NRC FORM 366 (7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

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

0 1 | O H D B S 1 (2) | Ø Ø Ø Ø Ø Ø Ø Ø Ø Ø Ø (3) | 4 1 1 1 1 (4) | (5)

7 8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58

CON'T

0 1 | REPORT SOURCE L (6) | Ø 5 Ø - Ø 3 4 6 (7) | Ø 1 2 8 8 1 (8) | Ø 2 2 7 8 1 (9)

7 8 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | (NP-33-81-07) On 1/28/81 at 0330 hours during the performance of the Diesel Generator

0 3 | Monthly Test ST 5081.01, Diesel Generator (DG) 1-2 could not be started with the left

0 4 | side set of air start motors. It would start with the right side motors. The station

0 5 | was in Mode 5 at the time, and the requirements of Technical Specification 3.8.1.2

0 6 | were being met. There was no danger to the health and safety of the public or station

0 7 | personnel. Diesel Generators 1-1 and 1-2 were operable during this time. This event

0 8 | is being reported to document a component failure.

7 8 9 80

SYSTEM CODE | CAUSE CODE | CAUSE SUBCODE | COMPONENT CODE | COMP. SUBCODE | VALVE SUBCODE

0 9 | E E (11) | E (12) | B (13) | M O T O R X (14) | Z (15) | Z (16)

7 8 9 10 11 12 13 18 19 20

(17) LER/RO REPORT NUMBER | EVENT YEAR | SEQUENTIAL REPORT NO. | OCCURRENCE CODE | REPORT TYPE | REVISION NO.

8 1 | — | Ø Ø 9 | / | Ø 3 | L | — | Ø

21 22 23 24 26 27 28 29 30 31 32

ACTION TAKEN | FUTURE ACTION | EFFECT ON PLANT | SHUTDOWN METHOD | HOURS (22) | ATTACHMENT SUBMITTED | NPRD-4 FORM SUB. | PRIME COMP. SUPPLIER | COMPONENT MANUFACTURER

C (18) | Z (19) | Z (20) | Z (21) | Ø Ø Ø Ø | Y (23) | Y (24) | L (25) | I Ø 7 5 (26)

33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | The cause of the occurrence was the failure of one air start motor. The air start motor

1 1 | had a broken solenoid drive shaft. The break is considered a random failure. Under

1 2 | Maintenance Work Order 81-1406, the air start motor was replaced. The Emergency Diesel

1 3 | Generator 1-2 was successfully tested under ST 5081.01 and declared operable at 1415

1 4 | hours on January 28, 1981.

7 8 9 80

FACILITY STATUS | % POWER | OTHER STATUS (30) | METHOD OF DISCOVERY | DISCOVERY DESCRIPTION (32)

1 5 | G (28) | Ø Ø Ø (29) | NA | B (31) | Surveillance Test ST 5081.01

7 8 9 10 12 13 44 45 46 80

ACTIVITY RELEASED | CONTENT OF RELEASE | AMOUNT OF ACTIVITY (35) | LOCATION OF RELEASE (36)

1 6 | Z (33) | Z (34) | NA | NA

7 8 9 10 11 44 45 80

PERSONNEL EXPOSURES: NUMBER | TYPE | DESCRIPTION (39)

1 7 | Ø Ø Ø (37) | Z (38) | NA

7 8 9 11 12 13 80

PERSONNEL INJURIES: NUMBER | DESCRIPTION (41)

1 8 | Ø Ø Ø (40) | NA

7 8 9 11 12 80

LOSS OF OR DAMAGE TO FACILITY (43): TYPE | DESCRIPTION

1 9 | Z (42) | NA

7 8 9 10 80

PUBLICITY: ISSUED | DESCRIPTION (45)

2 0 | N (44) | NA

7 8 9 10 68 69 80

NRC USE ONLY

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LER 81-013 NAME OF PREPARER Jim Syslo PHONE: (419) 259-5000, Ext. 252

TOLEDO EDISON COMPANY
DAVIS-BESSE NUCLEAR POWER STATION UNIT ONE
SUPPLEMENTAL INFORMATION FOR LER NP-33-81-07

DATE OF EVENT: January 28, 1981

FACILITY: Davis-Besse Unit 1

IDENTIFICATION OF OCCURRENCE: Failure of one of four air start motors on Emergency Diesel Generator 1-2.

Conditions Prior to Occurrence: The unit was in Mode 5 with Power (MWT) = 0 and Load (Gross MWE) = 0.

Description of Occurrence: On January 28, 1981 at 0330 hours during the performance of the Diesel Generator Monthly Test ST 5081.01, Diesel Generator 1-2 could not be started with the left side set of air start motors. It would start with the right side motors. There are two sets of air start motors on each diesel. Each set has two air start motors. The station was in Mode 5 at the time, and the requirements of Technical Specification 3.8.1.2 were being met by the operability of Diesel Generators 1-1 and 1-2. Therefore, the station did not enter an action statement. This event is being reported to document a component failure of one air start motor.

Designation of Apparent Cause of Occurrence: The cause of the occurrence is the component failure of an air start motor. The motor failed when the solenoid drive shaft broke. The starting sequence actuates the solenoid. The solenoid moves the solenoid drive shaft causing a gear attached to it to engage a planetary gear assembly which is connected to the air start motor. The air supply line then opens to the air motor which starts the shaft turning. The solenoid drive shaft broke between the solenoid and the gear. The break is considered a random failure.

Analysis of Occurrence: There was no danger to the health and safety of the public or to station personnel. Emergency Diesel Generators 1-1 and 1-2 were operable during this time.

Corrective Action: The faulty air start motor was replaced under Maintenance Work Order 81-1406. The engine was tested satisfactorily by the performance of ST 5081.01. Diesel Generator 1-2 was returned to normal at 1415 hours on January 28, 1981.

Failure Data: There have been no other previous occurrences of this nature.

LER #81-009