

### LICENSEE EVENT REPORT

CONTROL BLOCK: [ ] [ ] [ ] [ ] [ ] [ ] [ ] (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0 1] I L Q A D I (2) 0 0 0 - 0 0 0 - 0 0 0 (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] R P T S R C (6) 0 5 0 0 0 2 5 4 (7) 0 5 1 9 8 2 (8) 0 6 0 4 8 2 (9)  
7 8 REPORT SOURCE 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

#### EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

[0 2] While performing the Diesel Generator Cooling Water Pump Flow Rate Test Quarterly

[0 3] Surveillance, the 1/2 Emergency Diesel Generator cooling water pump overheated.

[0 4] The cooling water pump was taken out of service and the 1/2 Diesel Generator was

[0 5] declared inoperable. All appropriate surveillances were successfully performed as

[0 6] required by Technical Specification 3.9.E.1. All four off-site lines were

[0 7] available to supply power, and both Unit Diesel Generators were found operable.

[0 8] Therefore, the normal power supply was available, and emergency power was available

[0 9] for the 100% capacity B Core Spray pump and the C and D BHR pumps. There was no

[0 9] affect on the safe operation of the Station due to this occurrence. (17)

SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP SUBCODE	VALVE SUBCODE
E E (11)	B (12)	A (13)	M O T O R X (14)	Z (15)	Z (16)

LER-RO REPORT NUMBER	EVENT YEAR	SEQUENTIAL REPORT NO.	OCCURRENCE CODE	REPORT TYPE	REVISION NO.
8 2 (17)	8 2	0 1 0	0 3	L	0

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP SUPPLIER	COMPONENT MANUFACTURER
C (18)	H (19)	Z (20)	Z (21)	0 0 0 0 (22)	Y (23)	Y (24)	A (25)	G 0 8 0 (26)

#### CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[1 0] The 1/2 Diesel Generator cooling water pump motor overheated due to a failed motor

[1 1] bearing and subsequent rotor misalignment and internal faults. Bearing failure was

[1 2] a result of the failure to maintain proper oil level in the pump motor bearings.

[1 3] The pump motor (G.E. No. 5K365Ak169) was replaced with a new type motor (G.E. Model

[1 4] No. 5K365AL1041), and a more easily read sightglass for the bearing oil level will

[1 5] be installed. This occurrence will be discussed with cognizant Operations personnel.

[1 5] FACILITY STATUS: E (28) % POWER: 0 8 0 (29) OTHER STATUS: NA (30) METHOD OF DISCOVERY: A (31) DISCOVERY DESCRIPTION: Operator Observation (32)

[1 6] ACTIVITY CONTENT RELEASED OF RELEASE: Z (33) Z (34) AMOUNT OF ACTIVITY: NA (35) LOCATION OF RELEASE: NA (36)

[1 7] PERSONNEL EXPOSURES NUMBER: 0 0 0 (37) TYPE: Z (38) DESCRIPTION: NA (39)

[1 8] PERSONNEL INJURIES NUMBER: 0 0 0 (40) DESCRIPTION: NA (41)

[1 9] LOSS OF OR DAMAGE TO FACILITY TYPE: Z (42) DESCRIPTION: NA (43)

8206170186 820604  
PDR ADOCK 05000254  
S PDR

[2 0] PUBLICITY ISSUED DESCRIPTION: N (44) NA (45)

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U.S. NRC 2-7-78

- I. LER NUMBER: 82-10/03L-0
- II. LICENSEE NAME: Commonwealth Edison Company  
Quad-Cities Nuclear Power Station
- III. FACILITY NAME: Unit One
- IV. DOCKET NUMBER: 050-254
- V. EVENT DESCRIPTION:

On May 19, 1982, the 1/2 Diesel Generator cooling water pump was started for the performance of QOS 6600-6, the Diesel Generator Cooling Water Pump Flow Rate Test. At approximately 1900 hours, the Shift Foreman and the Station Control Room Engineer entered the Residual Heat Removal System (RHR) Service Water Vault where the 1/2 Diesel Generator cooling water pump is located to take vibration readings on the pump. The room was found filled with smoke. It was determined that the cooling water pump motor had overheated and the pump was shut off. The 1/2 Diesel Generator was declared inoperable, and the cooling water pump was taken out of service. To comply with the provisions of Technical Specification 3.9.E.1, the surveillances required by QOS 6600-03, Shared Unit (1/2) Diesel Generator Outage Report, were immediately performed. These surveillances demonstrated that all redundant systems were available and were performed daily thereafter for the duration of the inoperable status of the 1/2 Diesel Generator. The pump motor was replaced and the pump returned to service at 0150 hours on May 22, 1982. The 1/2 Diesel Generator was demonstrated operable at 0510 hours the same day.

VI. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

Having a Diesel Generator inoperable for a short period of time, as in this occurrence, has a negligible effect on safe continued operation of the Reactors due to multiple redundancy of the associated systems.

The 1/2 Diesel Generator serves as a backup power source for the A Core Spray pump and the A and B RHR and RHR Service Water Pumps on both Units One and Two. However, the normal power source for these systems is supplied from off-site power, and during the time period that the 1/2 Diesel Generator was not operable, all four off-site lines were available. In addition, both unit Diesels were available, as were the 100% capacity B Core Spray and C and D RHR pumps and service water pumps on both units. The 1/2 Diesel Generator was proven operable within three days.

VII. CAUSE:

The cooling water pump motor overheated due to a worn front bearing which caused the rotor to become misaligned and an internal electrical fault to develop. The bearing failure resulted from the failure to maintain proper oil level in the pump motor bearings. The Equipment Attendants have been having difficulty determining the correct oil level in these

VII. CAUSE: (Continued)

bearings due to the inadequate design and condition of the sightglass, and thus this must be considered as the contributing cause. The motor is manufactured by General Electric, Model Number 5K365AK169.

VIII. CORRECTIVE ACTION:

The failed motor was replaced with a newer type G.E. motor, Model Number 5K365AL1041. The oil sightglasses on all of these motors will be replaced with a more easily readable type as soon as it is practical. In the interim, the Equipment Attendants have been reminded to be particularly careful inspecting the oil level in the Diesel Generator cooling water pump and motor bearings.