

LICENSEE EVENT REPORT

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

01 | P | A | T | M | I | 2 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 5

7 8 9 14 15 25 26 30 37 CAT 58

CON'T

01 | REPORT SOURCE | L | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 7 | 0 | 1 | 3 | 1 | 8 | 0 | 8 | 0 | 3 | 0 | 1 | 8 | 0 | 9

7 8 90 91 98 99 74 75 90

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | During Mode 5 operation, Emergency Diesel Generator DF-X-1B was started for

03 | surveillance but tripped within 15 seconds due to low oil pressure. This failure

04 | did not adversely affect continued core cooling since offsite power was available

05 | DF-X-LA and both BOP diesels were operable, and the 13-2 kv feed was available.

06 | _____

07 | _____

08 | _____

09 | SYSTEM CODE | E | E | 11 | CAUSE CODE | E | 12 | CAUSE SUBCODE | A | 13 | COMPONENT CODE | R | E | L | A | Y | X | 14 | COMP. SUBCODE | H | 15 | VALVE SUBCODE | Z | 16

7 8 9 10 11 12 13 18 19 20

17 | LER/RO REPORT NUMBER | 8 | 0 | 21 | 22 | SEQUENTIAL REPORT NO. | 0 | 0 | 3 | 24 | 26 | OCCURRENCE CODE | 9 | 9 | 28 | 29 | REPORT TYPE | X | 30 | REVISION NO. | 0 | 32

18 | C | 18 | Z | 19 | EFFECT ON PLANT | Z | 20 | SHUTDOWN METHOD | Z | 21 | HOURS | 0 | 0 | 0 | 0 | 37 | 40 | ATTACHMENT SUBMITTED | N | 23 | 41 | NPRO-4 FORM SUB. | N | 24 | 42 | PRIME COMP. SUPPLIER | A | 25 | 43 | COMPONENT MANUFACTURER | T | 0 | 0 | 5 | 26 | 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | The pneumatic timing unit for alarm delay relay T3A was timing out in 7 seconds

11 | instead of 20 seconds, which did not allow sufficient time for lube oil pressure

12 | to exceed the trip reset setpoint of 18 psig on startup. The pneumatic timing

13 | unit (ITE, Cat. No. J20T3) was replaced and the diesel was successfully

14 | operated.

15 | FACILITY STATUS | G | 28 | % POWER | 0 | 0 | 0 | 0 | 29 | OTHER STATUS | NA | 30 | METHOD OF DISCOVERY | B | 31 | DISCOVERY DESCRIPTION | Low Lube-Oil Pressure Alarm Activated | 32

7 8 9 10 12 13 44 45 46 80

16 | ACTIVITY CONTENT | Z | 33 | Z | 34 | AMOUNT OF ACTIVITY | NA | 35 | LOCATION OF RELEASE | NA | 36

7 8 9 10 11 44 45 80

17 | PERSONNEL EXPOSURES NUMBER | 0 | 0 | 0 | 37 | TYPE | Z | 38 | DESCRIPTION | NA | 39

7 8 9 11 12 13 80

18 | PERSONNEL INJURIES NUMBER | 0 | 0 | 0 | 40 | DESCRIPTION | NA | 41

7 8 9 11 12 13 80

19 | LOSS OF OR DAMAGE TO FACILITY TYPE | Z | 42 | DESCRIPTION | NA | 43

7 8 9 11 12 80

20 | PUBLICITY ISSUED | Z | 44 | DESCRIPTION | NA | 45

7 8 9 10 80

NAME OF PREPARER S. D. Chaplin

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SPECIAL REPORT--NARRATIVE REPORT

SPECIAL REPORT 80-003/99X-0

Event Date 01-31-80

I. EXPLANATION OF OCCURRENCE

During a manual surveillance starting of Emergency Diesel Generator DF-X-1B, the diesel generator tripped within 15 seconds, due to low oil pressure.

II. CAUSE OF OCCURRENCE

The pneumatic timing unit for relay T3A is designed to perform an alarm delay function for low lube oil pressure until the oil pressure after startup can exceed the trip reset point. The timing unit cycled out in 7 seconds instead of the preset 20 seconds. Therefore, it did not allow sufficient time for lube oil pressure to exceed the 18 psig trip reset point. When the timing unit cycled out the diesel was automatically tripped due to low lube oil pressure.

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 13-2kV 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 ACTION TAKEN OR TO BE TAKEN

The pneumatic timing unit for relay T3A on Emergency Diesel Generator DF-X-1B was replaced and the diesel was successfully operated.

The timing unit will be returned to the manufacturer to determine if a generic problem exists with this unit or type of unit.

V. COMPONENT FAILURE DATA

Pneumatic Timing Unit:

Manufacturer--ITE

Catalog No.--J20T3; 398; 76311286

Design Function--Adjustable from 0-180 seconds

V. Component Failure Data continued

Component performance/failure: Delay not repeatable, and could not be set for a given time delay. Unit eventually failed to 0 seconds delay for any setting.