

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) PALISADES PLANT										DOCKET NUMBER (2) 0 5 0 0 0 2 5 5 1 OF 0 2					PAGE (3) 1							
TITLE (4) AUTO START OF 1-2 DIESEL GENERATOR																						
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)									
1	2	8	8	5	0	3	1	0	0	0	1	3	7	8	6	N/A	0 5 0 0 0					
OPERATING MODE (9)			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)																			
POWER LEVEL (10)			20.402(b)				20.406(a)				X 80.73(a)(2)(iv)				73.71(b)							
			20.406(a)(1)(i)				80.36(a)(1)				80.73(a)(2)(v)				73.71(e)							
			20.406(a)(1)(ii)				80.36(a)(2)				80.73(a)(2)(vi)				OTHER (Specify in Abstract below and in Text, NRC Form 308A)							
			20.406(a)(1)(iii)				80.73(a)(2)(i)				80.73(a)(2)(vii)(A)											
			20.406(a)(1)(iv)				80.73(a)(2)(ii)				80.73(a)(2)(vii)(B)											
			20.406(a)(1)(v)				80.73(a)(2)(iii)				80.73(a)(2)(ix)											
LICENSEE CONTACT FOR THIS LER (12)																						
NAME R A Fenech, Technical Engineer, Palisades										TELEPHONE NUMBER 6 1 6 7 6 4 7 8 9 4 3												
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																						
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS			
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 December 28, 1985, with the Plant shut down for refueling a test was being run on newly installed undervoltage relays 127-7 XY, YZ, ZX. During the test, there was an auto start of the 1-2 Diesel Generator on undervoltage and a failure to shed load. The auto start of the 1-2 Diesel Generator was due to the new relays being improperly installed because of the contacts being reversed from normal convention. The lack of load shed was due to dirty and misaligned contacts on the Diesel Generator Breaker.

Action being taken includes informing the electrical engineers that vendor manuals exists for relays with contacts shown reverse from normal convention and should be considered when engineering the installation.

The contacts on the Diesel Generator breaker have been cleaned and aligned. This action was performed on the other Diesel Generator breaker and also for the feeder breakers to the safeguards buses

Reference LER 84-015 and 85-005.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO 3150-0104
EXPIRES 8/31/85

FACILITY NAME (1) PALISADES PLANT	DOCKET NUMBER (2) 0 5 0 0 0 2 5 5 8 5	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		8 5	0 3 1	0 0	0 2	OF	0 2

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

On December 28, 1985, at 1540 with the Plant shut down for refueling, a test was being run on newly installed undervoltage relays 127-7 XY, YZ, ZX [EK; 27]. During the test, there was an automatic start of the 1-2 Diesel Generator [EK: DG] on undervoltage. An expected load shed did not occur for the affected bus.

Investigation indicated that the two items, ie., auto start of the Diesel Generator and no load shed resulted from separate problems. First, auto start of the Diesel Generator was a result of undervoltage contacts on the newly installed relays being closed when they should have been open. The reason for this error was that the schematic diagram used to engineer the wiring for installation of the new relays was contrary to convention, ie., the replacement relays contacts are shown schematically in an energized state rather than de-energized.

The load shed problem was due to dirty and misaligned contacts on the Diesel Generator breaker. This gave the indication that a load shed was not required.

The action being taken to prevent recurrence of the improper installation of relays with contact that operate in the reverse manner is to inform the electrical engineers that vendor manuals may show contacts in the reverse from normal convention and that this should be taken into consideration when engineering the installation of this type of relay.

The action being taken to prevent recurrence of the load shed problem was to electrically clean and adjust the breaker contacts for the Diesel Generator breaker. This action was performed on the other Diesel Generator breaker and also for the feeder breakers to the safeguards buses.

This event, since it occurred in the shutdown mode was no threat to the public health or safety.



Consumers
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General Offices: 1945 West Parnall Road, Jackson, MI 49201 • (517) 788-0550

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US Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

DOCKET 50-255 - LICENSE DPR-20 - PALISADES PLANT -
LICENSEE EVENT REPORT 85-031 - AUTO START OF 1-2 DIESLE GENERATOR

Licensee Event Report (LER) 85-031, (Auto Start of 1-2 Diesel Generator) is
attached. This event is reportable to the NRC per 10CFR50.73(a)(2)(iv).

Brian D Johnson
Staff Licensing Engineer

CC Administrator, Region III, USNRC
NRC Resident Inspector - Palisades

Attachment

IE22
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