U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: |__|__|__|__|__|__| (1)   (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

| 0 | 1 | | I | A | 0 | A | C | 1 | (2) | 0 | 0 | — | 0 | 0 | 0 | 0 | 0 | — | 0 | 0 | (3) | 4 | 1 | 1 | 1 | (4) | | (5) |

LICENSEE CODE / LICENSE NUMBER / LICENSE TYPE / CAT

| 0 | 1 | REPORT SOURCE | L | (6) | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | (7) | 0 | 3 | 1 | 5 | 8 | 2 | (8) | 0 | 3 | 2 | 9 | 8 | 2 | (9) |

DOCKET NUMBER / EVENT DATE / REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0	2	During normal operation while performing surveillance testing, standby d
0	3	iesel generator 1G-21 tripped in start sequence. As required by Technica
0	4	l Specification 3.8.B.1, a 7-day LCO was entered. The redundant diesel
0	5	generator was operable. The 7-day LCO ended after approximately 8 hours
0	6	when 1G-21 was made operable. Diesel generator 1G-21 may not have been a
0	7	vailable for automatic start as designed for the preceding 18 days. Ther
0	8	e have been no previous similar occurrences.

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	E E (11)	D (12)	Z (13)	F I L T E R (14)	Z (15)	Z (16)

(17) LER/RO REPORT NUMBER	EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
	8 2	—	0 2 0	/	0 1	T	—	0

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
E (18)	G (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	N (24)	A (25)	C 4 7 0 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1	0	Diesel trip caused by procedural deficiency which allowed both fuel oil
1	1	filters on 1G-21 to be changed without properly filling and venting the
1	2	filter casings. Air in fuel oil line caused trip from fuel starvation. F
1	3	uel oil system was primed and vented and engine tested sat. To preclude
1	4	recurrence, procedures will be written and modified.

FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1 5	E (28)	0 9 0 (29)	NA	B (31)	Surveillance Test

	ACTIVITY RELEASED (33)	CONTENT OF RELEASE (34)	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
1 6	Z	Z	NA	NA

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
1 7	0 0 0 (37)	Z (38)	NA

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
1 8	0 0 0 (40)	NA

LOSS OF OR DAMAGE TO FACILITY (43)

	TYPE	DESCRIPTION
1 9	Z (42)	NA

PUBLICITY

	ISSUED (44)	DESCRIPTION (45)
2 0	N	NA

NRC USE ONLY

| | | | | | | | | | | | | | | | |

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DUANE ARNOLD ENERGY CENTER

Iowa Electric Light and Power Company

Licensee Event Report - Supplemental Data

Docket No. 050-0331

Licensee Event Report Date: 3/29/82

Reportable Occurrence No: 82-020

Event Description:

During normal operation while performing the monthly surveillance testing,
standby diesel generator 1G-21 tripped in the start sequence before reaching
the rated frequency and voltage. As required by Technical Specification
3.8.B.1 for an inoperable diesel generator, a 7 day limiting condition for
operation (LCO) was entered. The redundant standby diesel generator, 1G-31
was operable. The 7-day LCO was ended after approximately 8 hours when 1G-21
was made operable. In addition, 1G-21 may not have been available for
automatic start, as designed, for the preceding 18 days (see cause description
below). There have been no similar previous occurrences.

Cause Description:

The diesel generator trip was caused by a procedural deficiency which allowed
both fuel oil filters on diesel generator 1G-21 to be changed on February 25,
1982 without requiring that the filter casings be properly filled and vented.
Air was present in the fuel oil line causing 1G-21 to trip from fuel
starvation during the start sequence.

At the time, it was mistakenly believed that the fuel oil filters were to be
changed without making the diesel generator inoperable. Thus 1G-21 was not
declared inoperable when its filters were changed. For the same reason, post
maintenance operability testing was not performed.

Corrective Action:

The fuel oil system for diesel generator 1G-21 was primed and vented. Then
1G-21 was functionally tested satisfactorily and made operable to end the 7-
day LCO entered that day.

To prevent recurrence, maintenance procedures for diesel generator fuel oil
filter maintenance will be developed by April 15, 1982.

Administrative controls will be modified to assure post maintenance
operability of safety related equipment. These changes will include a
mechanism to ensure that safety related maintenance is performed in
accordance with adequate maintenance procedures. In addition, an independent
review by qualified personnel to verify the adequacy of post maintenance
operability testing will be required. These changes will be in place by May
15, 1982.