



Pennsylvania Power & Light Company

Two North Ninth Street • Allentown, PA 18101 • 215 / 770-5151

October 26, 1984

Dr. Thomas E. Murley
Regional Administrator, Region I
U.S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

SUSQUEHANNA STEAM ELECTRIC STATION
SPECIAL REPORT - NON-VALID DIESEL FAILURE
ER 100450 FILE 841-23
PLAS - 001

Docket No. 50-387
License No. NPF-14

Dear Dr. Murley:

This special report documents the "A" Diesel Generator Non-Valid Failure as required by Regulatory Guide 1.108, Section C.3.b, and Technical Specification 4.8.1.1.3.

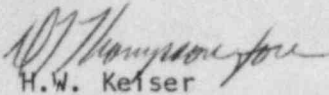
Regulatory Guide 1.108, Section C.3.b, requires reporting all diesel generator unit failures, valid or invalid. At 1300 on September 26, 1984, the "A" Diesel Generator tripped approximately thirty (30) minutes into a one (1) hour loaded run. The connecting rod high temperature alarm annunciated at the time of the trip. Mechanical Maintenance investigated the connecting rod high temperature condition under WA-S44784. Upper crankcase door 5L was removed, which revealed the connecting rod bearing high temperature detector vent valve tripped in the upward position. The detector, an eutectic fusible rod, is mounted on the connecting rod, and actuates a vent valve under high temperature conditions. Mechanical Maintenance inspected the detector and found the fusible rod intact (not extended), indicating this connecting rod bearing had not got hot enough to melt the eutectic alloy. Therefore, the vent valve was tripped by some other means. The connecting rod high temperature condition is bypassed in the emergency mode, therefore a spurious trip caused by the connecting rod high temperature system would not be designated as a valid failure. The most likely reason for the tripped vent valve is not being properly seated on the detent. This would cause the valve to be very sensitive to external forces (vibrations, oil splashing).

A note will be added to diesel maintenance procedures wherein crankcase doors are removed, to check for proper setting of the vent valve trip arm prior to replacing doors.

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There are five (5) diesel failures in the last one-hundred (100) starts.
The diesels are on a test interval of every three (3) days, per Regulatory
Guide 1.108, Section C.2.d.



H.W. Keiser
Superintendent of Plant-Susquehanna

RWS/pjg

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