

LICENSEE EVENT REPORT

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

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
P | A | B | V | S | I | 1 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 4 | 5
LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT 58

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
L | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 0 | 3 | 0 | 9 | 8 | 1 | 0 | 4 | 0 | 6 | 8 | 1 | 9
REPORT SOURCE DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
With the plant in Mode 5, Priority Train "B", and making preparations for startup, a monthly surveillance test was performed on the No. 2 diesel generator. The diesel was brought to speed and tripped, apparently due to overspeed. The diesel would not re-start and was declared inoperable at 1103 hours. There were no safety implications to the public since the redundant diesel was operable and only one diesel generator is required to be operable in Mode 5.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
SYSTEM CODE: E E CAUSE CODE: E CAUSE SUBCODE: B COMPONENT CODE: M E C F U N COMP SUBCODE: Z VALVE SUBCODE: Z
EVENT YEAR: 81 SEQUENTIAL REPORT NO.: 030 OCCURRENCE CODE: 03 REPORT TYPE: L REVISION NO.: 0
ACTION TAKEN: C Z EFFECT ON PLANT: C SHUTDOWN METHOD: Z HOURS: 0000 ATTACHMENT SUBMITTED: Y NPRO-4 FORMS: N PRIME COMP SUPPLIER: A COMPONENT MANUFACTURER: G1000

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
The diesel failure was attributed to a failed taper pin and bent lever in the governor of the diesel. The diesel turbocharger also failed. The turbocharger and governor taper pin and lever were replaced and the surveillance test was successfully performed.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
FACILITY STATUS: D POWER: 000 OTHER STATUS: N/A METHOD OF DISCOVERY: B DISCOVERY DESCRIPTION: Monthly operation surveillance test

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
ACTIVITY RELEASED: Z Z AMOUNT OF ACTIVITY: N/A LOCATION OF RELEASE: N/A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
PERSONNEL EXPOSURES: 000 TYPE: Z DESCRIPTION: N/A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
PERSONNEL INJURIES: 000 DESCRIPTION: N/A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
LOSSES OR DAMAGE TO FACILITY: Z DESCRIPTION: N/A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
PUBLICITY ISSUED: X DESCRIPTION: N/A

Attachment To LER 81-30/03L
Beaver Valley Power Station
Duquesne Light Company
Docket No. 50-334

GM Electromotive Division has proposed a modification to the Diesel Generator turbocharger. This modification consists of a stiffener on the turbocharger frame that will decrease the turbocharger's susceptibility to vibrational failure.

Beaver Valley Power Station is going to investigate these modifications as a method to increase the reliability of the diesel engines.

No correlation was drawn between the failures of the governor and turbocharger.