

Stephen B. Bram
Vice President

Consolidated Edison Company of New York, Inc.
Indian Point Station
Broadway & Bleakley Avenue
Buchanan, NY 10511
Telephone (914) 737-8116

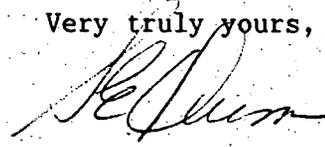
April 29, 1991

Re: Indian Point Unit No. 2
Docket No. 50-247
LER 91-007-00

Document Control Desk
US Nuclear Regulatory Commission
Mail Station P1-137
Washington, DC 20555

The attached Licensee Event Report LER 91-007-00 is hereby
submitted in accordance with the requirements of 10 CFR 50.73.

Very truly yours,



Attachment

cc: Mr. Thomas T. Martin
Regional Administrator - Region I
US Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

Mr. Francis J. Williams, Jr., Project Manager
Project Directorate I-1
Division of Reactor Projects I/II
US Nuclear Regulatory Commission
Mail Stop 14B-2
Washington, DC 20555

Senior Resident Inspector
US Nuclear Regulatory Commission
PO Box 38
Buchanan, NY 10511

9105060198 910429
PDR ADOCK 05000247
S PDR

A OF -4
1822
11

LICENSEE EVENT REPORT (LER)

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-530), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1) Indian Point Unit No. 2	DOCKET NUMBER (2) 0 5 0 0 0 2 4 7	PAGE (3) 1 OF 0 3
--	--------------------------------------	----------------------

TITLE (4)
Auto-Start of Emergency Diesel

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 3	2 8	9 1	9 1	0 0 7	0 0 0	0 4	2 9	9 1		0 5 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) 0 0 0	20.402(b)	20.405(c)	<input checked="" type="checkbox"/>	50.73(a)(2)(iv)	73.71(b)					
	20.405(a)(1)(i)	50.38(c)(1)	<input type="checkbox"/>	50.73(a)(2)(v)	73.71(c)					
	20.405(a)(1)(ii)	50.38(c)(2)	<input type="checkbox"/>	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)	<input type="checkbox"/>	50.73(a)(2)(viii)(A)						
	20.405(a)(1)(iv)	50.73(a)(2)(ii)	<input type="checkbox"/>	50.73(a)(2)(viii)(B)						
20.405(a)(1)(v)	50.73(a)(2)(iii)	<input type="checkbox"/>	50.73(a)(2)(ix)							

LICENSEE CONTACT FOR THIS LER (12)

NAME James J. Maylath, Senior Engineer	TELEPHONE NUMBER 9 1 4 5 2 6 - 5 3 5 6
---	---

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)											
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS		

SUPPLEMENTAL REPORT EXPECTED (14) <input type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE) <input checked="" type="checkbox"/> NO	EXPECTED SUBMISSION DATE (15)	MONTH DAY YEAR
--	-------------------------------	----------------

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

On March 28, 1991, during a cold shutdown refueling outage, with fuel out of the core, emergency diesel No. 23 automatically started. The diesel had received an undervoltage signal from one of the 480V buses which initiated the start and stripped the loads on the bus. There was no apparent actual undervoltage condition on the 480V or 6.9 kv buses. All offsite power remained available, and all Engineered Safety Features performed as expected. A perturbation on the DC circuit associated with the undervoltage relays or an inadvertent bumping of a relay are the most probable causes for initiating the undervoltage signal.

**LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION**

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 60.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-530), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1) Indian Point Unit No. 2	DOCKET NUMBER (2) 0 5 0 0 0 2 4 7	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		9 1	0 0 7	0 0	0 2	OF	0 3

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

PLANT AND SYSTEM IDENTIFICATION:

Westinghouse 4-Loop Pressurized Water Reactor

IDENTIFICATION OF OCCURRENCE:

Emergency Diesel Generator Auto-Start

EVENT DATE:

March 28, 1991

REPORT DUE DATE:

April 29, 1991

REFERENCES:

Significant Occurrence Report (SOR) 91-154

PAST SIMILAR OCCURRENCE:

July 18, 1984; LER 84-008-00
February 28, 1991; LER 91-005-00

DESCRIPTION OF OCCURRENCE:

On March 28, 1991, at 1610 hours, with the unit in cold shutdown and the fuel out of the core for refueling, Emergency Diesel Generator (EDG) #23 automatically started. This was initiated by an undervoltage signal from 480V bus 3A which also stripped connected loads from bus 3A. At the time EDG #21 and #22 were tagged out for planned upgrades. As designed, EDG #23 started but did not tie into 480V bus 6A because bus 6A never lost power and the logic to close the diesel on to the bus was not satisfied. Loss of either 480V bus 5A or 6A in conjunction with a unit trip or a safety injection (SI) signal is required to load the 480V buses on the diesel. In this case an undervoltage signal from bus 3A initiated the diesel start. None of the 6.9 kv or 480V buses lost power and all offsite power sources remained available during this event.

**LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION**

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-530), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1) Indian Point Unit No. 2	DOCKET NUMBER (2) 0 5 0 0 0 2 4 7	LER NUMBER (8)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		9 1	- 0 0 7	- 0 0	0 3	OF	0 3

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

ANALYSIS OF OCCURRENCE:

This report is being made because actuation of an Engineered Safety Feature (ESF) System occurred. Any manual or automatic actuation of an ESF is reportable under 10 CFR 50.73(a)(2)(iv). There were no adverse safety implications as a result of this event. All ESF performed as expected. Service water, component cooling water and spent pool cooling flow were not impacted by this event. This event did not cause any personnel injury or damage to equipment.

CAUSE OF OCCURRENCE:

EDG #23 started as a result of the actuation of the undervoltage relays on 480V bus 3A. As there was no apparent undervoltage on the 480V or 6.9 kv buses, it is not believed that an undervoltage condition was present. No component failures were found, and all equipment operated as expected. At the time of the event, work was going on in the areas where the undervoltage relays and their associated circuits are located. A perturbation on the DC circuit associated with the relays or an inadvertent bumping of a relay are the most probable causes for the actuation of the bus 3A undervoltage relays.

CORRECTIVE ACTION:

Existing work controls, training and worker knowledge were re-evaluated as a result of this event and determined to be appropriate for this type of ESF actuation. However, during the current refueling outage a significant amount of electrical work is being performed, especially in areas affecting site power supplies. Because of this increased amount of work, all plant groups have been instructed to re-emphasize to appropriate personnel the importance of attentiveness to sensitive electrical equipment when working in these areas. Workers will also be reminded that inadvertently caused trips can have adverse affects on ESF equipment even with the plant in a shutdown condition.