

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)
Turkey Point Unit 3DOCKET NUMBER (2)
0 5 0 0 0 2 5 0PAGE (3)
1 OF 0 2TITLE (4)
Engineered Safety Features (ESF) Actuation - Emergency Diesel Generator Automatic Start

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	2	8	5	8	5	0	1	3	N/A	0 5 0 0 0 0
0	5	0	2	8	5	8	5	0	1	3	N/A	0 5 0 0 0 0

OPERATING MODE (9)	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 50. (Check one or more of the following) (11)																								
N	<table border="1"><tr><td>20.402(b)</td><td>20.406(c)</td><td>50.73(a)(2)(iv)</td><td>73.71(b)</td></tr><tr><td>20.406(a)(1)(i)</td><td>50.36(e)(1)</td><td>50.73(a)(2)(v)</td><td>73.71(c)</td></tr><tr><td>20.406(a)(1)(ii)</td><td>50.36(e)(2)</td><td>50.73(a)(2)(vii)</td><td>OTHER (Specify in Abstract below and in Text, NRC Form 366A)</td></tr><tr><td>20.406(a)(1)(iii)</td><td>50.73(a)(2)(i)</td><td>50.73(a)(2)(viii)(A)</td><td></td></tr><tr><td>20.406(a)(1)(iv)</td><td>50.73(a)(2)(ii)</td><td>50.73(a)(2)(viii)(B)</td><td></td></tr><tr><td>20.406(a)(1)(v)</td><td>50.73(a)(2)(iii)</td><td>50.73(a)(2)(x)</td><td></td></tr></table>	20.402(b)	20.406(c)	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)(vii)	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)(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)(x)	
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20.406(a)(1)(ii)	50.36(e)(2)	50.73(a)(2)(vii)	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)(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)(x)																							

LICENSEE CONTACT FOR THIS LER (12)
NAME
R. D. Hart, Licensing EngineerTELEPHONE NUMBER
AREA CODE
3 0 5 2 4 5 1 2 9 1 0

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)
YES (If yes, complete EXPECTED SUBMISSION DATE) ☐ NO ☒ X
EXPECTED SUBMISSION DATE (15)
MONTH DAY YEAR

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

Event:

On May 2, 1985, while Unit 3 was in a scheduled refueling outage with the core off-loaded, the "A" emergency diesel generator (EDG) automatically started. The event occurred during evolution to take the 3A 4160 volt bus out of service (OOS) using operating procedure 3-OP-005, "4160 volt buses A and B", for inspection and preventative maintenance. The step in the procedure that calls for de-energizing the actuation logic to the undervoltage relays associated with the 3A 4160 volt bus was incorrect and it actually de-energized the 3B sequencer. When the tie breaker between the Unit 3 Start-up transformer and the 3A 4160 volt bus was opened during the next step, the 3A 4160 volt bus sensed an undervoltage condition and the "A" EDG automatically started and began sequencing onto the 3A 4160 volt bus.

Cause of Event:

The cause of the event was an incorrect step in 3-OP-005 used to de-energize the 3A 4160 volt bus.

Corrective Actions:

The following corrective actions were taken as a result of this event:

- 1) Fuse FU2 on the 3A sequencer was pulled to de-energize the actuation logic to undervoltage relays associated with the 3A 4160 volt bus.
- 2) The "A" EDG was stopped and returned to the normal standby condition by using applicable sections of 0-OP-023, "Emergency Diesel Generator". The evolution to take the 3A 4160 volt bus OOS continued with no further problems.
- 3) On the spot changes (OTSCs) were written for 3-OP-005 and 4-OP-005 to correct the procedural inadequacy that caused this event. These OTSCs will remain in effect until the procedure is changed to correct this discrepancy.

All equipment functioned as designed upon initiation of the Engineered Safety Features Actuation Signal generated in the "A" EDG automatic start system. The health and safety of the public were not affected. Similar occurrences: None.

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO. 3150-0104

EXPIRES: 8/31/85

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
Turkey Point Unit 3	05000250	85	013	00	02	OF	02

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

Event:

On May 2, 1985, at 12:02 a.m., while Unit 3 was in a scheduled refueling outage with the core off-loaded, the "A" emergency diesel generator (EDG) automatically started. The 3A 4160 volt bus was being taken out of service (OOS) using Operating Procedure 3-OP-005, "4160 volt Buses A and B" for inspection and preventative maintenance.

The procedure calls for de-energizing the actuation logic to the undervoltage relays associated with the 3A 4160 volt bus so that when the tie breaker, 3AA05, between the Unit 3 Start-up transformer and the 3A 4160 volt bus is opened, the "A" EDG does not automatically start and sequence onto the 3A 4160 volt bus. Step 6.1.2.5 was supposed to accomplish this by opening supply breaker, 3D23-5, to sequencer 3A but this actually de-energized the 3B sequencer. Therefore, during the next step in the procedure when 3AA05 was opened, the logic for the 3A 4160 volt bus sensed an undervoltage condition and this resulted in an automatic start of the "A" EDG and sequencing action onto the 3A 4160 volt bus occurred.

Cause of Event:

The cause of the event was an incorrect step in Operating Procedure 3-OP-005 used to de-energize the 3A 4160 volt bus.

Analysis of Event:

This event occurred while Unit 3 was in a refueling shutdown condition with the core off-loaded. When the 3A 4160 volt bus sensed an undervoltage condition, the "A" EDG automatically started and began sequencing onto the 3A 4160 volt bus as designed. Therefore, the health and safety of the public were not affected.

Corrective Actions:

The following corrective actions were taken:

- 1) Fuse FU2 on the 3A sequencer was pulled to de-energize the logic to undervoltage relays associated with the 3A 4160 volt bus.
- 2) The "A" EDG was stopped and returned to the ready to start alignment by using applicable sections of 0-OP-023, "Emergency Diesel Generator". The procedure was continued and the 3A 4160 volt bus de-energized with no further problems.
- 3) On the Spot Changes (OTSC) were written for 3-OP-005 and 4-OP-005, "4160 Volt Buses A and B", to change step 6.1.2.5 to read "Pull fuse FU2 on the 4160 volt bus "A" sequencer" to prevent this event from recurring. These OTSCs will stay in effect until the procedure is changed to correct this discrepancy. This discrepancy in the procedure only occurs under the "A" 4160 volt bus section. The "B" 4160 volt bus section has the correct step.



MAY 3 1 1985

L-85- 217

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

Gentlemen:

Re: Reportable Event 85-013
Turkey Point Unit 3
Date of Event: May 2, 1985
Engineered Safety Features Actuation -
Emergency Diesel Generator Automatic Start

The attached Licensee Event Report is being submitted pursuant to the requirements of 10 CFR to provide notification of the subject event.

Very truly yours,

A handwritten signature in dark ink, appearing to read "J. W. Williams, Jr.", written in a cursive style.

J. W. Williams, Jr.
Vice President
Nuclear Energy Department

JWW/JA/awt/T14:5

Attachment

cc: Dr. J. Nelson Grace
Harold F. Reis, Esquire

IE22
1/1