

LICENSED OPERATOR JOB PERFORMANCE MEASURE

Title: Start Diesel Generator 102
(2009140501)

Revision: 2

Operator: _____ (RO)

Evaluator: _____

Evaluators Signature: _____ Date: _____

Directions to operators:

I will explain the initial conditions and provide initiating cues. When you complete the task successfully, the objective for this job performance measure will be satisfied. (The observing operator not responsible for the direct demonstration of the task is NOT responsible for ensuring the task is correctly performed, but will be asked questions to assure his knowledge of the task being performed.)

Evaluation Method: _____ Perform X Simulate

Evaluation Location: X Plant _____ Simulator

Time Critical Task: No

Validation Time: 15 minutes

NMPI K/A Rating: 3.8

Start Time: _____ Stop Time: _____ Completion Time: _____

JPM Overall Rating: Sat/Unsat Questions: # Asked _____ # Correct _____

Critical Steps: 2, 3, 4, 8

Note: All steps are required to be performed in the sequence given unless specified otherwise.

General References:

NI-OP-45, Rev. 17

FOR INFORMATION ONLY

Approvals:

[Signature] 10/30/90
Supervisor Operations Training NMPI

[Signature] 10/31/90
Supervisor Operations NMPI

01-REQ-PJE-212-1-01 -1 October 1990
01-REQ-PJT-212-1-01

NRCU1/2

A15

INITIATING CONDITIONS:

1. SSS has determined the 115 KV power has been lost with a Turbine Generator Trip.
2. Diesel Generator 102 failed to automatically start.

Task Standards:

Emergency Diesel Generator 102 is started locally and tied on to respective powerboard.

Initiating Cue:

1. Manually start Emergency Diesel Generator 102 and tie on to its respective powerboard.

01-REQ-PJE-212-1-01 -2 October 1990
01-REQ-PJT-212-1-01

NRCU1/2

PERFORMANCE Steps	Standard	Sat/Unsat
1. Obtain the correct procedure.	Procedure N1-OP-45, Rev. 17 obtained.	Sat/Unsat
*2. Inform Control Room that Diesel Generator (DG) 102 will be started locally.	Control Room informed DG 102 will be started locally.	Sat/Unsat
*3. Verify the Droop compensator is set to "0".	Droop compensator at "0".	Sat/Unsat
*4. Push the Local Start Button ON the DG 102 Control Panel.	Local Start Button pushed.	Sat/Unsat
5. Check voltage at approximately 4160 volts.	Voltage at approximately 4160 volts by checking the Voltmeter on Cubicle for R1022 breaker.	Sat/Unsat
Note: Step 6 need only be discussed, performance is not required.		
6. Verify the normal power supply breaker to PB102 (R1012) is open.	R1012 is verified open by observing Green Light ON and Red Light OFF at breaker cubicle, (located in TB Elev. 277 east of PB 101), or contacting the Control Room and verifying R1012 is open.	Sat/Unsat

01-REQ-PJE-212-1-01 -3 October 1990
01-REQ-PJT-212-1-01

Performance Steps	Standard	Sat/Unsat
7. Open the door to breaker R1022.	R1022 breaker door opened.	Sat/Unsat
*8. Push breaker R1022 close pushbutton. Cue: R1022 breaker closes.	R1022 breaker close pushbutton pushed.	Sat/Unsat
9. Verify PB102 voltage remains at approximately 4160 volts.	PB102 is verified at approximately 4160 volts.	Sat/Unsat

Terminating Cue: DG 102 supplying powerboard 102 at approximately 4160 volts.

QUESTION NUMBER: 01-REQ-PJE-212-1-01-01
POINT VALUE: 1.0

QUESTION:

What are the hazards of light load operations of the Emergency Diesel Generators for extended periods of time?

*only one (1) hazard
given in answer
but question does not ask for one.*

ANSWER:

Possible fire hazards due to oil buildup in the diesel exhaust system.

NUREG K/A Reference: 264000 K4.07 3.3
Expected Response Time: 5 minutes
Reference: N1-OP-02, Rev. 21
References Allowed: None

NRCU1/2

01-REQ-PJE-212-1-01 -5 October 1990
01-REQ-PJT-212-1-01

Sat/Unsat

QUESTION NUMBER: 01-REQ-PJE-212-1-01-02
POINT VALUE: 1.0

QUESTION:

EDG 102 fails to start on a valid initiation signal, five seconds later the second start sequence again fails to start the engine. Identify one method the operator can use to shutdown the engine from cranking during the second start sequence? (i.e., secure from cranking over)

Good

ANSWER:

Accept any one:

1. Manually isolate starting air to the engine by shutting the header isolation valve.
2. Pull control fuses FU-22, 23 located in the diesel control cabinet.
3. Place R1012, the PB 102 Normal Feeder Breaker control switch in Pull-to-Lock.

NUREG K/A Reference: 264000 K4.07 3.3
Expected Response Time: 5 minutes
Reference:
References Allowed: None

Sat/Unsat

01-REQ-PJE-212-1-01 -6 October 1990
01-REQ-PJT-212-1-01

NRCU1/2

QUESTION:

What are the hazards of light load operations of the Emergency Diesel Generators for extended periods of time?

01-REQ-PJE-212-1-01 -7 October 1990
01-REQ-PJT-212-1-01

NRCU1/2

QUESTION:

EDG 102 fails to start on a valid initiation signal, five seconds later the second start sequence again fails to start the engine. Identify one method the operator can use to shutdown the engine from cranking during the second start sequence? (i.e., secure from cranking over)

01-REQ-PJE-212-1-01 -8 October 1990
01-REQ-PJT-212-1-01

NRCU1/2