

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)
Browns Ferry - Units 1, 2, and 3DOCKET NUMBER (2)
0 5 0 0 0 2 5 9PAGE (3)
1 OF 2TITLE (4)
Fire Door Structural and Fire Rating Integrity Degraded

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)										
0	8	2	9	8	4	8	4	0	3	4	0	0	0	9	2	5	8	4	Browns Ferry - Unit 2	0 5 0 0 0 2 6 0
																		Browns Ferry - Unit 3	0 5 0 0 0 2 9 6	

OPERATING MODE (9)		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)									
POWER LEVEL (10)	1 0 0	20.402(b)		20.406(c)		50.73(a)(2)(iv)		73.71(b)			
		20.406(a)(1)(i)		50.36(e)(1)		50.73(a)(2)(v)		73.71(c)			
		20.406(a)(1)(ii)		50.36(e)(2)		50.73(a)(2)(vi)		OTHER (Specify in Abstract below and in Text, NRC Form 306A)			
		20.406(a)(1)(iii)		50.73(a)(2)(i)							
		20.406(a)(1)(iv)		50.73(a)(2)(ii)							
20.406(a)(1)(v)		50.73(a)(2)(iii)		50.73(a)(2)(x)							

LICENSEE CONTACT FOR THIS LER (12)
NAME
Jimmy B. WalkerTELEPHONE NUMBER
AREA CODE
2 0 5 7 2 9 - 0 8 6 5

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)										
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	

SUPPLEMENTAL REPORT EXPECTED (14)
☐ YES (If yes, complete EXPECTED SUBMISSION DATE:) ☒ NOEXPECTED SUBMISSION DATE (15)
MONTH DAY YEAR

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

On August 29, 1984, Engineering Design determined that the structural integrity of 12 fire doors had been reduced. This reduction of door integrity was caused by maintenance and modifications to the doors and door frames.

The doors identified will be replaced as soon as new doors are received on site and a continuous roving fire watch will remain in force until the doors have been replaced, as an interim corrective measure.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO. 3150-0104

EXPIRES 8/31/85

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (8)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
Browns Ferry - Units 1, 2, and 3	0500025984	03	4	00	02	OF	02

TEXT (If more space is required, use additional NRC Form 366A's) (17)

Unit 1 was operating at 100 percent power, unit 2 was at 63 percent power, and unit 3 was in a refueling outage.

On July 3, 1984 during the performance of the fire door (DR) inspection the Plant Safety Section and Engineering Design determined that a number of doors had been modified which raised a question of the reduction of their integrity. An evaluation of all the fire doors was started immediately by Engineering Design to determine if the modified doors had been degraded and how many had been affected.

On August 2, 1984 at 1430, Engineering Design determined that a total of 12 doors had a reduction in structural integrity. The cause of the degradation was two fold (1) Maintenance had been performed to correct deterioration of the door due to a pressure differential across some of the secondary boundary doors and (2) the addition of door card readers (RDR) on others. The pressure differential across some of the door boundary areas has created a high stress factor on both sides of the door. The pressure differential, along with repeated opening of the doors, has caused the outer skin of the door to separate from the internal "honey-comb" supporting structure. The doors have deteriorated structurally over a period of time to a point that modifications were necessary to prevent the door skin from being separated from the rest of the door. One-fourth inch diameter pins were installed through the doors from skin to skin and welded to the skin in a checkerboard pattern to restore structural integrity. In doing so the amount of heat, in the event of a fire, transferred from one side of the door to the other by means of these added 1/4-inch diameter steel pins, through conduction, would reduce the original fire door integrity. The remaining doors affected were degraded when card readers were added. The electrical conduit (CND) for some card readers were installed through the door frames rather than through the concrete wall. Because of these modifications and maintenance, the fire door integrity was reduced.

From a safety analysis standpoint, the possibility of a fire has not been increased in the areas protected, but the protection time of the doors mentioned, in the event of a fire, has been slightly reduced.

A continuous roving fire watch was established immediately after Engineering Design made the determination that the integrity of the doors had been reduced. The fire watch will remain in effect as an interim measure until new doors are received and installed. Maintenance instructions will be revised to caution against performing any maintenance work that would affect the fire rating of the doors without proper review and approval. No further corrective action is planned.

Responsible Plant Section

None

Previous Similar Events

None

TENNESSEE VALLEY AUTHORITY

Browns Ferry Nuclear Plant

P. O. Box 2000

Decatur, Alabama 35602

September 25, 1984

U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, D. C. 20555

Dear Sir:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT (BFN) UNIT 1 -
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - REPORTABLE
OCCURRENCE REPORT BFRO-50-259/84034

The enclosed report provides details that concern fire door structural and
fire rating integrity degraded. This report is submitted in accordance
with 10 CFR 50.73 (a)(2)(ii).

Very truly yours,

TENNESSEE VALLEY AUTHORITY

STJ
G. T. Jones
Plant Manager
Browns Ferry Nuclear Plant

Enclosure

cc (Enclosure):
Regional Administrator
U. S. Nuclear Regulatory Commission
Office of Inspection and Enforcement
Region II
101 Marietta Street, Suite 2900
Atlanta, Georgia 30303

INPO Records Center
Suite 1500
1100 Circle 75 Parkway
Atlanta, Georgia 30339

NRC Resident Inspector, BFN

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