

LICENSEE EVENT REPORT

UPDATE REPORT:

Previous Report Date: 11-6-81

CONTROL BLOCK: _____ ①

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION) 4-16-82

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LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58 59

CONT

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REPORT SOURCE 60 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES ⑩

① ② At 0730 during normal operation, #12 Diesel Generator was removed from

③ service for corrective maintenance per T.S. 3.8.11. The redundant A.C.

④ power sources were verified. #12 Diesel Generator was repaired, tested

⑤ and returned to service at 2110. Unit 2 was at 100% power. This is

⑥ not a repetitive event.

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SYSTEM CODE 9 10 CAUSE CODE 11 CAUSE SUBCODE 12 COMPONENT CODE 13 14 ENGINE 15 COMP. SUBCODE 16 VALVE SUBCODE 17 Z 18

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① ② LER NO. 21 22 REPORT NUMBER 81 23 24 SEQUENTIAL REPORT NO. 078 25 26 OCCURRENCE CODE 27 28 29 REPORT TYPE X 30 31 REVISION NO. 32 2

ACTION TAKEN 33 A 34 Z 35 FUTURE ACTION Z 36 EFFECT ON PLANT Z 37 SHUTDOWN METHOD Z 38 HOURS 0000 39 40 ATTACHMENT SUBMITTED Y 41 42 NRPD-4 FORM SUB Y 43 44 PRIME COMP. SUPPLIER L 45 46 COMPONENT MANUFACTURER F010 47 48

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS ⑲

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NAME OF PREPARER J.S. Lagiewski/P.G. Ludwig PHONE 301-269-4747/4853

LER NO. 81-78/3X, Rev. 2
DOCKET NO. 50-317
LICENSE NO. DPR-53
EVENT DATE 10-08-81
REPORT DATE 04-23-82
ATTACHMENT

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (CONT'D.)

No. 8 Cylinder North and #12 Cylinder South injector along with #12 Cylinder Water Jacket Relief developed leaks on #12 Diesel Generator. The injector's leaks were due to deterioration of injector's gaskets. The injectors were replaced with rebuilt spares with new gaskets. The Relief Valve Leak was due to foreign material on seating surfaces. The seating surfaces were cleaned and the Relief valve was reinstalled with new 'O' Ring. During the course of this corrective action, 8 of 14 Air Blower Discharge Flange Bolts were discovered to be sheared. The failure of the bolts were determined to be fatigue by material analysis. The bottom 2 or 3 threads of all the inserts were scored preventing the bolts from tightening properly, in effect bottoming out. New inserts were installed with new Grade 5 Bolts after checking for proper thread engagement. No. 12 Diesel Air Blower Discharge Flange and Header were checked for excessive vibration. None existed. A preventive Maintenance Procedure has been initiated to check blower bolts on a bi-weekly basis for detection of possible bolt failure, P.M. Numbers 1-24-M-2W-1 and 2-24-M-2W-1. No. 11 and #21 Diesel Blower Discharge Flange Bolts were torque checked and vibration readings were taken. No discrepancies were noted.