

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)  
Joseph M. Farley - Unit 2

DOCKET NUMBER (2)  
0 5 0 0 0 3 6 4 1 0

TITLE (4)  
Diesel Generator Inadvertently Started During Testing.

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	1	16	8	5	002	0	0	2	1	1	8	5	0	5	0	0	0
0	1	16	8	5	002	0	0	2	1	1	8	5	0	5	0	0	0

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)

OPERATING MODE (9) 6	<input type="checkbox"/> 20.402(b)	<input type="checkbox"/> 20.406(a)	<input checked="" type="checkbox"/> 20.73(a)(2)(iv)	<input type="checkbox"/> 72.71(b)
POWER LEVEL (10) 0, 0, 0	<input type="checkbox"/> 20.405(a)(1)(i)	<input type="checkbox"/> 20.406(a)(1)	<input type="checkbox"/> 20.73(a)(2)(v)	<input type="checkbox"/> 72.71(a)
	<input type="checkbox"/> 20.405(a)(1)(ii)	<input type="checkbox"/> 20.406(a)(2)	<input type="checkbox"/> 20.73(a)(2)(vi)	OTHER (Specify in Abstract below and in Text, NRC Form 205A)
	<input type="checkbox"/> 20.405(a)(1)(iii)	<input type="checkbox"/> 20.73(a)(2)(i)	<input type="checkbox"/> 20.73(a)(2)(vii)(A)	
	<input type="checkbox"/> 20.405(a)(1)(iv)	<input type="checkbox"/> 20.73(a)(2)(ii)	<input type="checkbox"/> 20.73(a)(2)(vii)(B)	
	<input type="checkbox"/> 20.405(a)(1)(v)	<input type="checkbox"/> 20.73(a)(2)(iii)	<input type="checkbox"/> 20.73(a)(2)(viii)	

LICENSEE CONTACT FOR THIS LER (12)

NAME: J. D. Woodard

TELEPHONE NUMBER: 205 899-5156

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

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE: )  NO

EXPECTED SUBMISSION DATE (15):

MONTH	DAY	YEAR

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

At 2032 on 1-16-85, an actuation of Engineered Safety Feature equipment occurred when the 2C diesel generator started automatically and supplied power to the 2J 4160v bus. The 2J bus had been deenergized due to a personnel error during testing when the breaker between the startup transformer and the 2G bus (which powers the 2J bus) was inadvertently tripped open. The unit was in a refueling outage and all fuel had been removed from the reactor vessel. The buses were reenergized from the startup transformer and the 2C diesel generator was shut down. The 2C diesel generator operated for about 13 minutes. Health/safety of the public was not affected.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

FACILITY NAME (1)  Joseph M. Farley - Unit 2	DOCKET NUMBER (2)  0   5   0   0   0   3   6   4   8   5	LER NUMBER (8)			PAGE (3)	
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
			0   0   2	0   0	0   2	OF 0   2

TEXT (If more space is required, use additional NRC Form 388A's) (17)

At 2032 on 1-16-85, an actuation of Engineered Safety Feature equipment occurred when the 2C diesel generator started automatically and supplied power to the 2J 4160v bus. The 2J bus had been deenergized due to a personnel error during testing when the breaker between the startup transformer and the 2G bus (which powers the 2J bus) was inadvertently tripped open. The unit was in a refueling outage and all fuel had been removed from the reactor vessel. The buses were reenergized from the startup transformer and the 2C diesel generator was shut down. The 2C diesel generator operated for about 13 minutes.

Testing was being conducted to verify the proper implementation of a design change to the B2G sequencer. Proper test results had not been obtained and after several hours of troubleshooting it was determined that a wiring error had been made during the implementation of the design change. Testing was continued after the error had been located and corrected. However, test personnel failed to verify that proper conditions existed before restarting the test. They did not recognize that a lead in the B2G sequencer auxiliary panel which was required to be lifted for the test had been landed during the troubleshooting. Simulation of reduced grid voltage during the test with the lead improperly landed caused the breaker between the startup transformer and the 2G bus to open and the buses were deenergized. Upon deenergization of the 2J bus, the 2C diesel generator started and provided power to the 2J bus.

This event was caused by personnel error. All Plant Modifications Department testing personnel have been reinstructed in proper testing practices and the necessity to follow procedures.

**Mailing Address**

Alabama Power Company  
600 North 18th Street  
Post Office Box 2641  
Birmingham, Alabama 35291  
Telephone 205 783-6090

**R. P. McDonald**  
Senior Vice President  
Flintridge Building



Alabama Power  
the southern electric system

February 11, 1985

Docket No. 364

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

Dear Sir:

Joseph M. Farley Nuclear Plant, Unit 2, Licensee Event Report  
No. LER 85-002-00 is forwarded in accordance with 10CFR50.73 to provide 30  
day written notification of the occurrence.

If you have any questions, please advise.

Yours very truly,

R. P. McDonald

RPM/DSM:sam

Enclosure

xc: IE, Region II

LER  
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