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 | F L T P S 3 (2) | 0 0 - 0 0 0 0 0 - 0 0 (3) | 4 1 1 1 1 (4) | | (5)
LICENSEE CODE — LICENSE NUMBER — LICENSE TYPE — CAT

CON'T 0 1 REPORT SOURCE L (6) | 0 5 0 0 0 2 5 0 (7) | 0 1 2 8 8 3 (8) | 0 2 2 8 8 3 (9)
DOCKET NUMBER — EVENT DATE — REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 During normal full power operation, an operator noted that the local indica-
0 3 tion of B emergency diesel generator showed a low starting air pressure of
0 4 150 psig. Apparently, the starting air compressor was inoperable. The con-
0 5 rol room, however, never received any indication of diesel generator trouble.
0 6 This is reportable in accordance with T.S.6.9.2.b.l. The health and safety
0 7 of the public was not affected.
0 8

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	E E (11)	X (12)	Z (13)	Z Z Z Z Z Z (14)	Z (15)	Z (16)

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

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
B (18)	F (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	Y (24)	Z (25)	Z 9 9 9 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The tension spring nut on the low starting air pressure alarm sensing switch
1 1 was found loose allowing the alarm setpoint to drift down to approximately
1 2 125 psig. The setpoint was adjusted to the proper value of 180 psig. The
1 3 air compressor was repaired and returned to service.
1 4

	FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1 5	E (28)	1 0 0 (29)	NA	A (31)	Operator observation

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

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
1 7	0 0 0 (37)	Z (38)	NA

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
1 8	0 0 0 (40)	NA

LOSS OF OR DAMAGE TO FACILITY (43)

	TYPE	DESCRIPTION
1 9	Z (42)	NA

PUBLICITY

	ISSUED	DESCRIPTION (45)	NRC USE ONLY
2 0	N (44)	NA	

NAME OF PREPARER Jesus Arias, Jr. PHONE (305) 245-2910, ext. 353

Additional Cause Description

During normal operational inspection, the Nuclear Turbine Operator noticed a low starting air pressure reading on the local pressure indicator on the "B" Emergency Diesel Generator.

Plant work orders were submitted to I & C and Electrical Departments to investigate the nature of the trouble.

A fuse was found blown on the air compressor starting circuit power supply. Further investigation found a ground in the air compressor starting indicating light circuit which caused the fuse to blow. The ground was cleared and the fuse was replaced. The air compressor was successfully started.

An investigation to determine the root cause of the low air pressure switch setpoint drift showed that with the lower setpoint of 125 psig, and the actual pressure being 150 psig, the control room did not receive the Diesel Generator Trouble Alarm and the Ready to Start light stayed lit. This coupled with the air compressor being de-energized allowed the starting air pressure to drift below limits described in the FSAR.

At no time during these malfunctions was the Diesel Generator rendered non-functional which made it available to start if called upon. A test start was conducted with the air pressure at 150 psig and the diesel generator started successfully.

Additional Corrective Actions

Because engine vibration is considered the most probable reason for the loosening of the tension spring nut, a toothed lockwasher will be installed behind the mounting nut to prevent vibration from loosening the nut.

A setpoint charge has been submitted to raise the starting air low pressure alarm setpoint from the present 180 psig to 215 psig. This change will allow enough time for corrective actions to be taken on a low air pressure condition prior to the diesel generator starting capability being affected.