

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Joseph M. Farley - Unit 1	DOCKET NUMBER (2) 0 5 0 0 0 3 4 8	PAGE (3) 1 OF 0 2
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TITLE (4)

Missed Firewatch

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 (5)
0 2	2 0	8 4	8 4	0 0 7	0 0	0 3	2 1	8 4			0 5 0 0 0

OPERATING MODE (9) 6	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 3 (Check one or more of the following) (11)											
	20.402(b)			20.406(e)			50.73(a)(2)(iv)			73.71(b)		
	20.406(a)(1)(i)			50.36(e)(1)			50.73(a)(2)(v)			73.71(c)		
	20.406(a)(1)(ii)			50.36(e)(2)			50.73(a)(2)(vi)			<input checked="" type="checkbox"/> OTHER (Specify in Abstract below and in Text, NRC Form 366A) Special Report		
	20.406(a)(1)(iii)			<input checked="" type="checkbox"/> 50.73(a)(2)(i)			50.73(a)(2)(viii)(A)					
POWER LEVEL (10) 0 0 0	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 W. G. Hairston, III						TELEPHONE NUMBER	
						AREA CODE 2 0 5	8 9 9 - 5 1 5 6

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)											
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	

SUPPLEMENTAL REPORT EXPECTED (14)						EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
YES (If yes, complete EXPECTED SUBMISSION DATE)									
<input checked="" type="checkbox"/> NO									

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

At 1345 on 2-20-84, during troubleshooting, the automatic actuation portion of the diesel building Cardox fire suppression system which supplies 4160 V bus 1J was determined to be inoperable. The required hourly firewatch had not been performed. Health/safety of the public was not affected.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO. 3150-0104

EXPIRES: 8/31/85

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		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			

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

On 2-20-84, troubleshooting was being performed on the diesel building Cardox fire suppression system following a DC power failure due to a blown fuse. During this troubleshooting, it was determined that, due to a wiring error, the master pilot valve for that portion of the system which protects the diesel building switchgear would not have opened upon receipt of an automatic actuation signal from the 4160 V bus 1J timer panel. This rendered the system inoperable. The action statement of Technical Specification 3.7.11.3 requires an hourly firewatch when this system is inoperable.

A thorough review of all work on the diesel building Cardox system since startup testing failed to positively identify a specific work activity that would have resulted in the wiring error. During investigation of this event, it was determined that FNP-0-STP-129 (Low Pressure CO₂ System) was inadequate in that it may not have detected improper operation of the master pilot valve caused by this type of wiring error. The inoperable portion of the Cardox system is in an area normally occupied by the diesel building operator. However, since the diesel building operator may leave the area for periods in excess of one hour, an hourly firewatch may not have been performed for every hour prior to 2-20-84.

A fire in 4160 V bus 1J would have actuated an alarm, alerting the plant operators in the main control room to the situation. Further, the Cardox system could have been manually actuated, since the manual actuation capability was unaffected by the wiring error.

FNP-0-STP-129 has been strengthened to positively ensure proper operation of the master pilot valve upon receipt of an automatic actuation signal. In addition this event will be discussed with appropriate electrical maintenance personnel.

Tests were performed on the other portions of the diesel building Cardox fire suppression system verifying proper operability. The wiring error was corrected and following satisfactory performance of FNP-0-STP-129, the diesel building Cardox fire suppression system was declared operable at 1910 on 2-22-84.