

# LICENSEE EVENT REPORT

CONTROL BLOCK: 1

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 MIDCC2200000000000341111145

CON'T 01 REPORT SOURCE L605000316706128130709819

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10  
02 DURING NORMAL OPERATION, A REACTOR TRIP OCCURRED AS A RESULT OF A FAILURE IN A 120 VOLT

03 A.C. VITAL BUS (CRID II). THIS EVENT WAS NONCONSERVATIVE IN RESPECT TO T.S. 3.8.2.1.

04 PREVIOUS OCCURRENCES OF SIMILAR NATURE INCLUDE: 050-315/80-20, 79-22.

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09 SYSTEM CODE EB11 CAUSE CODE E12 CAUSE SUBCODE G13 COMPONENT CODE GENERA14 COMP SUBCODE F15 VALVE SUBCODE Z16

17 LER/RO REPORT NUMBER 81 EVENT YEAR 81 SEQUENTIAL REPORT NO. 027 OCCURRENCE CODE 03 REPORT TYPE L REVISION NO. 0

ACTION TAKEN C18 FUTURE ACTION F19 EFFECT ON PLANT A20 SHUTDOWN METHOD C21 HOURS 0008 ATTACHMENT SUBMITTED Y23 NPRD-4 FORM SUB. Y24 PRIME COMP. SUPPLIER N25 COMPONENT MANUFACTURER X999926

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

10 INVESTIGATION REVEALED THAT A C-2 CAPACITOR (SPRAGUE - NO.330 P72) FAILED, RESULTING

11 IN A REACTOR TRIP FROM INDICATION OF A LOSS OF RCP FLOW. THE FAILED CAPACITOR ALSO

12 BLEW AN ASSOCIATED FUSE. THE FUSE AND CAPACITOR WERE REPLACED AND THE INVERTER WAS

13 RETURNED TO SERVICE WITHIN THE T.S. ALLOWABLE TIME LIMIT. IT HAS BEEN DISCOVERED THAT

14 THE OPERATING TEMPERATURES FOR THE C-2 CAPACITORS ARE ABOVE (SEE ATTACHED SUPPLEMENT)

15 FACILITY STATUS E28 % POWER 10029 OTHER STATUS NA METHOD OF DISCOVERY A31 DISCOVERY DESCRIPTION REACTOR TRIP32

16 ACTIVITY CONTENT Z33 RELEASED OF RELEASE Z34 AMOUNT OF ACTIVITY NA35 LOCATION OF RELEASE NA36

17 PERSONNEL EXPOSURES NUMBER 00037 TYPE Z38 DESCRIPTION NA39

18 PERSONNEL INJURIES NUMBER 00040 DESCRIPTION NA41

19 LOSS OF OR DAMAGE TO FACILITY TYPE Z42 DESCRIPTION NA43

20 PUBLICITY SHED DESCRIPTION N44 NA45 NRC USE ONLY

8107200217 810709  
PDR ADOCK 05000316  
S PDR

J. L. RISCHLING

PHONE: 616-465-5901

ATTACHMENT TO LER # 81-027/03L-0

SUPPLEMENT TO CAUSE DESCRIPTION

RATED DESIGN TEMPERATURES. A DESIGN CHANGE (12-1858) HAS BEEN INITIATED TO REPLACE THE PRESENT C-2 CAPACITORS WITH A NEW TYPE WHICH IS RATED AT A HIGHER OPERATING TEMPERATURE.

INVESTIGATION IS CONTINUING CONCERNING VENTILATION OF THE CRID CABINETS. AN UPDATE LER WILL BE SUBMITTED IF THE CONTINUED INVESTIGATION RESULTS IN FURTHER SYSTEM MODIFICATION OR OTHER CHANGES.