PSE&G

Public Service Electric and Gas Company P.O. Box 236 Hancocks Bridge, New Jersey 08038

Nuclear Department

November 28, 1983

U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, Pennsylvania 19406

Attention: Mr. Richard W. Starostecki, Director
Division of Project and Resident Programs

Gentlemen:

NRC INSPECTION 50-311/83-15
SALEM GENERATING STATION
NO. 2 UNIT
DOCKET NO. 50-311

The subject inspection conducted on May 11 to June 8, 1983, identified an apparent violation involving the failure to maintain the minimum two AC electrical bus trains and their associated diesel generators or to establish containment integrity within the required time. PSE&G's response is provided below.

ITEM OF VIOLATION

Technical Specification 3.8.2.2 requires that as a minimum two AC electrical bus trains shall be energized and that their associated diesel generators shall be operable in Mode 5 and 6. The AC electrical bus train shall include the 115 volt instrument bus energized from its respective inverter connected to its respective DC bus train. With less than the required complement of AC buses and inverters operable and energized containment integrity must be established within eight hours.

Contrary to the above:

> While in Mode 5 from 8:25 p.m. until 9:27 p.m. on May 25, 1983 and from 8:43 a.m. until 11:45 a.m. on May 30, 1983 only B AC electrical bus train and B diesel generator were operable with 2A diesel generator and 2C vital instrument bus inverter out of service for maintenance in excess of eight hours without establishing containment integrity.

8402070249 840202
PDR ADOCK 05000311
Q PDR

95-2168 (6/84) 11-82

Reply to Item of Violation

On May 25, 1983, with 2A diesel generator inoperable due to extensive outage maintenance, 2C vital instrument bus inverter was removed from service for modifications. The work was estimated to take 3 hours based upon previous experience. The above actions made 2 AC bus trains inoperable which was permissible in accordance with Technical Specifications. However, Technical Specifications required that containment integrity be established within 8 hours. Prior to making the 2C inverter inoperable, no contingency plans were made as to what would be done if the inverter was not restored to operability within 8 hours. After making the inverter inoperable and entering the action statement, the establishment of containment integrity was not initiated because it was expected that the maintenance activity would be completed and the inverter restored to an operable status within the required time frame. However, difficulty was encountered during the process of completing the modifications and restoring the inverter. The problems were identified 4 hours into the action statement and at that time it was realized that the inverter would not be restored within the required time frame. Actions were initiated to establish containment integrity at that time; however, integrity was not established within the 8 hours as required by Technical Specifications.

On May 30, 1983, again with the 2A diesel unavailable and inoperable, the normal power supply to the 2C inverter failed, causing a forced transfer to its backup supply. Again 2 AC bus trains were inoperable. The Technical Specifications action statement was entered and both corrective action to restore the inverter to its normal power source and establishment of containment integrity were initiated. However, neither of the actions were completed within the required 8 hours as detailed in Licensee Event Report 50-311/83-22.

a. Corrective steps which have been taken and results achieved

An Information Directive was issued to all Operations Department personnel describing the two events. The Information Directive expressed concern over the failure to establish and implement contingency procedures prior to entering into conditions that could cause a violation of a limiting condition for operation. Additionally, the directive requires that in situations such as the above, planned entry into action statements shall not be made until the additional requirements of the action statements are fulfilled. In cases of unplanned entry into action statements due to events outside our control, immediate actions shall be taken to comply with the action requirements.

b. Corrective steps which will be taken to avoid further violations

Same response as answer (a).

c. Date when full compliance will be achieved

We are now in full compliance.

Sincerely,

E. A. Liden
Manager - Nuclear
Licensing and Regulation

CC: Director, Office of Inspection and Enforcement
Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. Donald C. Fischer
Licensing Project Manager

Mr. James Linville
Senior Resident Inspector