

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Turkey Point Unit 3										DOCKET NUMBER (2) 0 5 0 0 0 2 5 0										PAGE (3) 1 OF 0 1																															
TITLE (4) Diesel Driven Fire Pump																																																			
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	2	1	3	8	5	8	5	-	0	0	5	-	0	0	0	3	1	4	8	5	Turkey Point Unit 4					0 5 0 0 0 2 5 1																									
												N/A											0 5 0 0 0																												
OPERATING MODE (9)		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 5. (Check one or more of the following) (11)																																																	
N		20.432(b)										20.408(e)										80.73(a)(2)(iv)										73.71(b)																			
POWER LEVEL (10)		1 0 0										20.408(a)(1)(i)										80.36(a)(1)										80.73(a)(2)(v)										73.71(c)									
		20.408(a)(1)(ii)										80.36(a)(2)										80.73(a)(2)(vi)										<input checked="" type="checkbox"/> OTHER (Specify in Abstract below and in Text, NRC Form 365A)																			
		20.408(a)(1)(iii)										80.73(a)(2)(i)										80.73(a)(2)(vii)(A)										Special Report																			
		20.408(a)(1)(iv)										80.73(a)(2)(ii)										80.73(a)(2)(viii)(B)																													
		20.408(a)(1)(v)										80.73(a)(2)(iii)										80.73(a)(2)(ix)																													
LICENSEE CONTACT FOR THIS LER (12)																																																			
NAME												TELEPHONE NUMBER																																							
R. D. Hart, Licensing Engineer												3 0 5 2 4 5 - 2 9 1 0																																							
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																																									
X	K/P	P	F 0 1 0	N																																															
X	K/P	B Y C	F 0 1 0	N																																															
SUPPLEMENTAL REPORT EXPECTED (14)												EXPECTED SUBMISSION DATE (15)										MONTH	DAY	YEAR																											
<input type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE)												<input checked="" type="checkbox"/> NO																																							
ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single space typewritten lines) (16)																																																			
Special Report																																																			
<p>Event: On February 5, 1985, while performing a work order to clean the four batteries for the diesel driven fire protection pump, it was noticed that battery acid fluid had been forced out of each of four batteries. Further investigation revealed that wire leads to the diode bridge rectifier in the terminal box for the diesel charging system had "blown off". The diesel driven pump was declared out of service at 6:18 p.m., for repairs. Replacement parts had to be ordered and the pump could not be returned to normal operation until February 15, 1985. At 6:18 p.m. on February 13, the 7 day grace period provided by Technical Specification 3.14.2.b.1 was exceeded. During this event, the motor driven fire protection pump was fully operational. The diesel driven pump was started manually and operated, without the benefit of automatic starting and charging, to demonstrate that it was available by manual action.</p> <p>Cause of Event: The standby charging system that maintains the batteries when the diesel engine is not operating was overcharging. The four 12-volt batteries are physically and electrically arranged in two by two sets for 24-volt primary and 24-volt back-up cranking energy. Normally, the stand-by charging current is a fraction of an amp to each set. The as-found charging current to each set was about 8 amps. The gases formed from disassociation had forced some battery fluid out of the batteries. It is suspected that the failure of the diode bridge rectifier was the root cause of the malfunction but this could not be confirmed.</p> <p>Corrective Actions: New batteries and diode bridge rectifier were received and installed and the diesel alternator charging performed according to the manufacturer's design and specifications. A new circuit card was installed in the standby charger controls. Charging rate adjustments were made in accordance with the manufacturer's manual. Both the diesel charging and the standby charging functions were returned to normal service.</p> <p>The health and safety of the public were not affected. This Special Report is submitted in accordance with 10 CFR 50.73(a). Similar occurrences: LER 250-79-001, 250-79-024, 250-79-027, 250-80-001, 250-82-002</p>																																																			



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L-85-104

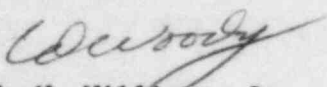
U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Gentlemen:

Re: Reportable Event 85-05
Turkey Point Unit 3
Date of Event: February 13, 1985
Diesel Driven Fire Pump

The attached Licensee Event Report is being submitted pursuant to the requirements of 10 CFR to provide notification of the subject event.

Very truly yours,

for 
J. W. Williams, Jr.
Group Vice President
Nuclear Energy

JWW/SAV/js

Attachment

cc: Dr. J. Nelson Grace, Region II, USNRC
Harold F. Reis, Esquire
File 933.1
PNS-LI-85-097-1