

LICENSEE EVENT REPORT (LER)

Form Rev. 2-9

Facility Name (1) LaSalle County Station Unit 2 Docket Number (2) VI 51 01 01 01 31 71 41 1 of 01 3
 Title (4)

Loss of Auxiliary Electric Equipment Room Ventilation Supply Fan Due to Overheating of Starting Coil for the Breaker

Event Date (5)			LER Number (6)			Report Date (7)			Other Facilities Involved (8)						
Month	Day	Year	Year	Sequential Number	Revision Number	Month	Day	Year	Facility Names	Docket Number(s)					
11	0	01	71	91	1	91	1	---	01	51	01	01	01	1	1
11	0	01	71	91	1	91	1	---	01	51	01	01	01	1	1

OPERATING
MODE (9)

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10CFR
 (Check one or more of the following) (11)

POWER LEVEL (10)	0	8	5	20.402(b)	20.405(c)	50.73(a)(2)(iv)	73.71(b)
				20.405(a)(1)(i)	50.36(c)(1)	X 50.73(a)(2)(v)	73.71(c)
				20.405(a)(1)(ii)	50.36(c)(2)	50.73(a)(2)(vii)	Other (Specify
				20.405(a)(1)(iii)	50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	in Abstract
				20.405(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	below and in
				20.405(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(x)	Text)

LICENSEE CONTACT FOR THIS LER (12)

Name Vincent Gutierrez, Technical Staff Engineer, Extension 2809
 TELEPHONE NUMBER
 AREA CODE 815 315 7161

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS
X	V	I							

SUPPLEMENTAL REPORT EXPECTED (14)

Expected Submission Date (15)
 Month Day Year

[Yes (If yes, complete EXPECTED SUBMISSION DATE) X] NO

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

On October 7, 1991, at 0400 hours with Unit 1 and 2 in Operational Condition 1 (RUN) at 95% and 85% power respectively, a seven day timeclock was entered per Technical Specification 3.7.2 due to the VE[VI] Supply Fan breaker tripping. At this time the "A" VC/VE[VI] train was out of service for scheduled maintenance and a one hour timeclock was entered at this time per Technical Specification 3.0.3, since both VC/VE[VI] Emergency Make-up Trains were inoperable at the same time. The "A" train was returned to service at 0450 hours on October 7, 1991, and the one hour timeclock was exited. Nuclear Regulatory Commission (NRC) notification was made at 0755 hours on October 7, 1991, on the basis of a loss of a safety system function, since both Auxiliary Electric Room Ventilation Systems were unavailable for service. Work Request L10621 was initiated at this time for the Electrical Maintenance Department to investigate and correct the problem. The 52X relay, the starting coil, was found to be the cause of the problem. This relay was replaced and on October 7, 1991, at 2030 hours the VE[VI] supply fan, OVED1CB, was successfully run. On October 7, 1991, at 2120 hours the timeclock was exited.

This event is reportable pursuant to the requirements of 10CFR50.73(a)(2)(V)(C) due to the loss of a safety system function.

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TEXT Energy Industry Identification System (EIIIS) codes are identified in the text as [XX]

PLANT AND SYSTEM IDENTIFICATION

General Electric - Boiling Water Reactor

Energy Industry Identification System (EIIIS) codes are identified in the text as [XX].

A. CONDITION PRIOR TO EVENT

Unit(s): 1&2 Event Date: 10/07/91 Event Time: 0400 Hours

Reactor Mode(s): 1/1 Mode(s) Name: RUN Power Level(s): 95%/85%

B. DESCRIPTION OF EVENT

On October 7, 1991 at 0400 hours with Unit 1 and 2 in Operational Condition 1 (Run) at 95% and 85% power respectively, while running the "B" train auxiliary Electric Equipment Room Ventilation System (VE) [VI], the breaker for Supply Fan OVE01CB tripped. Smoke was observed coming out of Switchgear 236X compartment 302B. The breaker was de-energized and then racked out. At this time the "B" supply fan, OVE01CB, was declared inoperable.

At the time of the "B" VE Supply Fan failure, the "A" Control Room Ventilation (VC) [VI] and Auxiliary Electric Equipment Room Ventilation system were out of service for scheduled maintenance. The "A" VC/VE train was promptly returned to service. Because both trains of the Auxiliary Electric Equipment Room Ventilation System were unavailable for service at the same time, a Nuclear Regulatory Commission notification was made on the basis of a loss of a safety system function. An Electrical Maintenance Department work request was initiated to investigate and correct the problem.

A seven day timeclock was entered on October 7, 1991 at 0400 hours per Technical Specification 3.7.2. At the same time a one hour timeclock was entered per Technical Specification 3.0.3 since both VC/VE [VI] trains were inoperable at the same time. On October 7, 1991 at 0450 hours, the "A" VC/VE [VI] train was returned to service and the one hour timeclock per Technical Specification 3.0.3 was exited. At 2030 hours on October 7, 1991 the VC/VE "B" train was successfully run and at 2120 hours on October 7, 1991 the timeclock was exited.

This event is reportable pursuant to the requirements of 10CFR50.73(a)(2)(V)(C) due to the loss of a safety system function.

C. APPARENT CAUSE OF EVENT

The 52X coil, which is the starting coil, as shown on Electrical schematic 1E-0-4434AG, for the VE Supply Fan, OVE01CB, overheated and the insulation material in the coil assembly melted causing a mechanical binding which prevented the contacts from closing. The reason that the coil overheated could not be determined.

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TEXT Energy Industry Identification System (EIIIS) codes are identified in the text as [XX]

D. SAFETY ANALYSIS OF EVENT

Technical Specification 3.7.2 requires that two independent Control Room and Auxiliary Electric Equipment Room emergency filtration systems be operable. The failure of the Auxiliary Electric Equipment Room Supply Fan starting coil left both Auxiliary Electric Room ventilation systems inoperable at the same time, since the "A" train had been taken out-of-service for scheduled maintenance. Maintenance had not yet been performed so the unavailability of the "A" Auxiliary Electric Room and the Control Room trains was purely administrative. The "A" train was promptly returned to service. Had there been a need for emergency filtration of Control Room and Auxiliary Electric Equipment room air, the "A" train could have returned to service through the LaSalle County Station Out-Of-Service Administrative Procedure. Throughout this event the Control Room Ventilation was maintained.

E. CORRECTIVE ACTIONS

Work Request L10621 was initiated for the Electrical Maintenance Department to investigate and correct the problem. The insulation material in the coil assembly for the 52X relay, as shown on electrical schematic 1E-0-4434AG, was found partially melted. This prevented the contacts for this relay from closing, which prevented the fan from being restarted. This relay was replaced on October 7, 1991 and the VE [VI] supply fan was, OVE01CB successfully run. The reason that the relay overheated could not be determined.

F. PREVIOUS EVENTS

None.

G. COMPONENT FAILURE DATA

Manufacturer	Nomenclature	Model Number	MFG Part Number
General Electric	Electrical Relay	CR161A6477	CR161A6477