

NRC FORM 366 (4-95)		U.S. NUCLEAR REGULATORY COMMISSION			APPROVED BY OMB NO. 3150-0104 EXPIRES 04/30/98 <small>ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS MANDATORY INFORMATION COLLECTION REQUEST: 50.0 HRS. REPORTED LESSONS LEARNED ARE INCORPORATED INTO THE LICENSING PROCESS AND FED BACK TO INDUSTRY. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE INFORMATION AND RECORDS MANAGEMENT BRANCH (T-6 F33), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555-0001, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.</small>					
LICENSEE EVENT REPORT (LER) (See reverse for required number of digits/characters for each block)										
FACILITY NAME (1) Millstone Nuclear Power Station Unit 1					DOCKET NUMBER (2) 05000245		PAGE (3) 1 of 3			
TITLE (4) Inadvertent Start of the Emergency Diesel Generator During Surveillance Test										
EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION	MONTH	DAY	YEAR	FACILITY NAME	DOCKET NUMBER
11	12	96	96	056	00	12	12	96	FACILITY NAME	DOCKET NUMBER
OPERATING MODE (9)		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more) (11)								
POWER LEVEL (10)										
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LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)				PAGE (3)
		YEAR	SEQUENTIAL NUMBER		REVISION NUMBER	
		96	--	056	--	00
Millstone Nuclear Power Station Unit 1	05000245					2 of 3

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

I. Description of Event

On November 12, 1996 at 1129 hours with the plant in cold shutdown (90 degrees Fahrenheit and 0 psig) the Emergency Diesel Generator inadvertently started while performing the monthly surveillance on the Diesel Generator Air Compressors Auto Start Logic in accordance with procedure SP 668.1. The procedure requires the air start system pressure be reduced by opening a small petcock drain valve on a filter in the control air line. The air is vented through this valve until the compressor start setpoint is reached and the air compressor is verified to start. The petcock valve was inadvertently unscrewed from its housing in lieu of being opened. This allowed the pressure in the control air line to vent quickly causing the air start valve to open and the diesel generator to start. The diesel was verified to be operating normally and was secured at 1133 hours.

A prompt report was made pursuant to 50.72(b)(2)(ii), "any event or condition that results in manual or automatic actuation of any Engineered Safety Feature," on November 12, 1996.

II. Cause of Event

The cause of this event was a procedural inadequacy for testing the Diesel Generator Air Compressors Auto Start Logic. The new method of testing increased the probability of an inadvertent Diesel Generator start. The surveillance procedure change that implemented a new test method did not provide any precautions to prevent the Diesel Generator from starting.

III. Analysis of Event

On September 23, 1996, the surveillance procedure, SP 668.1 was changed to incorporate an alternate method of verifying the Diesel Generator Air Compressors Auto Start Logic. The alternate method was to vent the air header from the petcock valve located in the control air line downstream of the check valves 1-DGSA-18A and 1-DGSA-18B. Venting through the petcock valves increased the probability of an inadvertent diesel generator start since the petcock valves vented the control air line which has a small air volume. However, the surveillance procedure did not provide any precautions to prevent the inadvertent start of the Diesel Generator. The original method of testing the Diesel Generator Air Compressor Auto Start Logic was by venting the air receivers through the air receiver drain valves (1-DGSA-15A or 1-DGSA-15B). Venting the air through the air receiver drain valves had a lower probability of inadvertently starting the diesel due to the location of the drain valves on the main air header. Changes made to the air start system isolated the receivers from the pressure switch and the receiver drain valve could no longer be used to vent the air header and an alternate method was required.

Since this event did not prevent the Diesel Generator from performing its safety function, there were no safety consequences as a result of this event. This LER is in pursuant to 50.73(a)(2)(iv), "any event or condition that resulted in a manual or automatic actuation of any Engineered Safety Feature."

IV. Corrective Action

The surveillance procedure for testing the Diesel Generator Air Compressor Auto Start Logic will be revised to appropriately test the air system without causing an inadvertent Diesel Generator start. This will be completed prior to the next scheduled surveillance.

LICENSEE EVENT REPORT (LER)

TEXT CONTINUATION

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Millstone Nuclear Power Station Unit 1	05000245	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	3 of 3		
		96	-- 056 --	00			

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

V. Additional Information

Similar Events

There are no similar events involving Engineered Safety Feature actuation due to inadequate procedures.

Manufacturer Data

None.