NRC Form 366
(9-83)

U.S. NUCLEAR REGULATORY COMMISSION
APPROVED OMB NO. 3150-0104
EXPIRES: 8/31/85

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)	DOCKET NUMBER (2)	PAGE (3)
Shoreham Nuclear Power Station	0 5 0 0 0 3 2 2	1 OF 0 2

TITLE (4)
Automatic Start of Emergency Diesel Generator 103

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES	DOCKET NUMBER(S)
0 2	2 7	8 5	8 5	0 0 8	0 0	0 3	2 2	8 5		0 5 0 0 0
										0 5 0 0 0

OPERATING MODE (9)	4	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)			
POWER LEVEL (10)	0 0 0	20.402(b)	20.405(c)	X 50.73(a)(2)(iv)	73.71(b)
		20.405(a)(1)(i)	50.36(c)(1)	50.73(a)(2)(v)	73.71(c)
		20.405(a)(1)(ii)	50.36(c)(2)	50.73(a)(2)(vii)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)
		20.405(a)(1)(iii)	50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	
		20.405(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	
		20.405(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(x)	

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER
Joseph G. Wynne, Operational Compliance Engineer	AREA CODE 5 1 6 — 9 2 9 - 8 3 0 0

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	

SUPPLEMENTAL REPORT EXPECTED (14)		EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
YES (If yes, complete EXPECTED SUBMISSION DATE)	X NO				

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

On February 27, 1985 at 5:40 a.m. Emergency Diesel Generator 103 auto started due to an Instrument and Control technicians error. The plant was in Operational Condition 4 and none of the Emergency Diesel Generators were required to be operable at this time per Technical Specification requirements. Two Instrument and Control technicians were performing a surviellance procedure (4160V Emergency Bus Load Sequence Program Calibration and Functional Check), when the Control Room received indication and an alarm of a ground on the 125V DC Battery C System. After approximately 30 seconds the ground indication cleared, but the alarm required a manual reset. Coincidental with the operator resetting the ground alarm relay, the undervoltage lockout relay for Emergency Bus 103 tripped. This caused the NSST breaker for Emergency Bus 103 to trip, the RSST breaker to trip and lockout, and created an undervoltage condition on Emergency Bus 103. Diesel Generator 103 started and renergized the bus.

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FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
Shoreham Nuclear Power Station Unit #1	0 5 0 0 0 3 2 2	8 5	— 0 0 8	— 0 0	0 2 OF 0 2

TEXT *(If more space is required, use additional NRC Form 366A's)* (17)

On February 27, 1985 at 5:40 a.m. Emergency Diesel Generator automatically started due to the tripping of the undervoltage lockout relay for Emergency Bus 103. The plant was in Operational Condition 4 and none of the Emergency Diesel Generators were required to be operable at this time per Technical Specification requirements. The trip occurred as a result of a ground on the 125V DC Battery C System that may have been caused by the two technicians performing surveillance procedure on the Emergency Bus Load Sequence program. This procedure involved lifting leads and placing jumpers on or near switchgear control circuit terminals.

As the test for Emergency Bus 103 was being performed, the Control Room received an indication and an alarm of a ground on the 125V DC Battery C System. After approximately 30 seconds the ground indication cleared but the ground detector alarm required a manual reset. An operator was dispatched to reset the ground alarm relay. Coincidental with the operator resetting the relay, the undervoltage lockout relay for Emergency Bus 103 tripped. This caused the NSST breaker for the Bus to trip, the RSST breaker to trip and lockout, and created an undervoltage condition on the Bus. Diesel Generator 103 started and reenergized the bus.

All testing on Emergency Bus 103 was immediately suspended by operations and the technicians checked their test equipment for possible grounds, but found none. After the Diesel Generator was secured and the electrical lineup was restored to normal, the technicians were allowed to complete the surveillance procedure. Upon completion, Emergency Bus 103 was then returned to its pretest condition.

Instrument and Control (I&C) Supervision reviewed the alarm typer printout, electrical drawings, and the surveillance procedure, and discussed the incident with personnel on shift at the time and the technicians who performed the procedure. The procedure was reperformed on February 28, 1985 with I&C supervisory personnel present. The test was completed without incident.

On March 8, 1985 the incident was reviewed in detail with all I&C personnel. Due to the fact that a direct cause cannot be identified and that technician error may have been the cause of the event, to prevent recurrence, it was stressed, both to the individuals involved and to the entire I&C section that extreme care must be taken when performing procedures that involve lifting leads and placing jumpers.

LILCO
LONG ISLAND LIGHTING

LONG ISLAND LIGHTING COMPANY

SHOREHAM NUCLEAR POWER STATION • P.O. BOX 628 • WADING RIVER, NEW YORK 11792

TEL. (516) 929-8300

March 22, 1985

PM 85-034

U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Dear Sir:

In accordance with 10CFR50.73, enclosed is a copy of Shoreham Nuclear Power Station Unit 1's License Event Report 85-008.

Sincerely yours,

William E. Steiger, Jr.
Plant Manager

WES/gr

Enclosure

cc: Dr. Thomas E. Murley, Regional Administrator
Peter Eselgroth, Senior Resident Inspector
Institute of Nuclear Power Operations, Records Center
American Nuclear Insurers

SR-A43.700

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