



Nebraska Public Power District

COOPER NUCLEAR STATION
P.O. BOX 98, BROWNVILLE, NEBRASKA 68321
TELEPHONE (402) 825-3811

CNSS820452

August 10, 1982

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Mr. John T. Collins, Regional Administrator
U.S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive
Suite 1000
Arlington, Texas 76011

Dear Sir:

This report is submitted in accordance with Section 6.7.2.B.2 of the Technical Specifications for Cooper Nuclear Station and discusses a reportable occurrence that was discovered on July 13, 1982. A licensee event report form is also enclosed.

Report No.: 50-298-82-17
Report Date: August 10, 1982
Occurrence Date: July 13, 1982
Facility: Cooper Nuclear Station
Brownville, Nebraska 68321

Identification of Occurrence:

A condition which resulted in operation in a degraded mode permitted by a limiting condition for operation established in Section 3.5.F.2 of the Technical Specifications.

Conditions Prior to Occurrence:

The reactor was at a steady state power level of approximately 86% of rated thermal power. #1 Diesel Generator (DG) was inoperable. (Reference LER 82-016.)

Description of Occurrence:

After satisfactorily performing an overspeed test on #2 DG, the diesel tripped before it could be loaded. The DG was restarted, loaded, and again tripped. #2 DG was declared inoperable.

Designation of Apparent Cause of Occurrence:

The failure of #2 DG was due to binding in the low lube oil pressure switch.

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Analysis of Occurrence:

The low lube oil pressure switch is an AMOT Model 1672E1A-1 pressure sensing valve. The valve is blocked out on a normal diesel startup. After the engine is running, the pressure switch sensing line will close when proper oil pressure is attained. An overspeed trip test had just been satisfactorily completed to verify proper operation of the safety trip valve (reference LER 82-16). After #2 DG was declared inoperable and preparations made for a reduction in reactor power, the low lube oil pressure switch was tested. Indication was that the vent valve was not remaining closed allowing sensing pressure to vent off. The valve was then exercised several times with no further problems noted. #2 DG was then operationally tested and returned to service.

Failure of this switch under accident conditions would not have made the diesel inoperable. On an automatic (emergency) start all safety shutdowns operated by 30 psig control air are valved out.

This occurrence presented no adverse consequences from the standpoint of public health and safety.

Corrective Action:

The low lube oil pressure switch was replaced during a plant shutdown on July 14, 1982. The switch will be returned to the vendor for inspection and overhaul.

The same switch on #1 DG was functionally tested and calibrated during the recent annual diesel generator inspection.

Sincerely,



L. C. Lessor
Station Superintendent
Cooper Nuclear Station

LCL:cg
Attach.