

# LICENSEE EVENT REPORT

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

01 N C B E P 2 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5  
7 8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58

CON'T  
01 REPORT SOURCE L 6 0 5 0 - 0 3 2 4 7 0 4 2 9 8 1 8 0 5 2 8 8 1 9  
7 8 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

## EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 During normal plant operation a No. 4 diesel generator lockout was received due to  
03 jacket water high temperature and low pressure trip signals. All the remaining diesel  
04 generators were operable at the time of this event. This event did not affect the  
05 health or safety of the public.  
06  
07

Technical Specifications 3.8.1.1b, 6.9.1.9b

08  
09 SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP. SUBCODE VALVE SUBCODE  
E E 11 E 12 B 13 R E L A Y X 14 A 15 Z 16  
7 8 9 10 11 12 13 14 15 16 17 18 19 20  
17 LER RO REPORT NUMBER EVENT YEAR SEQUENTIAL REPORT NO. OCCURRENCE CODE REPORT TYPE REVISION NO.  
8 1 0 4 4 0 3 L 0  
21 22 23 24 25 26 27 28 29 30 31 32  
ACTION TAKEN FUTURE ACTION EFFECT ON PLANT SHUTDOWN METHOD HOURS ATTACHMENT SUBMITTED NPD-4 FORM SUB. PRIME COMP. SUPPLIER COMPONENT MANUFACTURER  
C 18 X 19 Z 20 Z 21 0 0 0 0 Y 23 Y 24 N 25 G 0 8 0 0 26  
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47

## CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 Stuck closed electrical contacts in the diesel jacket water heater temperature control-  
11 ling relay 42X, Model No. CR2810A14A22, prevented the heater from de-energizing prior  
12 to exceeding the temperature trip setpoint. The relay was replaced. No cause could  
13 be determined for the low pressure trip signal. Both trip signals were reset and the  
14 diesel was returned to normal standby readiness.

15 FACILITY STATUS % POWER OTHER STATUS METHOD OF DISCOVERY DISCOVERY DESCRIPTION  
F 28 1 0 0 NA A 31 Operational Event  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
16 ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT OF ACTIVITY LOCATION OF RELEASE  
Z 33 Z 34 NA  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
17 PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION  
0 0 0 37 Z 38 NA NA  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
18 PERSONNEL INJURIES NUMBER DESCRIPTION  
0 0 0 40 NA  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
19 LOSS OF OR DAMAGE TO FACILITY TYPE DESCRIPTION  
Z 42 NA  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
20 PUBLICITY ISSUED DESCRIPTION  
N 44 NA  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

8106020457

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NAME OF PREPARER

LER ATTACHMENT - RO #2-81-44

Facility: BSEP Unit No. 2

Event Date: April 29, 1981

During the investigation of this event it was discovered that the high jacket water temperature trip had occurred as a result of stuck closed electrical contacts in the jacket water heater temperature controlling relay. An inspection of the relay revealed an accumulation of dirt and dust in the slider assembly of the relay which prevented the contacts from reopening following detection of a normal jacket water temperature. As a result of the stuck contacts, the jacket water temperature increased beyond the high temperature lockout setpoint. The relay was replaced and the jacket water heater was observed to be operating properly. No cause was determined for the low pressure lockout which was received. An inspection of the Emergency Control Relay (ECR), Start Time Relay (STR), Start Counter Relay (SCR), and the Jacket Water Low Pressure Trip Relay (JWPSCR) did not reveal any problems or symptoms that would indicate any problem which could have caused the pressure trip lockout. The jacket water high temperature and low pressure trips were then reset which returned the diesel to normal standby readiness.

Since there is no known previous failure history for this relay, this event is considered to be an isolated case and no further action is planned at this time.