

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) D. C. COOK PLANT UNIT-2										DOCKET NUMBER (2) 0 5 0 0 0 3 1 1 6										PAGE (3) 1 OF 0 2					
TITLE (4) UNPLANNED SAFETY INJECTION																									
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	5	0	8	8	4	8	4	0	1	2	0	0	0	6	0	7	8	4	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)																							
6		20.402(b)				20.406(e)				<input checked="" type="checkbox"/> 50.73(a)(2)(iv)				73.71(b)											
POWER LEVEL (10)		0 10 10				20.406(a)(1)(iii)				50.38(e)(1)				50.73(a)(2)(v)				73.71(c)							
		20.406(a)(1)(ii)				50.38(e)(2)				50.73(a)(2)(vi)				OTHER (Specify in Abstract below and in Text, NRC Form 366A)											
		20.406(a)(1)(iii)				50.73(a)(2)(i)				50.73(a)(2)(vii)(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 A. A. BLIND - ENGINEERING DEPT. SUPERINTENDENT															TELEPHONE NUMBER AREA CODE 6 1 6 4 6 5 - 5 9 0 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 type="checkbox"/> 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)

ON 05-08-84, AT 1536 HOURS AND WITH UNIT-2 IN MODE 6, AN INADVERTANT SAFETY INJECTION (SI) OCCURRED DURING THE PERFORMANCE OF A LOAD SHEDDING SURVEILLANCE TEST ON THE TRAIN-B DIESEL GENERATOR. THE SI OCCURRED WHEN TEST PERSONNEL WERE PERFORMING THE NECESSARY STEPS TO RESTORE THE TRAIN-A SOLID STATE PROTECTION SYSTEM (SSPS), AND PLACED THE TRAIN-A CONTROL SWITCH IN THE OPERATE POSITION PRIOR TO RESETTING THE SI BLOCKS.

TO PREVENT RECURRENCE, THE PROCEDURE FOR D.G. LOAD SHEDDING FOR BOTH UNITS 1 AND 2 ARE BEING MODIFIED TO CLARIFY THE SEQUENCE FOR RESTORATION OF THE SSPS.

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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) D. C. COOK PLANT UNIT-2	DOCKET NUMBER (2) 0 5 0 0 0 3 1 6	LER NUMBER (6)			PAGE (3)						
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER							

TEXT (If more space is required, use additional NRC Form 365A's) (17)

ON 05/08/84 AT 1536 HOURS, WHILE IN MODE 6, TEST PERSONNEL WERE PERFORMING A DIESEL GENERATOR LOAD SHEDDING AND PERFORMANCE TEST ON TRAIN-B. AS THE TEST WAS COMPLETED, RESTORATION OF ALL EQUIPMENT WAS STARTED. WHILE RETURNING TRAIN-A OF THE SOLID STATE PROTECTION SYSTEM (SSPS) TO SERVICE, AN UNANTICIPATED SAFETY INJECTION (SI) WAS RECEIVED WHEN THE TRAIN-A OUTPUT CONTROL SWITCH WAS PLACED IN THE "OPERATE" POSITION PRIOR TO RESETTING THE SI BLOCKS. THE INPUT MODE CONTROL SWITCH SHOULD HAVE BEEN PLACED IN THE "INHIBIT" POSITION, THEN THE OUTPUT MODE CONTROL SWITCH IN THE "OPERATE" POSITION. (BY PLACING THE CONTROL SWITCH IN THE "INHIBIT" POSITION, THE SAFETY INJECTION SIGNAL IS BLOCKED).

THIS EVENT WAS CAUSED BY A COMBINATION OF PERSONNEL ERROR AND PROCEDURAL DEFICIENCY. THE INITIAL STEP REQUIRED FOR RETURNING THE SSPS TO SERVICE WAS MISLEADING. THE TECHNICIAN READ THE FIRST SENTENCE OF THE STEP AND TOOK ACTION WHEN HE SHOULD HAVE READ THE ENTIRE STEP BEFORE TAKING ACTION. THE STEP IN QUESTION READ:

"RETURN SSPS TRAIN "A" to "OPERATE". FOLLOW INSTRUCTIONS BELOW TO PLACE TRAIN A IN OPERATE MODE FROM TEST MODE."

NO PUMPS STARTED AUTOMATICALLY AS A RESULT OF THE TRAIN-A SI SIGNAL. THE EAST RESIDUAL HEAT REMOVAL AND EAST CENTRIFUGAL CHARGING PUMPS WERE ALREADY IN SERVICE. NO WATER WAS INJECTED INTO THE REACTOR COOLANT SYSTEM AS A RESULT OF THIS EVENT.

THIS EVENT DOES NOT CONSTITUTE AN UNREVIEWED SAFETY CONCERN SINCE THE EVENT OCCURRED WHEN THE ECCS WAS NOT REQUIRED (MODE 6). NO SUBSEQUENT THERMAL SHOCK TO THE RCS PIPING WAS EXPERIENCED SINCE THE TWO PUMPS RECEIVING AN AUTO-START SIGNAL WERE ALREADY IN SERVICE.

TO PREVENT RECURRENCE, THE PROCEDURES FOR D.G. LOAD SHEDDING FOR BOTH UNITS 1 AND 2 ARE BEING MODIFIED TO CLARIFY THE SEQUENCE FOR RESTORATION OF THE SSPS.

PREVIOUS SIMILAR EVENTS OCCURRED ON 03-29-82 AND 11-04-83 ON UNIT-2. THESE EVENTS WERE NOT REPORTED AS LER'S BUT AS SI ACTUATION REPORTS.

IEEE STD 803 IDENTIFIERS:

SSPS - DCCP-2JG-MPX



INDIANA & MICHIGAN ELECTRIC COMPANY

DONALD C. COOK NUCLEAR PLANT
P.O. Box 458, Bridgman, Michigan 49106
(616) 465-5901

June 7, 1984

United States Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

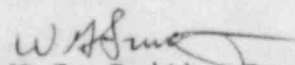
Operating License DPR-74
Docket No. 50-316

Document Control Manager:

In accordance with the criteria established by 10CFR50.73
entitled Licensee Event Reporting System, the following
report/s are being submitted:

RO 84-012-0

Sincerely,


W.G. Smith, Jr.
Plant Manager

/cbm

Attachment

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