

LICENSEE EVENT REPORT

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

0 1 | P | A | T | M | I | 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  
0 1 | R | E | P | O | R | T | S | O | U | R | C | E | L | 0 | 5 | 0 | 0 | 0 | 3 | 2 | 0 | 7 | 0 | 6 | 2 | 3 | 8 | 0 | 3 | 0 | 7 | 2 | 5 | 8 | 0 | 3  
7 8 60 61 58 69 74 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During recovery operations (cold shutdown decay heat removal), the Gray Balance of  
0 3 | Plant (BOP) Diesel Generator tripped during surveillance testing on June 23, 1980.  
0 4 | The diesel generator was manually restarted, loaded and run for 1 hour. The  
0 5 | surveillance testing was performed again, successfully, on June 24, 1980. This  
0 6 | event had no effect on the plant, its operation, or the health and safety of the  
0 7 | public.

0 8 | \_\_\_\_\_

0 9 | SYSTEM CODE: E B (11) CAUSE CODE: X (12) CAUSE SUBCODE: Z (13) COMPONENT CODE: Z Z Z Z Z Z (14) COMP SUBCODE: Z (15) VALVE SUBCODE: Z (16)

17 LER/RO REPORT NUMBER: 8 0 (21) EVENT YEAR: 8 0 (22) SEQUENTIAL REPORT NO.: 0 3 1 (24) OCCURRENCE CODE: 0 3 (28) REPORT TYPE: L (30) REVISION NO.: 0 (32)  
ACTION TAKEN: X (18) FUTURE ACTION: X (19) EFFECT ON PLANT: Z (20) SHUTDOWN METHOD: Z (21) HOURS: 0 0 0 0 (22) ATTACHMENT SUBMITTED: Y (23) NPRO-4 FORM SUB.: N (24) PRIME COMP SUPPLIER: Z (25) COMPONENT MANUFACTURER: Z 9 9 9 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | The seq. of events of the trip indicated a loose electrical connection was most likely  
1 1 | the cause of the event. A check was made of the skid mounted control panel wiring  
1 2 | but no loose connections were found. Subsequently, all control panel connections  
1 3 | were tightened. The event of LER 80-29 provided sufficient information to  
1 4 | identify and correct a damaged electrical connection.

1 5 | FACILITY STATUS: X (28) % POWER: 0 0 0 (29) OTHER STATUS: Recovery Mode (30) METHOD OF DISCOVERY: B (31) DISCOVERY DESCRIPTION: Operator Observation (32)

1 6 | ACTIVITY CONTENT RELEASED OR RELEASE: Z (33) AMOUNT OF ACTIVITY: N/A (35) LOCATION OF RELEASE: N/A (36)

1 7 | PERSONNEL EXPOSURES NUMBER: 0 0 0 (37) TYPE: Z (38) DESCRIPTION: N/A (39)

1 8 | PERSONNEL INJURIES NUMBER: 0 0 0 (40) DESCRIPTION: N/A (41)

1 9 | LOSS OF OR DAMAGE TO FACILITY TYPE: Z (42) DESCRIPTION: N/A (43)

2 0 | PUBLICITY ISSUED DESCRIPTION: Z (44) 8008040022 (45) N/A (46)

LICENSEE EVENT REPORT  
NARRATIVE REPORT

TMI-II

LER 80-031/03L-0  
EVENT DATE - June 23, 1980

I. EXPLANATION OF OCCURRENCE

On June 23, 1980, the Gray Balance of Plant (BOP) diesel generator was started per surveillance procedure 4303-Q1 (BOP Diesel Generator Functional Test - simulation of Loss of Power event). After the diesel was started, the Auxiliary Operator synchronized the generator and closed the generator breaker. As the Aux. Operator was about to begin loading the diesel (about 45 seconds after closing the breaker), the engine tripped resulting in a subsequent reverse power trip of the generator breaker. The diesel was manually restarted, loaded, and run for one hour without reoccurrence of the trip.

II. CAUSE OF OCCURRENCE

The sequence of events indicated a loose electrical connection was most likely the cause of the event.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II 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

Observations by the engineer performing the trouble shooting, lead him to believe the fault was in the skid-mounted control panel. A check was performed of the wiring in the panel to detect any loose connections; however, no loose connections were found. The Gray BOP Diesel Generator was then manually restarted, loaded, and run for one hour without reoccurrence of the problem. No other probable causes of the trip could be identified. On June 24, 1980, all terminations inside the skid-mounted panel were tightened. The testing by procedure 4303-Q1 was then performed again successfully (again without any reoccurrence of the trip).

LONG TERM

The diesel generator trip was under investigation as to possible mechanical or electrical malfunctions which could have been responsible when the failure to start event occurred on July 14, 1980. The additional information available due to this second event resulted in the determination and correction of the problem.

V. COMPONENT FAILURE DATA

N/A

VI. OTHER RELEVANT INFORMATION

The cause of the BOP diesel trip on June 23, 1980, was determined as a result of investigation subsequent to a July 14, 1980, Gray BOP Diesel Generator failure to start. Reference LER 80-029/1P prompt notification letter TLL 353 On July 17, 1980. The failure to start on July 14, 1980, was due to a damaged connection between the wiring (from the diesel's speed switch) and the speed sensor (at the speed sensor). This resulted in a loss of signal to the speed switch which in turn tripped the diesel generator. Upon determination of the cause, the damaged connection was repaired and the diesel generator returned to service. It was concluded that this faulty connection was the cause for the diesel generator trip of June 23, 1980.

NOTE: Details as to the cause, discovery, and corrective actions relevant to the July 14, 1980, event will be supplied in the above referenced LER. Additionally, it should be noted that the cause of the damaged connection was due to external forces and not due in any way to the diesel generator's operation or its associated vibration. The diesel generator's vibration did, however, cause the intermittent loss of continuity through the damaged connection and resultant diesel generator trip.