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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

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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