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Writer's Direct Dial Number

August 18, 1980  
TLL 402

Office of Inspection and Enforcement  
Attn: B. 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 2 (TMI-2)  
Operating License No. DPR-73  
Docket No. 50-320  
Licensee Event Report 80-029/01L-0

Attached please find Licensee Event Report 80-029/01L-0 concerning the Gray  
Balance of Plant Diesel Generator failure to start on July 14, 1980.

This event constitutes a violation of Section 3.8.1.1c and is considered reportable  
under Section 6.9.1.8.b of the Interim Recovery Technical Specifications.

Sincerely,

G. K. Hovey  
Director, TMI-2

GKH:SDC:lma

Attachments

cc: J. T. Collins

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LICENSEE EVENT REPORT  
NARRATIVE REPORT

TMI-2

LER 80-029/01L-0  
EVENT DATE - July 14, 1980

I. EXPLANATION OF OCCURRENCE

On July 14, 1980, an attempt was made to start the Gray BOP Diesel Generator per monthly surveillance procedure 4303-M16. Approximately five (5) seconds after the start pushbutton was depressed, the governor tripped, causing the engine to shutdown. No alarms were received except the "fail-to-start" alarm.

In an attempt to isolate the cause of the trip signal, one of the two (2) time delay trip signals to the governor was defeated. The defeated trip signal was the underspeed or no start trip function, which is derived from the speed switch output. The diesel was then successfully started. However, two of four air-start motor drive gears failed to engage properly and were destroyed by the engine flywheel, and the diesel had to be shutdown.

II. CAUSE OF THE OCCURRENCE

A subsequent investigation into the cause of the apparent speed switch failure revealed a damaged connection at the magnetic pickup located at the flywheel. The wire was reconnected, and the speed switch and magnetic pickup were tested and found to be functioning properly.

The problem with the air-start motor drive gears was also caused by the faulty connection at the magnetic pickup. The resulting malfunctioning of the speed switch caused the air start motors to attempt to re-engage the flywheel after disengaging.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit 2 facility was in a long-term cold shutdown state. The reactor decay heat was being removed via natural circulation to the "A" steam generator which is operating in a 'steaming' mode. Throughout the event, there was no Loss of Natural Circulation Heat Removal in the RCS System.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

IMMEDIATE

The faulty connection at the magnetic pickup was corrected and the pickup and speed switch were tested and found to be functioning properly.

The two air-start motor gears were replaced.

LONG TERM

It is evident that the wire to the magnetic pickup, which is exposed along the engine walkway, was kicked or bumped in some manner causing the damaged connection. The exposed section of wire has been rerun in conduit to prevent reoccurrence of this problem.

V. COMPONENT FAILURE DATA

N/A