

NRC FORM 368  
(7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: \_\_\_\_\_ (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 | F | I | L | S | | L | I | S | | 1 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 5

01 | X | 0 | 5 | 0 | 0 | 0 | 3 | 3 | 5 | 7 | 0 | 4 | 0 | 9 | 7 | 9 | 3 | 1 | 1 | 2 | 4 | 8 | 10 | 9

02 | During a refueling outage, the Diesel Generator vendor notified us that  
 03 | the type of crankshaft coupling for cooling fans used on diesels in our  
 04 | plant has failed when used in other applications. This coupling has  
 05 | failed when used in long-term continuous operation. Although no known  
 06 | failures have occurred in nuclear applications, this is being reported  
 07 | as a potentially generic occurrence in accordance with 10 CFR 21 because  
 08 | a coupling failure could cause a loss of emergency AC power.

09 | E | E | B | A | M | E | C | F | U | N | Z | Z | 17 | 17 | 9 | 0 | 1 | 1 | 4 | 0 | 9 | L | 1 | A | Z | Z | Z | 0 | 0 | 0 | 0 | N | N | X | E | 1 | 4 | 7

10 | The couplings on our diesels have been replaced with couplings of an  
 11 | improved design under directions from the Diesel Generator vendor  
 12 | (General Motors, EMD). A review of other FPL units was conducted  
 13 | to determine if this design change was applicable, and it was determined  
 14 | that it did not apply to the other units.

15 | H | 0 | 0 | 0 | NA | D | Notification from Vendor

16 | Z | Z | NA | NA | NA

17 | 0 | 0 | 0 | NA

18 | 0 | 0 | 0 | NA

19 | Z | NA

20 | N | NA

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