

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) DIABLO CANYON, UNIT 1										DOCKET NUMBER (2) 0 5 0 0 0 2 7 5					PAGE 15 1 OF 0 2										
TITLE (4) INADVERTENT START OF DIESEL GENERATOR NO. 1-3																									
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	3	1	5	8	4	8	4	0	0	9	0	0	0	4	1	6	8	4	DIABLO CANYON UNIT 2				0 5 0 0 0 3 2 3		
														0 5 0 0 0											
OPERATING MODE (9)		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)																							
5		20.402(b)				20.406(e)				<input checked="" type="checkbox"/> 50.73(a)(2)(iv)				73.71(b)											
POWER LEVEL (10)		01010				20.406(a)(1)(i)				50.36(e)(1)				50.73(a)(2)(v)			73.71(e)								
		20.406(a)(1)(ii)				50.36(e)(2)				50.73(a)(2)(vii)				OTHER (Specify in Abstract below and in Text, NRC Form 388A)											
		20.406(a)(1)(iii)				50.73(a)(2)(i)				50.73(a)(2)(viii)(A)															
		20.406(a)(1)(iv)				50.73(a)(2)(ii)				50.73(a)(2)(viii)(B)															
		20.406(a)(1)(v)				50.73(a)(2)(iii)				50.73(a)(2)(ix)															
LICENSEE CONTACT FOR THIS LER (12)																									
NAME WILLIAM J. KELLY, REGULATORY COMPLIANCE ENGINEER										TELEPHONE NUMBER															
										AREA CODE 8 0 5		5 9 5 - 7 3 5 1													
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															
SUPPLEMENTAL REPORT EXPECTED (14)												EXPECTED SUBMISSION DATE (15)		MONTH	DAY	YEAR									
<input checked="" type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE)												NO		1	0	1	5	8	4						
ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)																									

While in Mode 5 (Cold Shutdown), Diesel Generator No. 1-3 automatically started because of 4 KV startup power bus undervoltage for Unit 1. The cause of this event was operator error in that a licensed operator neglected to place the Unit 2 Diesel Generator No. 1-3 selector switch in manual prior to opening the startup feeder breaker.

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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 (8)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
DIABLO CANYON UNIT 1	0 5 0 0 0 2 7 5	8 4	0 0 9	0 0	02	OF	0 2

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

On March 16, 1984 at 1356 PST, while in Mode 5 (Cold Shutdown) with the 4 KV busses being supplied through the station auxiliary transformers, the opening of the Unit 1 Startup Power Feeder Breaker (52-HG-15) (BKR) by a control operator resulted in the automatic start of Diesel Generator No. 1-3 (EK) on startup bus undervoltage. To ensure a reliable power supply for vital bus loads supplied through this breaker, an undervoltage sensor is incorporated which will automatically start the in-service diesel generator.

On each station electrical panel (PL) for Units 1 and 2 (both units share a common control room), a Diesel Generator No. 1-3 selector switch is installed with two positions, "auto" or "manual". Placing the selector switch in "auto" aligns Diesel Generator No. 1-3 to automatically start upon receipt of any initiating signal from either unit. The manual position defeats this automatic actuation but allows manual starting of the Diesel Generator No. 1-3 from the Control Room.

Prior to this event, the Unit 1 Startup Power Feeder Breaker (52-HG-15) was removed from the circuit breaker cabinet for planned maintenance. A spare breaker was installed and placed in service during this maintenance period.

When the control operator prepared to open the Unit 1 Startup Power Feeder Breaker (52-HG-15) for changeout, he placed the Unit 1 Diesel Generator No. 1-3 selector switch in "manual" to prevent automatic start of the diesel. The operator failed to observe the lamacoid labeling on the Unit 1 station electric panel, directing him to likewise position the selector switch on the Unit 2 station electric panel. When the startup power feeder breaker was opened, the resulting bus undervoltage signal was directed through the Unit 2 selector switch to start Diesel Generator No. 1-3.

Diesel Generator No. 1-3 was secured from the Control Room. Upon reclosing the Unit 1 Startup Power Feeder Breaker, the operator repositioned the Unit 1 selector switch to "auto". The event was discussed between the Shift Foreman and the operator involved and the need to assure the proper position of the Unit 2 Diesel Generator No. 1-3 mode selector switch is being reinforced in operator training. Additionally, an engineering evaluation of the Unit 1 and Unit 2 Diesel Generator No. 1-3 mode selection circuitry is being made to determine if a design change is appropriate.

An inadvertent start of Diesel Generator No. 1-3 in any mode of operation would pose no possible safety consequences or decrease any safety margin as defined in the FSAR.

A similar event was reported in LER 84-005-00.

PACIFIC GAS AND ELECTRIC COMPANY

PG&E

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JAMES D. SHIFFER
MANAGER

DEPARTMENT OF NUCLEAR PLANT OPERATIONS
NUCLEAR POWER GENERATION

April 16, 1984

PGandE Letter No.: DCL-84-143

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

Re: Docket No. 50-275, OL-DPR-76
Diablo Canyon Unit 1
Licensee Event Report 84-009-00
Inadvertent Start of Diesel Generator

Gentlemen:

Pursuant to 10 CFR 50.73, the enclosed Licensee Event Report is submitted concerning the inadvertent start of Diesel Generator No. 1-3.

This event has in no way affected the public's health and safety.

Sincerely,

Enclosure

cc: J. B. Martin
Service List

W. Raymond
for J. D. Shiffer

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