

LICENSEE EVENT REPORT
NARRATIVE REPORT
TMI-II
LER 82-027/03L-0
EVENT DATE - July 26, 1982

I. EXPLANATION OF OCCURRENCE

At 0830 hours on July 26, 1982, while preparing to remove Emergency Diesel Generator DF-X-1B from service for maintenance, an operability check was performed on EDG DF-X-1A [in accordance with Technical Specification Limiting Condition for Operation 3.8.1.1, action statement (a)]. During the performance of the operability check, EDG DF-X-1A's permissive indication would not energize. (It is a green lamp located on Control Room Panel 26 which indicates, when lit, that the diesel can be loaded.) Due to the inability to load the diesel, DF-X-1A was declared inoperable.

This event is considered reportable under Section 6.9.1.9(b) due to entry into and compliance with the requirements of the action statement of Tech 3.8.1.1.

II. CAUSE OF THE OCCURRENCE

Investigation of the circuitry of Emergency Diesel DF-X-1A did not identify any faulty or malfunctioning equipment. However, due to the nature of this event, it is believed that the cause of the event was due to a transient condition in either the Frequency Relay (81 Relay) or the associated 'X' Auxiliary Relay, both of which are located at local Control Panel 308.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long-term cold shutdown state. The reactor decay heat was being removed via loss to ambient. Throughout the event there was no effect on the Reactor Coolant System or the core.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

Immediate

Investigation revealed no malfunctioning components in the diesel's control circuitry. The bulb in the permissive lamp assembly in Control Panel 26 was replaced during the investigation.

The Emergency Diesel DF-X-1A was tested satisfactorily using Surveillance Procedure 4303-M16A and returned to service at 1229 hours on July 26, 1982.

Immediate (continued)

A manufacturer's representative was brought in on July 28, 1982, to remove and test both the Frequency Relay and the "X" Auxiliary Relay. Again, no problems were identified.

Long Term

The Emergency Diesel DF-X-1A has been started and loaded several times since this event with no recurrence of the problem. Based upon this, no further corrective actions are appropriate at this time.

V. COMPONENT FAILURE DATA

N/A