

## LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Shoreham Nuclear Power Station										DOCKET NUMBER (2) 05000322										PAGE (3) 1 OF 02	
TITLE (4) Automatic Start of Emergency Diesel Generator 103																					
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 NAME			DOCKET NUMBER (S)									
02	27	85	85	008	00	03	22	85				05000322									
THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 5. (Check one or more of the following) (11)																					
OPERATING MODE (9)		4		20.402(b)		20.405(a)		X		20.736(c)(iv)		73.71(b)									
POWER LEVEL (10)		0100		20.406(a)(1)(i)		20.406(a)(1)(ii)				20.736(c)(v)		73.71(c)									
				20.406(a)(1)(iii)		20.736(c)(vi)				20.736(c)(vii)		OTHER (Specify in Abstract below and in Text, NRC Form 305A)									
				20.406(a)(1)(iv)		20.736(c)(viii)				20.736(c)(ix)											
				20.406(a)(1)(v)		20.736(c)(x)				20.736(c)(xi)											
LICENSEE CONTACT FOR THIS LER (12)												TELEPHONE NUMBER									
NAME Joseph G. Wynne, Operational Compliance Engineer												AREA CODE 516 929-8300									
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							
YES (If yes, complete EXPECTED SUBMISSION DATE)										X NO											

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

On February 27, 1985 at 5:40 a.m. Emergency Diesel Generator 103 auto started due to an Instrument and Control technicians error. The plant was in Operational Condition 4 and none of the Emergency Diesel Generators were required to be operable at this time per Technical Specification requirements. Two Instrument and Control technicians were performing a surveillance procedure (4160V Emergency Bus Load Sequence Program Calibration and Functional Check), when the Control Room received indication and an alarm of a ground on the 125V DC Battery C System. After approximately 30 seconds the ground indication cleared, but the alarm required a manual reset. Coincidental with the operator resetting the ground alarm relay, the undervoltage lockout relay for Emergency Bus 103 tripped. This caused the NSST breaker for Emergency Bus 103 to trip, the RSST breaker to trip and lockout, and created an undervoltage condition on Emergency Bus 103. Diesel Generator 103 started and reenergized the bus.

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## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO. 3180-0104

EXPIRES 8/31/86

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
Shoreham Nuclear Power Station Unit #1	05000322	85	-008	-00	02	OF	02

TEXT (If more space is required, use additional NRC Form 288A's) (17)

On February 27, 1985 at 5:40 a.m. Emergency Diesel Generator automatically started due to the tripping of the undervoltage lockout relay for Emergency Bus 103. The plant was in Operational Condition 4 and none of the Emergency Diesel Generators were required to be operable at this time per Technical Specification requirements. The trip occurred as a result of a ground on the 125V DC Battery C System that may have been caused by the two technicians performing a surveillance procedure on the Emergency Bus Load Sequence program. This procedure involved lifting leads and placing jumpers on or near switchgear control circuit terminals.

As the test for Emergency Bus 103 was being performed, the Control Room received an indication and an alarm of a ground on the 125V DC Battery C System. After approximately 30 seconds the ground indication cleared but the ground detector alarm required a manual reset. An operator was dispatched to reset the ground alarm relay. Coincidental with the operator resetting the relay, the undervoltage lockout relay for Emergency Bus 103 tripped. This caused the NSST breaker for the Bus to trip, the RSST breaker to trip and lockout, and created an undervoltage condition on the Bus. Diesel Generator 103 started and reenergized the bus.

All testing on Emergency Bus 103 was immediately suspended by operations and the technicians checked their test equipment for possible grounds, but found none. After the Diesel Generator was secured and the electrical lineup was restored to normal, the technicians were allowed to complete the surveillance procedure. Upon completion, Emergency Bus 103 was then returned to its pretest condition.

Instrument and Control (I&C) Supervision reviewed the alarm typer printout, electrical drawings, and the surveillance procedure, and discussed the incident with personnel on shift at the time and the technicians who performed the procedure. The procedure was reperformed on February 28, 1985 with I&C supervisory personnel present. The test was completed without incident.

On March 8, 1985 the incident was reviewed in detail with all I&C personnel. Due to the fact that a direct cause cannot be identified and that technician error may have been the cause of the event, to prevent recurrence, it was stressed, both to the individuals involved and to the entire I&C section that extreme care must be taken when performing procedures that involve lifting leads and placing jumpers.



## LONG ISLAND LIGHTING COMPANY

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May 20, 1985

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

Dear Sir:

Enclosed is a copy of Shoreham Nuclear Power Station Unit 1's Licensee Event Report 85-008. It is our understanding, per discussions with members of your staff, that the copy previously received could not be read.

Sincerely yours,

Gary G. Rhoads  
Operational Compliance Engineer

GGR/me

Enclosure

SR-A43.702

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