

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Browns Ferry - Unit 1										DOCKET NUMBER (2) 0 5 0 0 0 2 5 9										PAGE (3) 1 OF 0 3	
TITLE (4) Standby Diesel Generators Declared Inoperable																					
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 0									
0 8	1 4	8 5	8 5	0 4	1	0 0	0 9	2 7	Browns Ferry - Unit 3			0 5 0 0 0 2 9 6									
OPERATING MODE (9) N		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)																			
POWER LEVEL (10) 0 0 0		20.402(b)		20.405(a)(1)(i)		20.405(c)		50.73(a)(2)(iv)		73.71(b)											
		20.405(a)(1)(ii)		50.36(c)(1)		50.73(a)(2)(v)		73.71(c)													
		20.405(a)(1)(iii)		50.36(c)(2)		50.73(a)(2)(vi)		OTHER (Specify in Abstract below and in Text, NRC Form 366A)													
		20.405(a)(1)(iv)		50.73(a)(2)(ii)		50.73(a)(2)(vii)(A)															
		20.405(a)(1)(v)		50.73(a)(2)(iii)		50.73(a)(2)(vii)(B)															
LICENSEE CONTACT FOR THIS LER (12)																					
NAME David L. Smith, Compliance Engineer								TELEPHONE NUMBER 2 0 5 7 2 9 1 3 8 6 5													
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																					
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS												
SUPPLEMENTAL REPORT EXPECTED (14)										EXPECTED SUBMISSION DATE (15)		MONTH	DAY	YEAR							
YES (If yes, complete EXPECTED SUBMISSION DATE) <input checked="" type="checkbox"/> NO <input type="checkbox"/>																					

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

During system operational readiness reviews, it was determined that the manufacturer's multiyear diesel generator inspection recommendations have not been completely implemented into the maintenance program. The 6- and 12-year recommendations for internal parts inspections were not included in the annual maintenance and inspections as part of Surveillance Instruction 4.9.A.1.d. This is considered a missed surveillance and requires the standby diesel generators to be declared technically inoperable. The vendor recommendations will be incorporated in plant instructions and implemented.

Concurrent with this determination, all eight diesel generator battery racks were unable to meet seismic requirements due to the holddown stud material problems. This also resulted in declaring the standby diesels inoperable. Repair work to restore seismic qualification is proceeding.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

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 - Unit 1	0 5 0 0 0 2 5 9 8 5	—	0 4 1	—	0 0	0 2	OF 0 3

TEXT (If more space is required, use additional NRC Form 368A's) (17)

Units 1 and 2 are in refueling outages, and unit 3 is in an extended maintenance outage.

Browns Ferry is performing numerous system operational readiness reviews as part of an overall procedures upgrade effort. During one such review on August 14, 1985, the cognizant system engineer for the standby diesel generators (EK) determined that the manufacturer's multiyear inspection recommendations had not been incorporated into approved plant instructions. This event was originally categorized as an informational LER. However, through more discussion of this event, Plant Operations Review Committee agreed that the more conservative approach would be to reclassify this as a missed surveillance. The 6- and 12-year inspection recommendations omission was, therefore, classified on September 24, 1985, as a missed surveillance. Under our procedures, missed surveillance requires that the affected equipment be declared inoperable. The diesels were declared technically inoperable, and a red phone call was made to NRC on the afternoon of September 24, 1985. This recategorization of the LER resulted in this report not meeting the 30-day reporting requirement.

Technical Specification 4.9.A.1.d requires that the diesel generators receive an annual inspection based on vendor recommendations. The recommendations range from biweekly to 12-year requirements. The annual and short-term vendor recommendations are included in the maintenance program annual inspection. However, the 6- and 12-year requirements were not included. The former cognizant engineer for the diesel generators no longer works for TVA so we are unsure of the reason for the omission. Presumably, it was believed that these multiyear inspections were not considered part of the annual inspection requirement. It is expected that the current annual inspection program and monthly surveillance tests would provide indication of impending operability problems. All diesel generators are currently in service in normal standby readiness mode.

Corrective action will consist of an evaluation of these vendor recommendations and incorporation of the required elements into the diesel maintenance program. The multiyear inspection requires replacement of some parts. These are on order, and delivery is expected in mid-October. Each diesel takes 15-20 days for the inspection. Expected completion for performing vendor recommendations for the units 1 and 2 diesels is late 1985. Unit 3 diesels will be completed in the spring 1986.

Coincidentally along with the above event, a design analysis concluded that all eight diesel generator (D/G) battery (BTRY) racks cannot be seismically qualified with the existing holddown studs material. The existing stud material has been determined to be unsuitable for welding and further is not the material specified on the design drawings.

On September 24, 1985, an advance copy of the metallurgical evaluation for the existing stud material was received. This report indicated the existing studs were not A307 material and, furthermore, are not suitable for welding. A one-hour phone report was made to NRC, and all eight diesels were declared inoperable. Workplans are in progress to replace the existing studs with the proper material. This will be discussed in more detail in a separate LER.

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		8 5	0 4 1	0 0	0 3	OF	0 3

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A safety evaluation showed there was the potential to damage the D/G batteries during the design basis earthquake. Damage to the D/G batteries could prevent startup of the corresponding D/G. The loss of the D/G would accordingly jeopardize the ability to maintain the plant in a safe shutdown condition in the event of concurrent loss of offsite power. All units are currently shutdown; therefore, emergency power supplies are minimal. A safety analysis was performed to analyze the effects of the loss of these batteries during a seismic event. It was determined that the probability of adverse effects on plant safety is low for the short time for which the conditions will exist.

Previous Events - None

Responsible Plant Section - N/A

TENNESSEE VALLEY AUTHORITY

Browns Ferry Nuclear Plant
P. O. Box 2700
Decatur, Alabama 35602

September 27, 1985

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

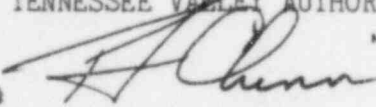
Dear Sir:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT (BFN) UNIT 1 -
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - REPORTABLE
OCCURRENCE REPORT BFRO-50-259/85041

The enclosed report provides details concerning the standby diesel generators being declared inoperable. This report is submitted in accordance with 10 CFR 50.73 (a)(2)(i) and (ii).

Very truly yours,

TENNESSEE VALLEY AUTHORITY

for 
Robert L. Lewis
Acting Plant Manager
Browns Ferry Nuclear Plant

Enclosures

cc (Enclosures):

Regional Administrator
U.S. Nuclear Regulatory Commission
Office of Inspection and Enforcement
Region II
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Atlanta, Georgia 30303

INPO Records Center
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NRC Resident Inspector, BFN

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