

NRC FORM 366
(7-77)

LICENSEE EVENT REPORT

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

0 1 | P A T M I 2 | 2 | 0 0 - 0 0 0 0 0 0 - 0 0 | 3 | 4 1 1 1 1 1 | 4 | _____ | 5 |
7 8 9 14 15 25 26 30 57 CAT 58

CON'T
0 1 | REPORT SOURCE | L | 6 | 0 5 0 0 0 0 3 2 0 | 7 | 0 7 0 7 8 0 | 8 | 0 8 0 6 8 0 | 9 |
7 8 60 61 68 69 74 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During recovery mode of operation (cold shutdown, decay heat removal) on July 7, |
0 3 | 1980, while being tested by surveillance procedure 4303-M16, the Emergency Diesel |
0 4 | Generator DF-X-1B tripped on high crankcase pressure. This event had no effect on |
0 5 | the plant, its operation, or the health and safety of the public. |
0 6 | _____ |
0 7 | _____ |
0 8 | _____ |

0 9 | SYSTEM CODE | E E | 11 | CAUSE CODE | A | 12 | CAUSE SUBCODE | F | 13 | COMPONENT CODE | E N G I N E | 14 | COMP SUBCODE | Z | 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 2 8 | 24 26 | OCCURRENCE CODE | 0 3 | 28 29 | REPORT TYPE | L | 30 | REVISION NO. | 0 | 32
18 | ACTION TAKEN | B | 33 | FUTURE ACTION | X | 34 | EFFECT ON PLANT | Z | 35 | SHUTDOWN METHOD | Z | 36 | HOURS | 0 0 0 0 | 37 40 | ATTACHMENT SUBMITTED | Y | 41 | NPRO-4 FORM SUB. | N | 42 | PRIME COMP. SUPPLIER | A | 43 | COMPONENT MANUFACTURER | F 0 1 0 | 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | Due to a loose hose clamp, the hose connecting the upper/lower ejector pipes vi- |
1 1 | brated off the upper pipe causing a loss of crankcase vacuum. The clamp was ap- |
1 2 | parently not tightened sufficiently during annual maintenance. This type clamp is |
1 3 | not susceptible to vibration when tightened sufficiently. The hose was reconnected |
1 4 | the clamp tightened. Ensuring hose clamps are tight was added to D.G. Insp.2305-R3 |

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
7 8 9 10 11 12 13 44 45 46 80

1 6 | ACTIVITY RELEASED | Z | 33 | CONTENT OF RELEASE | Z | 34 | AMOUNT OF ACTIVITY | N/A | 35 | LOCATION OF RELEASE | N/A | 36
7 8 9 10 11 44 45 80

1 7 | PERSONNEL EXPOSURES NUMBER | 0 0 0 | 37 | TYPE | Z | 38 | DESCRIPTION | N/A | 39
7 8 9 10 11 12 13 40

1 8 | PERSONNEL INJURIES NUMBER | 0 0 0 | 40 | DESCRIPTION | N/A | 41
7 8 9 10 11 12 44

1 9 | LOSS OF OR DAMAGE TO FACILITY TYPE | Z | 42 | DESCRIPTION | N/A | 43
7 8 9 10 11 12 44

2 0 | PUBLICITY ISSUED | Z | 44 | DESCRIPTION | N/A | 45
7 8 9 10 11 12 44 80

LICENSEE EVENT REPORT
NARRATIVE REPORT

TMI-II

LER 80-028/03L-0
EVENT DATE - July 07, 1980

I. EXPLANATION OF OCCURRENCE

During recovery mode operations (cold shutdown, decay heat removal), on July 7, 1980, while performing surveillance procedure 4303-M16 for Emergency Diesel Generator DF-X-1B, the diesel tripped on high crankcase pressure. The generator was loaded to 100% of its rated load at the time of the trip.

II. CAUSE OF THE OCCURRENCE

The problem was found to be a separated hose connection between the upper and lower ejector pipes. Due to a loose hose clamp, the hose vibrated off the upper pipe resulting in a loss of crankcase vacuum.

Since the hose clamp is of the screw type, it is not susceptible to vibration, and therefore, the clamp was probably not tightened sufficiently during the annual maintenance on the diesel.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long-term cold shutdown state. All the other electrical power sources required by the Technical Specifications were available. 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

The hose connection was re-established and the clamp tightened.

LONG TERM

A section has been added to Diesel Generator Inspection (2305-R3) to ensure that hose clamps are tightened sufficiently. The remainder of the hose clamps on the diesel generator were checked to ensure that they were tight.

V. COMPONENT FAILURE DATA

N/A