

PHILADELPHIA ELECTRIC COMPANY

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October 24, 1979

Mr. Boyce H. Grier, Director  
Office of Inspection and Enforcement  
Region I  
United States Nuclear Regulatory Commission  
631 Park Avenue  
King of Prussia Pennsylvania 19406

Dear Mr. Grier:

SUBJECT Licensee Event Report Narrative Description

The following occurrence was reported to Mr. Greenman  
Region I, Office of Inspection and Enforcement on September 25,  
1979.

Reference:	Docket Number 50-277
Report No:	LER 2-79-45/1T-0
Report Date:	October 24, 1979
Occurrence Date:	September 24, 1979
Facility	Peach Bottom Atomic Power Station R.D. 1, Delta, PA 17314

Technical Specification Reference

Technical Specification 3.9.B.4 states that "From and after the date that one of the diesel generators or associated emergency buses and either the emergency or startup power source are made or found to be inoperable for any reason, continued reactor operation is permissible in accordance with Specification 3.5.F provided the other off-site source, startup transformer and emergency transformer are available and capable of automatically supplying power to the 4 KV emergency buses and the AEC is notified within 24 hours of the occurrence and the plans for restoration of the inoperable components".

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Description of the Event:

Prior to the occurrence, Unit 3 was shutdown for a refueling outage and Unit 2 was operating at approximately 100% power. The Unit 2 startup source was out of service for relay calibration. During the period the E-2 diesel was running and supplying one of the emergency buses as a redundant source to ensure plant reliability. Approximately one half hour prior to the E-2 diesel trip, the E-3 diesel was started and loaded for a test run. At 4:46 PM while removing the E-3 diesel from service the operator shutdown the emergency service water system, causing a high lube oil temperature trip on the E-2 diesel at 4:55 PM.

Consequences of Event:

The E-2 diesel trip resulted in reactor operation with one diesel and one startup source out of service. The trip also caused a half scram and half isolation on Unit 2. The E-22 bus was immediately re-energized from the remaining off-site power bus. At approximately 5:05 PM the diesel trip was reset and the diesel was restarted. Because the event was a permissible degraded condition of operation the consequences are considered minimal.

Cause of Event:

On diesel generator (D/G) starts, the Emergency Cooling Water (ECW) pump and both Emergency Service Water (ESW) pumps, if not manually started, start automatically. The ECW pump automatically shuts down after a time delay when adequate ESW discharge pressure is sensed.

This event was caused by two operating errors. After the E-3 diesel was started for test purposes, the 'B' ESW pump was shut down because one pump provides adequate cooling water. The first error occurred at 4:46 PM when the operator shut down the E-3 D/G and erroneously shut down the ESW pump, failing to recognize that the E-2 D/G was still running. At 4:54 PM the E-2 D/G trouble alarm annunciated and at 4:55 PM the E-2 D/G tripped on high lube oil temperature caused by lack of cooling water. The second error resulted in the ECW pump, which can act as a backup to the ESW pump, being inoperable because the control switch was in the "Pull to Lock" position.

Corrective Action:

An operator was immediately dispatched to the E-2 D/G who reset the automatic trip. The problem was diagnosed and the D/G was restarted within 10 minutes after the trip. Within 30 minutes after the trip the E-2 D/G was again supplying power to the E-22 bus.

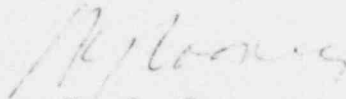
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An information tag has been placed on the control switch for the ECW pump which instructs the operators not to place the switch in the "Pull to Lock" position when performing diesel generator ST's.

The normal practice of not placing controls in "Pull to Lock" mode has been emphasized with operators at shift meetings.

Yours truly,



M. J. Cooney  
Superintendent  
Generation Division-Nuclear

Attachment

cc: Director, NRC - Office of Inspection and Enforcement  
Mr. Norman M. Haller, NRC - Office of Management &  
Program Analysis

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