



SACRAMENTO MUNICIPAL UTILITY DISTRICT ☐ 6201 S Street, Box 15830, Sacramento, California 95813; (916) 452-3211

September 3, 1982

RICHARD C DE YOUNG DIRECTOR
OFFICE OF INSPECTION AND ENFORCEMENT
U S NUCLEAR REGULATORY COMMISSION
WASHINGTON DC 20555

OPERATING LICENSE NO. DPR-54
DOCKET NO. 50-312
RANCHO SECO NUCLEAR GENERATING STATION UNIT NO. 1
RESPONSE TO NOTICE OF VIOLATION AND
PROPOSED IMPOSITION OF CIVIL PENALTIES

Apparently page 3 of the response to the Notice of Violation submitted to you on August 31, 1982, is a duplicate of page 2 and the actual page 3 was mistakenly deleted from certain copies which were mailed out. We are unable to determine who received the incorrect copies and, therefore, we are mailing everyone a new copy of page 3.

John J. Mattimoe

John J. Mattimoe
Assistant General Manager
and Chief Engineer

Attachment

cc: R. H. Engelken
J. Lieberman
T. A. Baxter

Subscribed to and sworn before
me this 3rd day of September, 1982.

Patricia K. Geisler

Notary Public



that the dropped fault flag on the "B" diesel generator output breaker was discovered.

(2) The Reasons for the Violation if Admitted. The reason for the violation cannot be laid to error or neglect on the part of the operations staff, as implied by the Notice of Violation. Rather, as discussed below, this violation was caused by equipment design and insufficient training regarding interpretation of system status.

At the time of the occurrence, the diesel generator reverse current (which prevented the closure of the output breaker) was connected to the diesel generator trouble alarm. Operating procedures and training received by the operations staff led to the understanding that actuation of the diesel generator trouble alarm did not indicate that the diesel generator was inoperable. Obviously, in this situation, this understanding was incorrect as failure of the output breaker to close did render the diesel inoperable.

Beyond this, the dropped fault flag indicating the failure of the output breaker to close was not discovered by the operations staff, despite routine checks of the diesel generator operability by each shift. This failure to identify the dropped fault flag was caused in part by the difficulty in locating the flag itself and by insufficient attention in training the staff regarding the location of these indicators.

(3) The Corrective Steps Which Have Been Taken and the Results Achieved. In order to correct the deficiencies which led to this violation, white indicating boxes have been added to each relay cover where the trip flag indicator is located.