U.S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK / / / / / / / / (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

/0/1/ /V/A/N/A/S/2/ (2) /0/0/-/0/0/0/0/0/-/0/0/ (3) /4/1/1/1/1/ (4) / / / (5)
LICENSEE CODE | LICENSE NUMBER | LICENSE TYPE | CAT

/0/1/ REPORT SOURCE /L/ (6) /0/5/0/0/0/3/3/9/ (7) /0/4/0/2/8/3/ (8) /0/4/2/9/8/3/ (9)
DOCKET NUMBER | EVENT DATE | REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

/0/2/ / On April 2, 1983, with Unit 2 in Mode 4, Emergency Diesel Generator 2J tripped on/
/0/3/ / high crankcase pressure after an emergency start signal, initiated from an Emer- /
/0/4/ / gency Core Cooling System actuation, was reset. Since the diesel generator would/
/0/5/ / have continued to operate with an emergency start signal present the health and /
/0/6/ / safety of the public were not affected. Since the generator operated as designed/
/0/7/ / and would have continued to operate in the emergency mode the failure was non- /
/0/8/ / valid and reportable by T.S. 4.8.1.1.4 pursuant to T.S. 6.9.1.9.b. /

| | SYSTEM CODE | CAUSE CODE | CAUSE SUBCODE | COMPONENT CODE | COMP. SUBCODE | VALVE SUBCODE |
|---|---|---|---|---|---|---|
| /0/9/ | /E/E/ (11) | /X/ (12) | /Z/ (13) | /E/N/G/I/N/E/ | /Z/ | /Z/ |

| | LER/RO REPORT NUMBER | EVENT YEAR | SEQUENTIAL REPORT NO. | OCCURRENCE CODE | REPORT TYPE | REVISION NO. |
|---|---|---|---|---|---|---|
| (17) | /8/3/ | /-/ | /0/2/8/ | / / | /0/3/ | /L/ /-/ /0/ |

| ACTION TAKEN | FUTURE ACTION | EFFECT ON PLANT | SHUTDOWN METHOD | HOURS | ATTACHMENT SUBMITTED | NPRD-4 FORM SUB. | PRIME COMP. SUPPLIER | COMPONENT MANUFACTURER |
|---|---|---|---|---|---|---|---|---|
| /X/ (18) | /Z/ (19) | /Z/ (20) | /Z/ (21) | /0/0/0/0/ (22) | /Y/ (23) | /N/ (24) | /A/ (25) | /F/0/1/0/ (26) |

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

/1/0/ / The emergency diesel generator was started subsequent to the event and tested /
/1/1/ / satisfactory. The crankcase pressure switch was calibrated and found satisfact- /
/1/2/ / ory. The cause of the event is unknown. No further corrective action is /
/1/3/ / required. /
/1/4/ / /

| | FACILITY STATUS | %POWER | OTHER STATUS (30) | METHOD OF DISCOVERY | DISCOVERY DESCRIPTION (32) |
|---|---|---|---|---|---|
| /1/5/ | /G/ (28) | /0/0/0/ (29) | / NA / | /A/ (31) | / Operator Observation / |

| | ACTIVITY RELEASED | CONTENT OF RELEASE | AMOUNT OF ACTIVITY (35) | LOCATION OF RELEASE (36) |
|---|---|---|---|---|
| /1/6/ | /Z/ (33) | /Z/ (34) | / NA / | / NA / |

| | PERSONNEL EXPOSURES NUMBER | TYPE | DESCRIPTION (39) |
|---|---|---|---|
| /1/7/ | /0/0/0/ (37) | /Z/ (38) | / NA / |

| | PERSONNEL INJURIES NUMBER | DESCRIPTION (41) |
|---|---|---|
| /1/8/ | /0/0/0/ (40) | / NA / |

| | LOSS OF OR DAMAGE TO FACILITY TYPE | DESCRIPTION (43) |
|---|---|---|
| /1/9/ | /Z/ (42) | / NA / |

| | PUBLICITY ISSUED | DESCRIPTION (45) | NRC USE ONLY |
|---|---|---|---|
| /2/0/ | /N/ (44) | / NA / | / / / / / / / / / / / / / / |

NAME OF PREPARER E. WAYNE HARRELL PHONE (703) 894-5151

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Virginia Electric and Power Company
North Anna Power Station, Unit No. 2 Attachment: Page 1 of 1
Docket No. 50-339
Report No. LER 83-028/03L-0

Description of Event

On April 2, 1983, with Unit 2 in Mode 4 Emergency Diesel Generator 2J tripped from a high crankcase pressure after the emergency start signal, initiated from an Emergency Core Cooling System actuation, was reset. Since the diesel ran and would have continued running with the emergency start signal present the diesel tripping should be considered a "Non-Valid" failure and reportable in accordance with T.S. 4.8.1.1.4 pursuant to T.S. 6.9.1.9.b.

Probable Consequences of Occurrence

The emergency diesel generator crankcase high pressure trip is a protective function which is in operation only when the diesel generator is not in the emergency mode. Since the generator would have continued to operate during an emergency condition the health and safety of the public were not affected.

Cause of Event

The 2J emergency diesel generator has been successfully started five times since the event without incidence. Problems with crankcase high pressure have not been noted in the subsequent starts.

Immediate Corrective Action

The diesel generator was started subsequent to the event and tested satisfactory. The crankcase pressure switch was calibtated and determined satisfactory.

Scheduled Corrective Action

During the current refueling outage 2J emergency diesel generator is undergoing its 18 month preventive maintenance checks. This maintenance should detect any undetected problems which would cause a crankcase high pressure. Presently the cause of the event is unknown.

Actions Taken to Prevent Recurrence

None required.

Generic Implications

There are no generic implications.