

TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE
37401



March 29, 1974



Mr. John F. O'Leary, Director
Directorate of Licensing
Office of Regulation
U.S. Atomic Energy Commission
Washington, DC 20545

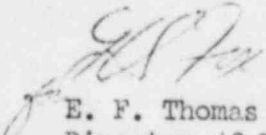
Dear Mr. O'Leary:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 1 -
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - ABNORMAL
OCCURRENCE REPORT BFAO-7419W

The enclosed report is to provide details concerning "A" diesel generator that was made inoperable for approximately 5 hours without previous testing of the emergency core cooling systems which occurred on Browns Ferry Nuclear Plant unit 1 on March 21, 1974, and is submitted in accordance with Appendix A to Regulatory Guide 1.16, Revision 1, October 1973.

Very truly yours,

TENNESSEE VALLEY AUTHORITY


E. F. Thomas
Director of Power Production

Enclosure

CC (Enclosure):

Mr. Norman C. Moseley, Director
Region II Regulatory Operations Office, USAEC
230 Peachtree Street, NW., Suite 818
Atlanta, Georgia 30303

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ABNORMAL OCCURRENCE REPORT

Report No.: BFAO-7419W
Report Date: March 29, 1974
Occurrence Date: March 21, 1974
Facility: Browns Ferry Nuclear Plant unit 1

Identification of Occurrence

"A" diesel generator was made inoperable for approximately 5 hours without previous testing of the emergency core cooling systems.

Conditions Prior to Occurrence

The reactor was operating at approximately 95-percent power. All diesel generators and standby core cooling systems were operable.

Description of Occurrence

When an item of plant equipment is intentionally removed from service for maintenance, plant instructions state that testing required by the technical specifications be conducted before any disassembly begins which would make the component incapable of being restored to immediate service. Technical specifications require that, when one diesel generator is found to be inoperable, the remaining three diesel generators, the core spray system, and RHR System (LPCI mode) should be demonstrated to be operable immediately. Contrary to these requirements, "A" diesel generator was removed from service for air start motor maintenance and was inoperable for a period of approximately 5 hours without demonstrating the operability of the emergency core cooling systems.

Analysis of Occurrence

The diesel generator air start motors were being cleaned, inspected, replaced, and tested at increased frequency because of previously reported problems (BFAO-7413W). On this date the maintenance foreman requested a clearance from the shift engineer on "A" diesel generator air start motors to perform this maintenance. The shift engineer requested the assistant shift engineer to tag "A" diesel air start motors. The assistant shift engineer then isolated and tagged the air supply to both start motors and the start logic power supply.

The shift engineer recognized that the technical specifications permit one diesel generator to be removed from service for maintenance if the remaining three diesels and the emergency core cooling systems are operable. The shift engineer knew that surveillance tests which proved operability of diesel generators had been conducted within the past 24 hours and considered that the other systems were operable and no additional testing was required.

The start motors were cleaned, replaced, and successfully tested. The diesel was then returned to operable condition.

Corrective Action

A detailed discussion of the requirements of the technical specifications and plant instructions was held among the shift engineer, assistant shift engineer, unit operator, and the assistant power plant operations supervisor. Copies of this report have been placed in the shift engineers' office and brought to the attention of operating employees.