

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Turkey Point Unit 4										DOCKET NUMBER (2) 0 5 0 0 0 2 5 1										PAGE (3) 1 OF 0 2									
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TITLE (4) Technical Specification - Emergency Diesel Generator																													
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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	4	2	5	8	5	8	5	0	0	9	0	0	0	5	2	8	8	5	N/A									0 5 0 0 0 0									
																				N/A									0 5 0 0 0 0								

OPERATING MODE (9) N										THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)																																							
POWER LEVEL (10) 1 0 10										20.402(b)										20.406(c)										50.73(a)(2)(iv)										73.71(b)									
										20.405(a)(1)(i)										50.36(c)(1)										50.73(a)(2)(v)										73.71(c)									
										20.405(a)(1)(ii)										50.36(c)(2)										50.73(a)(2)(vii)										OTHER (Specify in Abstract below and in Text, NRC Form 366A)									
										20.405(a)(1)(iii)										50.73(a)(2)(i)										50.73(a)(2)(viii)(A)																			
										20.405(a)(1)(iv)										50.73(a)(2)(ii)										50.73(a)(2)(viii)(B)																			
20.405(a)(1)(v)										50.73(a)(2)(iii)										50.73(a)(2)(x)																													

LICENSEE CONTACT FOR THIS LER (12)																													
NAME R. D. Hart, Licensing Engineer																				TELEPHONE 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)															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)

Event:

On April 25, 1985, while Unit 4 was at 100% power, the requirements of Technical Specification (TS) 3.7.2.b were exceeded when the "A" emergency diesel generator (EDG) was taken out of service (OOS) coincident with the 3B high head safety injection (HHSI) pump OOS. TS 3.7.2.b requires that prior to taking an EDG OOS, the remaining EDG must be tested and its associated engineered safety features must be operable.

Cause of Event:

The cause of the event was personnel oversight in that Operations personnel reviewed the plant configuration against TS, but did not realize the requirements for associated engineered safety features equipment to be operable for the "B" train on Unit 3, which was in refueling shutdown, prior to taking the "A" EDG OOS.

Corrective Actions:

Corrective Actions include the following:

- 1) The "A" EDG was promptly returned to service thus complying with TS.
- 2) Supervisory discussions were held with Plant Supervisors - Nuclear on the importance of complying with TS requirements prior to taking an EDG OOS and the significance of this event.
- 3) Appropriate procedures and operator aides will be revised to include a statement about the importance of complying with TS requirements prior to taking an EDG OOS.

A preliminary evaluation was performed by our NSSS supplier for this event that concluded that the health and safety of the public were not affected. Our Engineering Department is presently verifying the evaluation and preliminary indications reflect that the evaluation is valid. Significant event notification was made to the NRCOC via ENS pursuant to 10 CFR 50.36(c)(2). Similar occurrences: 250-85-002.

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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 (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
Turkey Point Unit 4	0500025185	85	009	00	02	OF	02

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

Event:

On April 25, 1985, at 12:59 a.m., while Unit 4 was at 100% power, the "A" emergency diesel generator (EDG) was taken out of service (OOS) for periodic maintenance coincident with the Unit 3 "B" 4160 volt bus being OOS. The Unit 3 "B" 4160 volt bus being OOS rendered the 3 "B" high head safety injection (HHSI) pump inoperable. Taking the "A" EDG OOS removed the emergency power supply for the 3A and 4A HHSI pumps. This action was not in compliance with the requirements of Technical Specification (TS) 3.7.2.b which requires that prior to taking an EDG OOS, the other EDG must be tested daily and its associated engineered safety features (ESF) must be operable.

Cause of Event:

The cause of the event was personnel oversight in that Operations personnel reviewed the plant configuration against TS, but did not realize the requirement for associated ESF to be operable for the "B" train on Unit 3, which was in refueling shutdown, prior to taking the "A" EDG OOS.

Analysis of Event:

During this event, normal power supply was available to the 3A, 4A, and 4B 4160 volt buses, both the Unit 3 and Unit 4 Start-up transformers and the "B" EDG were operable. A preliminary evaluation has been performed by our Nuclear Steam Supply System (NSSS) supplier which shows that this event did not decrease the margin of safety as defined in the Final Safety Analysis Report (FSAR) and TS Bases. Our Engineering Department is presently verifying this evaluation and preliminary indications reflect that the evaluation is valid. Upon completion of Engineering's verification, should a significant discrepancy be revealed, this LER will be updated accordingly. Therefore, the health and safety of the public were not affected during this event.

Corrective Actions:

- 1) Upon realization of non-compliance with TS, immediate steps were initiated to return the "A" EDG to service. The "A" EDG was started for operability testing at approximately 5:50 a.m., and declared back in service at 7:38 a.m.
- 2) An entry was made in the Operations Supervisor's book on the importance of ensuring the operability of the opposite train ESF equipment prior to removing an EDG from service.
- 3) Supervisory discussions were held with Plant Supervisors - Nuclear on the importance of ensuring the operability of the opposite train ESF equipment prior to removing an EDG from service and understanding the significance of this event.
- 4) This LER will be reviewed in the next operator requalification cycle to discuss the significance of this event.
- 5) Administrative Procedure (AP) 0103.4, "In-Plant Equipment Clearance Orders", and the clearance index book will be reviewed and revised to include a statement on the importance of ensuring the operability of opposite train ESF equipment prior to removing an EDG from service.
- 6) Applicable maintenance procedures will be changed to provide guidelines for maintenance personnel to ensure communication with operations personnel prior to requesting a clearance for an EDG.



May 28, 1985
L-85-212

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

Gentlemen:

Re: Reportable Event 85-009
Turkey Point Unit 4
Date of Event: April 25, 1985
Technical Specification -
Emergency Diesel Generator

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 cursive script, appearing to read "J. W. Williams, Jr.", is written over a horizontal line.

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

JWW/JA/awt/T14:5

Attachment

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

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