

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) LaSalle County Station Unit 1						DOCKET NUMBER (2) 05000373			PAGE (3) 1 OF 03	
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TITLE (4)
0A Diesel Fire Pump Flywheel

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)		
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES		DOCKET NUMBER(S)
06	21	84	84	037	00	07	16	84	LaSalle County Unit 2		05000374

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 6 (Check one or more of the following) (11)

OPERATING MODE (9) 1	20.402(b)	20.405(c)	60.73(a)(2)(iv)	73.71(b)
POWER LEVEL (10) 0.915	20.405(a)(1)(i)	60.36(c)(1)	60.73(a)(2)(v)	73.71(e)
	20.405(a)(1)(ii)	60.36(c)(2)	60.73(a)(2)(vi)	<input checked="" type="checkbox"/> OTHER (Specify in Abstract below and in Text, NRC Form 365A)
	20.405(a)(1)(iii)	60.73(a)(2)(i)	60.73(a)(2)(vii)(A)	Voluntary
	20.405(a)(1)(iv)	60.73(a)(2)(ii)	60.73(a)(2)(vii)(B)	
	20.405(a)(1)(v)	60.73(a)(2)(iii)	60.73(a)(2)(x)	

LICENSEE CONTACT FOR THIS LER (12)

NAME James H. Foster, extension 324	TELEPHONE NUMBER AREA CODE 811531571-167611
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRRDS
X	KIP	ENGINE	C17142	N					

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE): NO

EXPECTED SUBMISSION DATE (15)

MONTH	DAY	YEAR

ABSTRACT (Limit to 1400 spaces, i.e. approximately fifteen single-space typewritten lines) (16)

On June 21, 1984 at approximately 1400 while inspecting the 0B Diesel Fire Pump flywheel by Surface Penetrant Testing (PT) methods, cracks were discovered on the engine side of the flywheel.

At the time of the occurrence Unit 1 and Unit 2 were operating in Condition 1 at approximately 95% and 40% power respectively.

The cause of the flywheel cracks is currently unknown but is under investigation by LaSalle County Station personnel and the manufacturer (Cummins Engine Co., Inc.).

A new engine flywheel (part #3023676) was installed after being inspected by the Surface Penetrant Test method and no cracks were found. The 0A Diesel Fire Pump was tested and returned to service 6/22/84 at approximately 1100.

This event is being submitted as a voluntary LER due to NRC interest in this area.

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PDR ADOCK 05000373
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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

FACILITY NAME (1) LaSalle County Station Unit 1	DOCKET NUMBER (2) 0-50003-71384	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		84	037	00	02	OF	03

TEXT (If more space is required, use additional NRC Form 366A's) (17)

I. EVENT DESCRIPTION

On June 21, 1984, at approximately 1400 while inspecting the 0A Diesel Fire Pump (KP) flywheel by Surface Liquid Penetrant Testing (PT) method, cracks were discovered on the engine side of the flywheel.

II. CAUSE

At the time of the occurrence Unit 1 was operating in Condition 1 at approximately 95% power and Unit 2 was operating in Condition 1 at approximately 40% power. The 0A Diesel Fire Pump was out of service for an inspection and the 0B Diesel Fire Pump was lined up to start automatically and supply fire protection water if needed.

The cause of the flywheel cracks is still unknown but is currently under investigation by LaSalle County Station personnel and the manufacturer (Cummins Engine Company, Inc.) (tracked by AIR 1-83-35306).

The diesel engine flywheel was manufactured by Cummins Engine Company, Inc. and the part number is 3023676. The engine model is NT-855-F2.

III. PROBABLE CONSEQUENCES OF THE OCCURRENCE

There are no probable consequences of this occurrence because even though the flywheel was found to be cracked, it had performed satisfactorily one week previously when the Diesel Fire Pump was tested in its weekly one-half hour run.

IV. CORRECTIVE ACTION

A new engine flywheel (part #3023676) was installed after being inspected by the Surface Liquid Penetrant Testing method and no cracks were found. The 0A Diesel Fire Pump was tested and returned to service 6/22/84 at approximately 1100.

After discussions between LaSalle County Station personnel and NRC metallurgist John Jacobson, it was decided that the engine flywheel would be inspected after approximately 50 service hours of engine operation.

This inspection would consist of a Surface Penetrant Test of the engine side of the Diesel Fire Pump flywheels for signs of cracking.

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

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		8 4	- 0 3 7	- 0 0	0 3	OF	0 3

TEXT: If more space is required, use additional NRC Form 388A (9-83) (17)

V. PREVIOUS EVENTS

The flywheel on the OA Diesel Fire Pump was found to be cracked previously on December 27, 1983. At that time a new, inspected Cummins Engine Company flywheel (part #3023676) was installed. The cracked flywheel was sent to Cummins Engine Company, Inc. Service Department for examination, and we are waiting for these findings. At that time, it was decided between LaSalle County Station personnel and the NRC Resident Inspector that the engine flywheels should be inspected for cracks every three months until the cause of the flywheel cracking is discovered and corrected.

Also the OB DFP had cracked a previous flywheel in basically the same place as the OA DFP. The OB DFP had cracked flywheels on December 12, 1983, and June 19, 1984. The latest event is discussed in LER 373/84-035-00. The OB DFP has been repaired and is currently operable.

VI. NAME AND TELEPHONE NUMBER OF PREPARER

J. H. Foster, (815)357-6761, extension 324.



Commonwealth Edison
LaSalle County Nuclear Station
Rural Route #1, Box 220
Marseilles, Illinois 61341
Telephone 815/357-6761

July 16, 1984

U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Dear Sir:

Reportable Occurrence Report #84-037-00, Docket #050-373 is being submitted to your office in accordance with 10 CFR 50.73.

C E Sargent

for
G. J. Diederich
Superintendent
LaSalle County Station

GJD/MLD/kg

Enclosure

xc: NRC, Regional Director
INPO-Records Center
File/NRC

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