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SUBJECT: Special rept: on 920406, Div I standby EDG output breaker
 (BKR 101-1) on emergency switchgear 2ENS*SWG101 did not
 close. Caused by malfunction of manual trip latch lever.
 Deviation/Event Report (DER) 2-92-Q-1424 initiated.

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Joseph F. Firlit
Vice President
Nuclear Generation

May 6, 1992
NMP84877

United States Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

RE: Docket No. 50-410
SPECIAL REPORT

Gentlemen:

In accordance with Nine Mile Point Unit 2 (NMP2) Technical Specification 4.8.1.1.3, we are submitting the following Special Report concerning a Division I Standby Emergency Diesel Generator (2EGS*EG1) invalid test and invalid failure.

SURVEILLANCE REQUIREMENTS

Diesel Generator surveillance testing is performed on a monthly schedule (at least once per 31 days). The monthly testing interval is in conformance with Nine Mile Point Unit 2 Technical Specification Table 4.8.1.1.2-1, Diesel Generator Test Schedule. There have been 0 failures in the last 20 starts and 3 failures in the last 100 starts.

EVENT DESCRIPTION

On April 6, 1992 at 1155 hours, during the performance of Operations Surveillance Procedure N2-OSP-EGS-M001, "Diesel Generator and Diesel Air Start Valve Operability Test - Division I and Division II," the Division I Standby Emergency Diesel Generator output breaker (BKR 101-1) on emergency switchgear 2ENS*SWG101 did not close while attempting to synchronize and parallel the Division I Diesel Generator. Electrical Maintenance inspected the output breaker and found the manual trip latch lever linkage out of position, which prevented the breaker from closing. The breaker and its associated linkage was exercised. The breaker was then reinstalled and N2-OSP-EGS-M001 was completed satisfactorily.

ROOT CAUSE

Prior to performing N2-OSP-EGS-M001, the Division I Diesel Generator output breaker was racked out utilizing Operations Department Good Practice N2-ODP-OPS-0106 to perform Operations Surveillance Procedure N2-OSP-EGA-R001, "Diesel Generator Air Start Valve and Air Start Check Valve Operability Test - Division I and Division II." While racking the breaker out, it was identified that the manual trip latch lever was not functioning properly and Work Request (WR #198917) was initiated to repair. This lever functions to discharge the trip springs when racking the breaker down or manually tripping the breaker.

Immediately prior to the event, the Diesel Generator output breaker was racked in. However, the individual who racked in the breaker failed to recognize that the manual trip latch lever did

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not reset, thus preventing the breaker from functioning properly. Had this lever been reset, the breaker would have performed its intended function as demonstrated by the successful completion of N2-OSP-EGS-M001. Diesel Generator 2EGS*EG1 would not have been placed in service until procedure N2-OSP-EGS-M001 was satisfactorily completed.

ACTIONS TAKEN

Deviation/Event Report (DER) #2-92-Q-1424 was initiated to investigate the Division I Diesel Generator output breaker failure to close. This investigation resulted in the following corrective/preventive actions:

1. Operations/System Engineering to revise N2-ODP-OPS-0106, "Departmental Good Practice" to add an additional verification step, assuring the breaker trip lever is reset, to prevent recurrence.
2. Operations will issue a Lessons Learned Transmittal describing the event addressed in DER #2-92-Q-1424.

WR #198917 was worked subsequent to the subject event to lubricate/repair the Division I Diesel Generator output breaker manual spring discharge trip lever.

NMP2 is in a refueling outage, and during this event the core was offloaded. The Division I Emergency Diesel Generator was out of service for preplanned maintenance and was unavailable during and after the failed test.

VALID TEST/FAILURE DETERMINATION

Investigation into the Division I Diesel Generator output breaker not closing has determined the event to not be a conservative valid test or failure per Regulatory Guide 1.108, Position C.2.e.(2) and C.2.e.(5). This determination is based on the fact that the individual who racked in the breaker failed to recognize that the manual trip latch lever did not reset, thus preventing the breaker from functioning properly. Had this lever been reset, the breaker would have performed its intended function. Demonstration of the successful completion of N2-OSP-EGS-M001 verified that 2EGS*EG1 is capable of performing its intended function and that proper operation practices were verified prior to returning the diesel to operable.

Very truly yours,



Joseph F. Firlit
Vice President - Nuclear Generation

JFF/AP/lmc

xc: Thomas T. Martin, Regional Administrator Region I
Wayne L. Schmidt, Senior Resident Inspector



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