

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Monticello										DOCKET NUMBER (2) 050002631										PAGE 18 OF 02																																		
TITLE (4) Start of #11 EDG While Isolating #16 Bus																																																						
EVENT DATE (6)										LER NUMBER (8)										REPORT DATE (7)										OTHER FACILITIES INVOLVED (9)																								
MONTH			DAY			YEAR				YEAR			SEQUENTIAL NUMBER			REVISION NUMBER			MONTH			DAY			YEAR				FACILITY NAME										DOCKET NUMBER (a)															
07			15			84				84			02			5			00			08			1484														05000															
OPERATING MODE (5) N										THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 5. (Check one or more of the following) (11)																																												
POWER LEVEL (10) 0.1010										20.402(b)										20.400(a)										XX 00.73(a)(2)(iv)										73.71(b)														
										20.400(a)(1)(i)										00.30(a)(1)										00.73(a)(2)(v)										73.71(a)														
										20.400(a)(1)(ii)										00.30(a)(2)										00.73(a)(2)(vi)										OTHER (Specify in Abstract below and in Text, NRC Form 200A)														
										20.400(a)(1)(iii)										00.73(a)(2)(i)										00.73(a)(2)(vii)(A)																								
										20.400(a)(1)(iv)										00.73(a)(2)(ii)										00.73(a)(2)(vii)(B)																								
										20.400(a)(1)(v)										00.73(a)(2)(iii)										00.73(a)(2)(x)																								
LICENSEE CONTACT FOR THIS LER (12)																																																						
NAME Douglas D. Antony, Supt. Operations																				TELEPHONE NUMBER AREA CODE 612295-5151																																		
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										EXPECTED SUBMISSION DATE (15)																								
																														MONTH DAY YEAR																								

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

While isolating the #15 bus for relay maintenance, the #11 Emergency Diesel Generator (DG) started when an operator opened a bus potential transformer (XPT) door on the rear of cubicle 152-610 rather than cubicle 152-601 as required by the procedure. The DG started properly. It did not load onto the bus as the bus was being supplied by an off-site power source. DG was shut down. Operators reminded to take care in reading numbers and potential consequences of inverting two digits. Caution tag placed on bus pot door warning of potential DG start if door is opened. A modification is in progress to eliminate DG start from opening of subject bus XPT door.

8509160112 840814
PDR ADOCK 05000263
S PDR84 retrofit
IE22
111

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMS NO. 3150-0104

EXPIRES: 9/31/88

FACILITY NAME (1) Monticello	DOCKET NUMBER (2) 0 5 0 0 0 2 6 3	LER NUMBER (3)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		8 4	— 0 2 5	— 0 0	0 2	OF	0 2

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

On July 15, 1984, during a refueling/maintenance outage, the #11 Diesel Generator (DG) automatically started when the bus potential transformer (XPT) door for the LAR transformer was opened rather than the bus XPT door for the #16 bus as required by the procedure. At the time of the event (1234 hours), one licensed operator and two non-licensed operators were isolating #16 safeguards bus for relay maintenance. The bus XPT door that was opened was on the rear of cubicle 152-610. The door that should have been opened was on the rear of cubicle 152-601. Opening the bus XPT door on the rear of cubicle 152-610 simulated a loss of voltage on the LAR transformer which provides an automatic start signal to the DG. #11 DG started properly. #12 DG did not start as it was held out previously for the #16 bus maintenance. The #11 DG did not load on #15 bus as the bus was being supplied by an off-site power source. The #11 DG was shutdown. The operators were reminded to take care in reading numbers in procedures and potential consequences of inverting two digits. A caution tag was placed on the bus XPT door warning of potential DG start if door is opened. A modification is in progress to eliminate DG start from opening of subject bus XPT door.

No previous similar reportable events. No effect on public health and safety as the safety function of the DG was initiated.



ETB 8/10/84

Northern States Power Company

414 Nicollet Mall
Minneapolis, Minnesota 55401
Telephone (612) 330-5500

0001256 B11

LER

LER # 263-84035

EVENT DATE 840715

INPO RCVD DATE 840821 *LAN*

NSAC RCVD DATE _____

August 14, 1984

U S Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

KI

KJB

MONTICELLO NUCLEAR GENERATING PLANT
Docket No. 50-263 License No. DPR-22

Start of #11 EDG While Isolating # 16 Bus

The License Event Report for this occurrence is attached.

This event was reported via Emergency Notification System per 10 CFR Part 12 on July 15, 1984.

David Musolf

David Musolf
Manager - Nuclear Support Services

DMM/MMV/bd

c: Regional Administrator-III, NRC
NRR Project Manager, NRC
Resident Inspector, NRC
MPCA
Attn: J W Ferman

Attachments

1E22
1/1
'84 RETROFIT