

LICENSEE EVENT REPORT (LER)

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|--|--------|--|----------------|-------------------|-----------------|------------------|-----------------|---|-----------------------|--|-----|------------------|--|--|--|--|--|--|--|----------------------|--|
| FACILITY NAME (1) Browns Ferry - Unit 1 | | | | | | | | | | DOCKET NUMBER (2) 0 5 0 0 0 2 5 9 | | | | | | | | | | PAGE (3) 1 OF 0 2 | |
| TITLE (4) Unqualified Diesel Generator and Shutdown Board Battery Racks | | | | | | | | | | | | | | | | | | | | | |
| 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) | | | | | | | | | |
| | | | | | | | | | Browns Ferry - Unit 2 | | | 0 5 0 0 0 2 6 10 | | | | | | | | | |
| 0 4 | 1 9 | 8 5 | 8 5 | 0 1 4 | 0 0 0 | 5 1 4 | 8 5 | | Browns Ferry - Unit 3 | | | 0 5 0 0 0 2 9 16 | | | | | | | | | |
| OPERATING MODE (9) N | | THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 8. (Check one or more of the following) (11) | | | | | | | | | | | | | | | | | | | |
| POWER LEVEL (10) 0 0 0 | | 20.402(b) | | 20.406(a)(1)(i) | | 20.406(c) | | 50.73(a)(2)(iv) | | 73.71(b) | | | | | | | | | | | |
| | | 20.406(a)(1)(ii) | | 50.36(c)(1) | | 50.73(a)(2)(v) | | 50.73(a)(2)(v) | | 73.71(c) | | | | | | | | | | | |
| | | 20.406(a)(1)(iii) | | 50.36(c)(2) | | 50.73(a)(2)(vi) | | 50.73(a)(2)(vii) | | OTHER (Specify in Abstract below and in Text, NRC Form 386A) | | | | | | | | | | | |
| | | 20.406(a)(1)(iv) | | 50.73(a)(2)(ii) | | 50.73(a)(2)(iii) | | 50.73(a)(2)(viii)(A) | | | | | | | | | | | | | |
| | | 20.406(a)(1)(v) | | 50.73(a)(2)(iv) | | 50.73(a)(2)(v) | | 50.73(a)(2)(viii)(B) | | | | | | | | | | | | | |
| | | 20.406(a)(1)(vi) | | 50.73(a)(2)(iii) | | 50.73(a)(2)(iv) | | 50.73(a)(2)(ix) | | | | | | | | | | | | | |
| LICENSEE CONTACT FOR THIS LER (12) | | | | | | | | | | | | | | | | | | | | | |
| NAME Stephen B. Jones | | | | | | | | TELEPHONE NUMBER 2 0 5 7 2 9 1 - 2 5 3 1 8 | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | |
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| 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 April 19, 1985, the preliminary results of an engineering evaluation being performed because the number one, two, and three 250-V battery racks, the 48-V A and B annunciator battery racks, the 48-V telephone battery rack, the 24-V neutron monitoring battery rack, the unit 1 and 2 diesel generator A, B, C, and D battery racks, and the unit 3 diesel generator A, B, C, and D battery racks were not installed per design drawings concluded that the diesel generator battery racks were not seismically qualified. The remaining battery racks were acceptable as they were installed. On May 1, 1985, another engineering evaluation determined the installation discrepancy in the 3EB shutdown board battery rack made it unqualified in a seismic event.

The diesel generator racks were upgraded on April 20 and 21 to meet seismic requirements. On April 22 the 3EB shutdown board battery rack was modified to meet seismic requirements. The remaining battery rack drawings are being revised to reflect the installed configuration. There was no effect on the health and safety of the public.

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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 (6) | | | PAGE (3) | | |
|-----------------------|-------------------|----------------|-------------------|-----------------|----------|------|-----|
| | | YEAR | SEQUENTIAL NUMBER | REVISION NUMBER | | | |
| Browns Ferry - Unit 1 | 0 5 0 0 0 2 5 9 | 8 5 | - 0 1 4 | - 0 0 | 0 | 2 OF | 0 2 |

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

Unit 1 and unit 2 were in refueling/maintenance outages. Unit 3 was in cold shutdown.

On April 5, 1985, the number one, two, and three 250-V main battery (EJ) racks, the 48-V A and B annunciator battery racks, 48-V telephone battery rack, the 24V neutron monitoring battery rack, the unit 1 and 2 diesel generator (DG) (EK) battery A, B, C, and D racks, and the unit 3 DG battery A, B, C, and D racks were found installed out of drawing specifications. On April 19, 1985, preliminary results of an engineering evaluation indicated that the 250-V battery racks, the 48-V battery racks, and the 24-V battery racks were qualified in the present configuration. The DG battery racks could not meet seismic qualification requirements. On April 22, 1985, a 3-inch to 4-inch gap between a battery and the end of the 3EB shutdown board battery rack was identified. An evaluation completed on May 1, 1985, showed the battery rack could not meet seismic qualification requirements.

On April 20 and 21, the DG battery racks had shims installed to correct the installation deficiency. On April 22, the 3-inch to 4-inch gap on the 3EB shutdown board battery rack was eliminated by adjusting the end of the battery rack.

The DG battery racks were in an unqualified configuration because modification engineers did not take appropriate steps to ensure all design requirements were met. A lack of detailed mounting instructions was found to be the primary cause of the 3EB shutdown board battery rack not being properly installed.

A safety evaluation showed there was the potential to damage the 3EB shutdown board battery and the DG batteries during the design basis earthquake. The 3EB shutdown board battery provides control power to the 3EB 4160-V shutdown board. The loss of one 4160-V shutdown board is acceptable per the Final Safety Analysis Report and would not jeopardize plant safety. Damage to the DG batteries would prevent startup of the corresponding DG. The loss of the DG would accordingly jeopardize the ability to maintain the plant in a safe shutdown condition in the event of concurrent loss of offsite power.

The DG and shutdown board battery racks were modified to meet design requirements. The design drawings for the 250-V, 48-V, and 24-V battery racks are being revised to reflect the installed configuration. The probability of similar installation errors occurring has been minimized by the present modification procedures. The present procedures are more comprehensive than the procedures used to install the battery racks in 1979 and 1980.

Responsible Plant Section - Modifications

Previous Events - None

TENNESSEE VALLEY AUTHORITY

Browns Ferry Nuclear Plant

P. O. Box 2000

Decatur, Alabama 35602

May 14, 1985

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

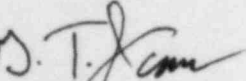
Dear Sir:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT (BFN) UNIT 1 -
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - REPORTABLE
OCCURRENCE REPORT BFRO-50-259/85014

The enclosed report provides details concerning an unqualified diesel generator and shutdown board battery racks. This report is submitted in accordance with 10 CFR 50.73 (a)(2)(ii).

Very truly yours,

TENNESSEE VALLEY AUTHORITY



G. T. Jones
Plant Manager
Browns Ferry Nuclear Plant

BCM:SBJ:BDL

Enclosures

cc (Enclosures):

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NRC Resident Inspector, BFN