

Narrative for LER 78-44/3L-1

On 6-28-78 at 1340 hours, the A Diesel Generator was taken out of service per tagging application 2607 for switchgear cleaning. The Diesel Generator Manual Bus Isolation Breaker G2-1E2 was opened and racked out for personnel safety.

At 1430 hours on 6-29-78, tagging application 2607 was signed off allowing the A Diesel Generator to be placed into service. The A Diesel Generator was placed in emergency standby per operating procedure 2104-6.2.

On 6-30-78 at 0240 hours, the B Diesel Generator was taken out of service for switchgear cleaning. Later that day at 1600 hours, it was discovered that A Diesel Generator Manual Bus Isolation Breaker G2-1E2 was not closed. Discovery was made by noting that no position indicating lights for G2-1E2 were lit on the A Diesel Generator Panel. G2-1E2 was found racked in but not closed. This required entry into the action statement for Tech. Spec. 3.8.1.2 in that no diesel generators were operable, due to the B Diesel Generator being tagged out and G2-1E2 being opened. The A Diesel Generator could not load onto the ESP Bus with manual breaker G2-1E2 being open. For the 14 hours that the unit was in this action statement, no core alterations or positive reactivity changes were made.

At 1623 G2-1E2 was closed and the A Diesel Generator was successfully tested per the associated surveillance procedure 2303-M16, thus insuring the requirements of Tech. Spec. 3.8.1.2 were met.

The followup investigation revealed that the Diesel Generator Manual Isolation Breaker, G2-1E2 (G22-2E2) is closed per Section 3.0 of the diesel generator operating procedure and not in the section for placing the diesel in emergency standby. The procedure has been revised to include a step, in the section for placing the diesel in emergency standby to insure that G2-1E2 (G22-2E2) is closed.

ATTACHMENT NOT FILMED

ANO. 7904260472

NO. OF PAGES 1 p.

DUPLICATE: ALREADY ENTERED INTO SYSTEM
UNDER ANO. _____

ILLEGIBLE: HARD COPY AT:
 PDR
 CF
 OTHER _____

001 0011