

Commonwealth Edison Company

QUAD-CITIES NUCLEAR POWER STATION

Address Reply to:

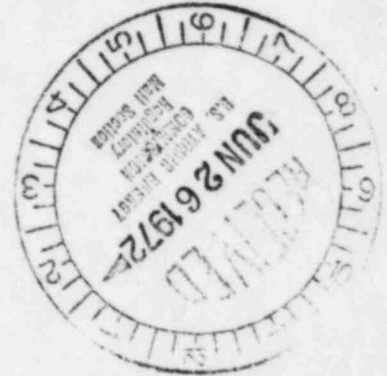
POST OFFICE BOX 216 ★ CORDOVA, ILLINOIS 61242

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FAP-72-118

June 23, 1972



Mr. E. J. Bloch
Acting Director, Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

Dear Mr. Bloch:

Subject: Licenses DPR-29 and 30, Quad-Cities Nuclear
Power Station - Units 1 and 2 - Section
6.6.C.1 of the Technical Specifications

This is to report a variance in the performance of the Emergency Power System from that described in the SAR. The power supply to bus 28/29-5 transferred from bus 29 to bus 28 during the loss of Auxiliary Power startup test even though the No. 2 Diesel-Generator did not fail. This degraded the system such that the power to bus 28/29-5 had to be supplied by the No. 1/2 Diesel-Generator and automatic switching to a backup supply was not available.

PROBLEM AND INVESTIGATION

On May 25, 1972, a loss of auxiliary power test was conducted on Unit No. 2 from 10 per cent power. A review of the test revealed that the power supply for bus 28/29-5 had transferred automatically from bus 29 to 28. The supply breaker from bus 29 is designed to remain closed for about 15 seconds following a loss of power to allow time for the No. 2 Diesel-Generator to start and re-energize the bus. Should this diesel fail, a time delay will initiate transfer of the power supply to bus 28 where the bus will receive power from the No. 1/2 Diesel-

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Mr. E. J. Bloch

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June 23, 1972

Generator as described in Section 8.2.3.1 of the SAR. During the test both diesel-generators started normally and the momentary interruption of power to bus 28/29-5 would not have prevented any of the safety systems from performing their intended function.

Investigation of the power transfer verified that the time delay relay was properly set and performing its function correctly. Further testing revealed that the power supply breaker at bus 29 was tripping immediately on loss of power to bus 29. The reason for this was traced to a wiring error which put a bus 29 undervoltage relay in the breaker trip circuit and effectively bypassed the time delay relay. A similar wiring error was found to exist on Unit No. 1. This situation has now been corrected on both units by removing the wire to the undervoltage relay.

Very truly yours,

COMMONWEALTH EDISON COMPANY
Quad-Cities Nuclear Power Station



F. A. Palmer
Station Superintendent

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