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Iowa Electric Light and Power Company  
March 31, 1980  
DAEC - 80 - 175

Mr. James G. Keppler, Director  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission - Region III  
799 Roosevelt Road  
Glen Ellyn, IL 60137

Subject: Licensee Event Report No. 80-012  
(14 day)

File: A-118a

Dear Mr. Keppler:

In accordance with Appendix A to Operating License DPR-49, Technical Specifications and Bases for Duane Arnold Energy Center and Regulatory Guide 10.1, please find attached a copy of the subject Licensee Event Report. (Total of 3 copies transmitted).

Very truly yours,

*Daniel L. Mineck*

Daniel L. Mineck  
Chief Engineer  
Duane Arnold Energy Center

Docket 50-331

attachment

DLM/DWT/n

cc: Director, Office of Inspection and Enforcement (40)  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Director, Management Information and Program Control (3)  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

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DUANE ARNOLD ENERGY CENTER

Iowa Electric Light and Power Company

LICENSEE EVENT REPORT-Supplemental Data

Docket No. 050-0331

Licensee Event Report Date: March 31, 1980

Reportable Occurrence No: 80-012

Event Description

During the annual inspection of standby diesel generator 1G-31, the lower crankshaft #13 thrust bearing was found wiped on the journal surface. Further investigation revealed that the lubrication oil sump level was low such that there may have been insufficient lubrication of the #13 thrust bearing. Redundant standby diesel generator 1G-21 annual inspection revealed similar problems (See RO Report 80-011). Although both diesel generators were operable at the time of the surveillance testing, extended operation, without corrective action, could have resulted in the bearing failure. Standby diesel generator operability requirements are listed in Technical Specification 3.8.A.2. There have been two similar RO Reports previously submitted (See RO 77-32 and 78-20). This unit is a Fairbanks Morse Model 3800 TD8-1/8.

Cause Description

Vendor representative indicated the diesel #13 thrust bearing to crankshaft clearance was found out of specification (too small). The reason for the out of specification clearance is unknown. The vendor analysis is continuing and the results will be provided when available.

The engine lube oil sump level was maintained in accordance with the manufacturer's technical manual. However, the vendor representative indicated that the level was incorrect. The "full" mark on the sump dipstick was relabelled "running full" and a new higher "shutdown" full level mark was added to the stick to preclude improper sump fill in the future. Although insufficient lubrication may or may not have contributed to this event, lack of lubrication could have eventually caused bearing failure.

Corrective Action

The diesel thrust bearing was replaced with a factory modified bearing and the bearing to crankshaft clearance was verified to be in accordance with specified requirements. The diesel generator was reassembled and retested satisfactorily.

The lubrication oil sump dipstick was marked to indicate a full level position with the unit shutdown in addition to the full level position when in the operating mode. This relabelling of the dipstick should eliminate improper sump filling in the future. Oil was added to fill the sump to the proper level.