

UPDATED REPORT

PREVIOUS REPORT DATE: 07-02-82

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0	1	M	D	C	C	N	1	2	0	0	-	0	0	0	0	0	-	0	0	3	4	1	1	1	1	4			5
7	8	9					14	15											25	26							57	CAT	58
LICENSEE CODE		LICENSE NUMBER														LICENSE TYPE													

CON'T

REPORT SOURCE L 6 0 5 0 0 0 3 1 7 7 0 6 0 4 8 2 8 0 6 0 9 8 3 9

60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During Mode 6 operation at 1656 while performing surveillance testing

0 3 | experienced a loss of the redundant shutdown cooling loop and the oper-

0 4 | able boration flow path (T.S. 3.9.8.2 & 3.1.2.1). Number 11 4Kv bus was

0 5 | inadvertently deenergized at 1656, causing a loss of power to #11 LPSI

0 6 | pump. Since #12 LPSI pump was running at the time, shutdown cooling flow

0 7 | was not lost. The boration flow path from the RWT was also lost. Power

0 8 | was restored to #11 4Kv bus at 1658. Similar events: none.

SYSTEM CODE I D 11		CAUSE CODE X 12		CAUSE SUBCODE Z 13		COMPONENT CODE G E N E R A 14				COMP. SUBCODE F 15		VALVE SUBCODE Z 16	
LER/RO REPORT NUMBER 17		EVENT YEAR 8 2 21 22		SEQUENTIAL REPORT NO. 0 2 8 24 26		OCCURRENCE CODE 0 3 28 29		REPORT TYPE X 30		REVISION NO. 1 32			
ACTION TAKEN Z 18		FUTURE ACTION F 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0 0 0 0 22 23 24 25		ATTACHMENT SUBMITTED Y 23		NPRD-4 FORM SUB. N 24	
PRIME COMP. SUPPLIER A 25		COMPONENT MANUFACTURER E 3 5 5 26											

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | Testing and research has shown that the vital instrument bus fuses were

1 1 | improper. The proper fuses were installed in both units' vital buses

1 2 | under Facility Change 83-1001. The current limiting feature of inverters

1 3 | 11, 12, 21, and 22 has been removed under this change also. Replacement

1 4 | of all inverters to state-of-the-art design is being considered.

8 9
FACILITY STATUS % POWER OTHER STATUS (30) METHOD OF DISCOVERY DISCOVERY DESCRIPTION (32)

1 5 G (28) 0 0 0 (29) N/A A (31) Operator Observation

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

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 2 33 4 34 N/A

7 8 9 10 11

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

N/A

45

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	0	0	0	37	Z	38	N/A	

PERSONNEL INJURIES		NUMBER		DESCRIPTION	
1	8	0	0	0	N/A

1		2		3		4		5		6		7		8		9		10		11		12	
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2		0	N		(44)	N/A												NRC USE ONLY									
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NRC USE ONLY

NAME OF PREPARER L. F. Basso

PHONE: 301-269-4933

BALTIMORE GAS AND ELECTRIC COMPANY

P.O. BOX 1475
BALTIMORE, MARYLAND 21203

NUCLEAR POWER DEPARTMENT
CALVERT CLIFFS NUCLEAR POWER PLANT
LUSBY, MARYLAND 20657

June 9, 1983

Mr. James M. Allan
Acting Regional Administrator
U. S. Nuclear Regulatory Commission
Region I
631 Park Avenue
King of Prussia, PA 19406

Docket No. 50-317
License No. DPR 53

Dear Mr. Allan:

In accordance with Technical Specification 6.9 please find the attached updated report for LER 82-28/3X, Revision 1.

Should you have any questions regarding this report, we would be pleased to discuss them with you.

Very truly yours,

LBR
L. B. Russell
Plant Superintendent

LBR:LFB:bsb

cc: Director, Office of Management Information
and Program Control
Messrs: A. E. Lundvall, Jr.
J. A. Tiernan

FE22
1/1

LER NO. 82-28/3X, Rev. 1
DOCKET NO. 50-317
LICENSE NO. DPR 53
EVENT DATE 06-04-82
REPORT DATE 06-09-83
ATTACHMENT

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (CONT'D)

The results of investigations of later similar occurrences have shown that the 20 amp. vital AC instrument bus fuses were of the improper size and type. With proper fusing, the voltage transients caused by short circuits should be isolated via the instrument bus load fuses. However, short circuit tests performed on a vital instrument bus show that even with a properly fused bus, operation of the inverter's current limiter, in response to a current surge, will cause an electrical disturbance of the vital bus.

After an engineering study of all vital AC instrument bus loading, the proper fuses were installed and the current limiters were removed from inverters 11, 12, 21, and 22. To improve vital AC system reliability, the replacement of all vital inverters with state-of-the-art design is being considered.