

# LICENSEE EVENT REPORT

## Update Report

Previous Report Date 5-28-80

CONTROL BLOCK: 

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(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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

CON'T

0 1 7 8 REPORT SOURCE L 6 0 5 0 - 0 3 2 5 7 0 5 0 1 3 0 8 0 5 2 9 8 1 9 60 61 DOCKET NUMBER 65 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During normal plant operation, 1A Reactor Recirculation Pump tripped due to motor-

0 3 | generator (MG) set low oil pressure. Immediately following the trip a normal MG

0 4 | set oil pressure of 40 psig was observed. The MG set low oil pressure trip setpoint

0 5 | is  $30 \pm 2$  psig. A similar event occurred on May 12, 1980. Neither event affected the

0 6 | health or safety of the public.

0 7 |

Technical Specifications 3.4.1.1, 6.9.1.9b

SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE				COMP. SUBCODE		VALVE SUBCODE					
C	B	E	X	G	E	N	E	R	A	X	Z						
11	12	13	14	15	16	17	18	19	20	21	22						
EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE		REPORT TYPE		REVISION NO.									
8	0	0	3	8	0	3	L	1									
21	22	23	24	25	26	27	28	29	30	31	32						
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP SUPPLIER		COMPONENT MANUFACTURER	
X	Z	B	Z	0	0	0	1	Y	Y	N	F	1	2	7			
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32			

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 An investigation of these events, which included an inspection and calibration check of

1 1 the MG set oil pressure control valve, PCV-1739, and low oil pressure trip switches

1 2 1-B32-SC01A-PS-1, 2, and 3, failed to reveal any problems which might have caused

1 3 either of the trips experienced. In each case the MG set was restarted and the asso-

1 4 ciated pump was returned to service.

[illegible]

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LER ATTACHMENT - RO #1-80-38

Facility: BSEP Unit No. 1

Event Date: May 1, 1980

Immediately following the initial dip a visual check of the MG set was performed. At that time it was observed that the MG set oil pressure control valve was operating normally and controlling pressure at a desired value of 40 psig. Based on these observations a decision was made to raise the oil pressure control setpoint to 45 psig to prevent a spurious low pressure spike from tripping the MG set. In addition, the frequency of verifying proper oil pressure was temporarily increased from the normal once-per-shift until the oil pressure was determined to be stable. On May 12, 1980, it was observed that the MG set oil pressure had decreased to approximately 41 psig. A decision was then made to readjust the oil pressure control valve setting in order to maintain 45 psig. While performing this evolution the oil pressure became very erratic and a low pressure dip occurred causing the MG set to trip. The MG set oil pressure was then readjusted to 45 psig and the MG set and its associated pumps were restarted.

Following the second trip work authorizations were initiated to inspect and perform calibrations on all components of the MG set which could have produced the low oil pressure dips. This investigation was conducted during the 1980 unit refueling outage. Calibration and visual checks of the oil pressure trip switches and other system oil pressure control components did not reveal any problems which could have resulted in either of the experienced trips. As no cause for either event was determined, despite investigative attempts, and because no further MG set trips have since occurred, it is felt that, further corrective actions pertaining to these events, is unnecessary and is therefore not planned.