit 2.

FOR ACTION/INFORMATION

DHL 2-20-75

BUTLER (S)	SCHWENCER (S)	ZIEMANN (S)	REGAN (E)
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INTERNAL DISTRIBUTION

<u>REG FILE</u>	<u>TECH REVIEW</u>	<u>DENTON</u>	<u>LIC. ASST.</u>	<u>A/T IND</u>
6 NRC PDR	6 SCHROEDER	GRIMES	DIGGS (S)	BRAITMAN
6 GC, ROOM P-506-A	6 MACCARRY	GAMMILL	GEARIN (S)	SALTZMAN
6 GOSSICK /STAFF	6 KNIGHT	6 KASTNER	6 GOULBOURNE (S)	B. HURT
6 CASE	6 PAWLICKI	BALLARD	KREUTZER (E)	
GIAMBUSSO	6 SHAO	SPANGLER	LEE (S)	<u>PLANS</u>
BOYD	6 STELLO		MAIGRET (S)	MCDONALD
MOORE (S) (BWR)	6 HOUSTON	<u>ENVIRO</u>	REED (E)	CHAPMAN
DEYOUNG (S) (PWR)	6 NOVAK	MULLER	SERVICE (S)	DUBE w/input
SKOVHOLT (S)	6 ROSS	DICKER	SHEPPARD (S)	E. COUPE
GOLLER (S)	6 IPPOLITO	KNIGHTON	SLATER (E)	6 R. Hartfield (2)
P. COLLINS	6 TENESCO	YOUNGBLOOD	6 SMITH (S)	6 KLEGKER
DENISE	6 LONG	REGAN	TEETS (S)	6 F. WILLIAMS
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FILE & REGION (2)	6 BENAROYA		WILSON (S)	
6 T.R. WILSON	6 STEELE	HARLESS	INGRAM (S)	
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6 NSIC (BUCHANAN)	1-CONSULTANTS	1-G. ULRIKSON, ORNL
1-ASLB	NEWMARK/BLUME/ACBABIAN	1-AGMED (RUTH GUSSMAN)
1-NEWTON ANDERSON		RM B-127 G.T.
6 ACRS SENT TO LIC. ASST.		1-J. RUNKLES, RM E-201
H. Smith 2-20-75		G.T.

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

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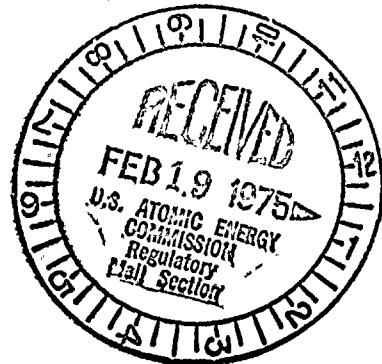
TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

Regulatory Docket File

February 14, 1975

Mr. Edson G. Case  
Acting Director of Licensing  
U.S. Nuclear Regulatory Commission  
Washington, DC 20545



Dear Mr. Case:

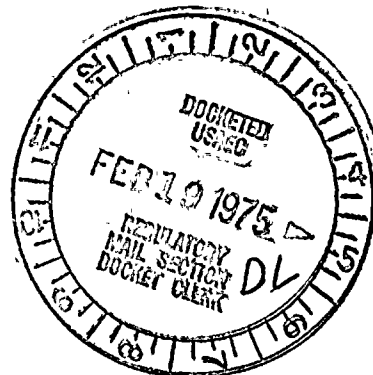
TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 2 -  
DOCKET NO. 50-260 - FACILITY OPERATING LICENSE DPR-52 - ABNORMAL  
OCCURRENCE REPORT BFAO-50-260/755W

The enclosed report is to provide details concerning loss of 250-V  
d-c power supply to 4-kV shutdown board "D" emergency control bus  
and is submitted in accordance with Appendix A to Regulatory  
Guide 1.16, Revision 1, October 1973. This event occurred on Browns  
Ferry Nuclear Plant units 1 and 2 on February 5, 1975.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

  
E. F. Thomas  
Director of Power Production



Enclosure

CC (Enclosure):

Mr. Norman C. Moseley, Director  
U.S. Nuclear Regulatory Commission  
Regional Office  
230 Peachtree Street, NW., Suite 818  
Atlanta, Georgia 30303

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## ABNORMAL OCCURRENCE REPORT

Regulatory Docket File

Report No.: BFAO-50-260/755W  
Report Date: February 14, 1975  
Occurrence Date: February 5, 1975  
Facility: Browns Ferry Nuclear Plant units 1 and 2

2-14-75

### Identification of Occurrence

Loss of 250-V d-c power supply to 4-kV shutdown board "D" emergency control bus.

### Conditions Prior to Occurrence

Unit 1 was in cold shutdown condition; unit 2 was at approximately 65-percent power. Unit 250-V battery board 1 had been isolated from all plant loads for battery discharge surveillance test as required by the technical specifications.

### Description of Occurrence

At approximately 0900 hours, an undervoltage alarm was observed on the central diesel generator annunciator panel. Subsequent investigation revealed that the emergency control bus on 4-kV shutdown board "D" was deenergized. This negated automatic starting capability of RHR pumps 1D and 2D, core spray pumps 1D and 2D, RHRSW pump D1, and diesel generator D (undervoltage initiation only). Control voltage was immediately restored to the emergency bus following the investigation.

### Designation of Apparent Cause of Occurrence

The battery discharge surveillance instruction did not contain a specific step for transferring the 250-V d-c power supply to 4-kV shutdown board "D" emergency control bus before the test.

### Analysis of Occurrence

As a result of the deenergized control bus, the aforementioned equipment had no automatic starting capability for approximately 39 hours.

During the 39-hour period, each of the previously listed "D" pumps was capable of manual starting with the exception of RHR pump 1D which was out of service for maintenance. Diesel generator D was capable of automatic starting from all initiating signals except undervoltage on 4-kV shutdown board "D." All other diesel generators and emergency core cooling pumps on both units 1 and 2 were operable (except RHR pump 1B which was out of service for maintenance) during the 39-hour period.

There was no damage to critical structures or components; and there were no adverse effects to the environment, public, or plant personnel.

Corrective Action

The battery discharge surveillance instruction has been changed to include a step transferring the 250-V d-c power supply to the emergency bus. It will also be expanded to include verification of annunciations. A modification change request has been initiated to install power-available indicating lights over the 4-kV shutdown board control bus selector switches.

Failure Data

None