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Writer's Direct Dial Number

February 28, 1980
TLL 079

Office of Inspection and Enforcement
Attn: Boyce H. Grier, Director
Region I
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, Pa. 19406

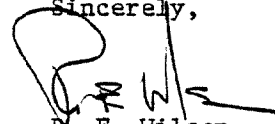
Dear Sir:

Three Mile Island Nuclear Station, Unit II (TMI-2)
Operating License No. DPR-73
Docket No. 50-320
Special Report 80-002/99X-0

Attached please find Special Report 80-002/99X-0 concerning the vibration induced failure of the speed switch and tachometer drive assembly on Emergency Diesel Generator DF-X-1B.

Please note, under the applicable Technical Specifications at the time of the failure, this is not a reportable event since no specifications were violated. However, given the status of the Unit II facility, we are reporting this event as a special report.

Sincerely,



R. F. Wilson
Director, TMI-II

RFW:SDC:hah

Attachment

cc: J. T. Collins

A002
5/11

8003 110 675

5

SPECIAL REPORT--NARRATIVE REPORT

SPECIAL REPORT 80-002/99X-0

Event Date 01-29-80

I. EXPLANATION OF OCCURRENCE

Emergency Diesel Generator DF-X-1B, failed to start on a manual start signal. The Diesel Generator failed to reach 250 rpm or 10 psig oil pressure within 7 seconds thus activating the start failure alarm.

II. CAUSE OF OCCURRENCE

The apparent cause of failure was the vibration induced loosening of the speed switch/tachometer drive assembly coupling nut. Loosening of the coupling nut resulted in the binding and eventual shearing of the driven pinion, thus rendering the 250 and 810 rpm speed switches inoperable.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long term cold shutdown state described as Mode 5 operation by the Technical Specifications.

Continuity of Vital Functions of the facility were unaffected since offsite power was available, Emergency Diesel Generator DF-X-1A and both BOP diesel generators were operable and the 13-2 KV line was available.

NOTE: TMI-II Technical Specifications require, during Mode 5 operation, that 1 Emergency Diesel Generator be operable, therefore this occurrence was not a reportable event. However, given the status of the Unit II facility, we are reporting this event as a special report.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

The speed switch/tachometer drive unit was disassembled, the driven pinion replaced and the unit reassembled. The unit was remounted on the Emergency Diesel Generator and the coupling nut will be staked to prevent recurrence. No further corrective action is necessary.

V. COMPONENT FAILURE DATA

N/A

LICENSEE EVENT REPORT

CONTROL BLOCK: [] [] [] [] [] [] (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 | P | A | T | M | I | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | | | 5
7 8 9 14 15 25 28 30 57 58

CON'T
01 | R | E | P | O | R | T | S | O | U | R | C | E | L | 6 | 0 | 5 | 0 | 0 | 0 | 3 | 2 | 0 | 7 | 0 | 1 | 2 | 9 | 8 | 0 | 3 | 0 | 2 | 2 | 8 | 8 | 0 | 9
7 8 50 61 68 69 74 75 80 90

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | During modes operation, Emergency Diesel Generator DF-X-1B failed on a manual
03 | start signal (failed to reach 250 rpm or 10 psig oil pressure within 7 seconds).
04 | Continued core cooling was unaffected, since offsite power was available, both
05 | BOP diesels and DF-X-1A were operable and the 13-2 kV line was available.
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07 |
08 |
09 |

09 | SYSTEM CODE [E] [E] (11) CAUSE CODE [B] (12) CAUSE SUBCODE [A] (13) COMPONENT CODE [E] [N] [C] [I] [N] [E] (14) COMP. SUBCODE [Z] (15) VALVE SUBCODE [Z] (16)
17 | LER/RO REPORT NUMBER [8] [0] (21) EVENT YEAR [] [] (22) SEQUENTIAL REPORT NO. [0] [0] [2] (24) OCCURRENCE CODE [/] (27) REPORT TYPE [X] (30) REVISION NO. [0] (32)
18 | ACTION TAKEN [A] (19) FUTURE ACTION [Z] (19) EFFECT ON PLANT [Z] (20) SHUTDOWN METHOD [Z] (21) HOURS [0] [0] [0] [0] (22) ATTACHMENT SUBMITTED [N] (23) NPRO-4 FORM SUB. [N] (24) PRIME COMP. SUPPLIER [A] (25) COMPONENT MANUFACTURER [F] [O] [1] [0] (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | The speed switch/tachometer drive assembly was disassembled, and the driven
11 | pinion (a Fairbanks & Morse part) was found sheared. The shaft sheared due to
12 | binding caused by the coupling not vibrating loose. The driven pinion was
13 | replaced and the coupling nut will be staked to prevent recurrence.
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15 |
16 |

15 | FACILITY STATUS [G] (28) % POWER [0] [0] [0] (29) OTHER STATUS [NA] (30) METHOD OF DISCOVERY [B] (31) DISCOVERY DESCRIPTION [Start Failure Alarm Activated] (32)
16 | ACTIVITY CONTENT [Z] (33) RELEASED OF RELEASE [Z] (34) AMOUNT OF ACTIVITY [NA] (35) LOCATION OF RELEASE [NA] (36)
17 | PERSONNEL EXPOSURES NUMBER [0] [0] [0] (37) TYPE [Z] (38) DESCRIPTION [NA] (39)
18 | PERSONNEL INJURIES NUMBER [0] [0] [0] (40) DESCRIPTION [NA] (41)
19 | LOSS OF OR DAMAGE TO FACILITY TYPE [Z] (42) DESCRIPTION [NA] (43)
20 | PUBLICITY ISSUED [N] (44) DESCRIPTION [NA] (45)

NAME OF PREPARER S. D. Chaplin PHONE: (717) 948-8461

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