

ATTACHMENT G
LICENSEE EVENT REPORT

LAP 1500-5
Rev 2

Date March 12, 1982

CONTROL BLOCK: _____ (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

L I L S I C I I | 0 0 1 - 1 0 1 0 1 0 1 0 1 - 1 0 1 0 | 4 1 1 0 1 0 1 0 | 1 1 | 5

L I C E N S E E C O D E | L | 0 1 5 1 0 1 0 1 0 1 3 1 7 1 3 | 7 | 0 1 8 1 0 1 6 1 8 1 2 | 3 | 0 1 9 1 0 1 7 1 8 1 2 | 9

R E P O R T S O U R C E | L | 5 | D O C K E T N U M B E R | 7 | E V E N T D A T E | 3 | R E P O R T D A T E | 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

On 8-6-82, after prelubing the 2A Diesel Generator, lube oil was found in several cylinders. The 2A Diesel Generator was then declared inoperative. The 1A Diesel Generator was demonstrated operable per the Technical Specification requirements until the 2A Diesel was declared operable on 8-7-82.

SYSTEM CODE | E | 11 | CAUSE CODE | D | 12 | CAUSE SUB CODE | X | 13 | COMPONENT CODE | Z | 14 | COMP. SUBCODE | Z | 15 | VALVE SUBCODE | Z | 18

LEX/NO REPORT NUMBER | 17 | EVENT YEAR | 0 1 2 | SEQUENTIAL REPORT NO. | 0 1 8 1 5 | OCCURRENCE CODE | 0 1 3 | REPORT TYPE | L | REVISION NO. | 1 0

ACTION TAKEN | X | 18 | FUTURE ACTION | G | 19 | EFFECT ON PLANT | Z | 20 | SHUTDOWN METHOD | Z | 21 | HOURS | 0 1 0 1 0 1 0 | ATTACHMENT SUBMITTED | Y | 41 | APPROX. FORM S.E. | N | 24 | PRIME COMP. SUPPLIER | Z | 23 | COMPONENT MANUFACTURER | Z 1 9 1 9 1 9 | 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

Excess prelubrication caused lubricating oil to enter several of the cylinders. The oil was removed from the cylinders, and a note is being added to all procedures dealing with diesel prelubrication to prelupe for a maximum of 5 minutes.

FACILITY STATUS | B | 33 | POWER | 0 0 1 | 35 | OTHER STATUS | NA | 36 | METHOD OF DISCOVERY | B | 37 | DISCOVERY DESCRIPTION | LOS-DG-M2 | 38

ACTIVITY CONT'D | Z | 39 | AMOUNT OF ACTIVITY | NA | 40 | LOCATION OF RELEASE | NA | 42

PERSONNEL EXPOSURES NUMBER | 0 1 0 0 | 43 | DESCRIPTION | NA | 44

PERSONNEL INJURIES NUMBER | 0 | 45 | DESCRIPTION | NA | 46

LOSS OR OR DAMAGE TO FACILITY TYPE | Z | 47 | DESCRIPTION | NA | 48

PUBLICATION DESCRIPTION | N | 49 | 8209130139 820901 PDR ADDCK 05000373 PDR S | 50

NRC USE ONLY

NAME OF EMPLOYEE *James A. Hittala*

- I. LER NUMBER: 82-085/03L-0
- II. LASALLE COUNTY STATION: UNIT
- III. DOCKET NUMBER: 050-373
- IV. EVENT DESCRIPTION:

Technical Specification 3.8.1.1 action statement f. states the following: With diesel generator 2A inoperable, demonstrate the OPERABILITY of the remaining A.C. sources by performing Surveillance Requirements 4.8.1.1.1.a and 4.8.1.1.2.a.4, for diesel generator 1A, within one hour, and at least once per 8 hours thereafter; restore the inoperable diesel generator 2A to OPERABLE status within 72 hours or declare standby gas treatment system subsystem b, Unit 2 drywell and suppression chamber hydrogen recombiner system, and control room and auxiliary electric equipment room emergency filtration system train B inoperable and take the ACTION required by Specification 3.6.5.3, 3.6.6.1, and 3.7.2.

On 8-6-82, during the performance of LOS-DG-M2 on Diesel Generator 2A, lubricating oil was found in several cylinders. The 2A Diesel Generator was then declared inoperative, and Work Request L17943 was written to resolve the problem.

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The 2A Diesel Generator was declared inoperative at 2130 on 8-6-82. At 2200, LOS-DG-M2 on the 1A Diesel Generator was completed, thus meeting the Technical Specification requirements. The 1A Diesel Generator was demonstrated operative every 8 hours thereafter, until the 2A Diesel Generator was proven operative at 1720 on 8-7-82. A.C. electrical power was available at all times, for safe plant operation.

VI. CAUSE:

It is believed that excess prelubrication caused lubricating oil to enter several of the cylinders. The amount of oil introduced to the cylinders depends on the position of the pistons. It is noted that prior to the prelubrication, the 2A Diesel Generator was fully operational.

VII. CORRECTIVE ACTION:

On 8-7-82 the lubricating oil was removed from the cylinders per work request L17943. The 2A Diesel Generator was then run with no observable problems. On 8-20-82, the 2A Diesel Generator was again run per LOS-DG-M2 with no problems encountered. Operating personnel have been informed of the adverse effects of excessive prelubrication. A note is being added to all procedures dealing with diesel prelubrication to prelude for a maximum of 5 minutes. A.I.R. 1-82-480 has been written to document this procedure change.