

Asked (b)(6) for more info 6/29/10

Unit 3

System Status: NOER DEAS OSTS

User Status: CRTD STA

SONGS

Notification: NN 200983136



Description: Excessive Oil Lubricator Discharge

Created on: 06/24/2010

Reported By: (b)(6)

Responsible:

Priority:

Required Start: 06/24/2010 06:58

End:

Order No: 800534218

Code:

Task Exists? [Y]

Func.Loc.: S3.EDGS.S32420MW707

16 CYLINDER ENGINE LEFT BANK LUBRICATOR

Equipment:

Assembly:

Quality Class: II

Location: DG

Room:

Elevation: 030

Column:

Planner Group: Maint Machinist

WorkCenter: M_M Maint Mechanical

Plant: 1000 SONGS - Services

Reliability Classification: CRITICAL-B

ARC Review Status: A Awaiting review

Feedback Req'd? []

M Rule:

Sig Level:

Breakdown []

Malfunction Start: 06/24/2010 09:18

Breakdown Duration: H

End:

Description:

06/24/2010 06:58:31 (b)(6)

Phone (b)(6)

/ 1. Problem description

/ Excessive EDG starting air lubricating oil was deposited below the left bank starting motor exhaust elbows on the 16 cylinder (ENGINE1).

/

/ 2. Impact or consequence

/ Excessive oil discharge will deplete the oil stored in the lubricator for future engine 1 left bank air start demands.

/

/ 3. Describe what happened

/ During the surveillance start of the Unit 3 EDG B engine 1 excessive oil from the lubricator was discharge through the left bank air start motors on to the engine base frame. While it is normal to see a light grayish mist residue following an engine start, the quantity seen deposited was larger in deposition area and heavily puddled liquid in character.

/

/ 4. Immediate actions taken

/ The excessive discharge was brought to the attention of the duty operator who promptly cleaned it up.

/ Informed control room personnel and requested that the duty operator at

C-42

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Description Continued:

the diesel write up a brief description of what he saw.

/

/ 5. Cause (if known)

/

/ 6. Recommended Actions

/ Check level in the lubricator.

/ Add oil.

/ Troubleshoot to determine cause of excessive oil usage.

/

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Func.Loc.: S3.EDGS.S32420MW707 16 CYLINDER ENGINE LEFT BANK LUBRICATOR

Location: DG Room: Elevation:030 Column:

Sort No.: 0001 Code Group:N-TS-IOD Immediate Operability Determination
Short Text:
Task Code: NO30 IOD-Equipment OPERABLE
WorkCenter:
Responsible:

Sort No.: 0002 Code Group:N-POD Prompt Operability Determination
Short Text:
Task Code: PO10 POD Created
WorkCenter:
Responsible:

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Func.Loc.: S3.EDGS.S32420MW707 16 CYLINDER ENGINE LEFT BANK LUBRICATOR.

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

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Func.Loc.: S3.EDGS.S32420MW707 16 CYLINDER ENGINE LEFT BANK LUBRICATOR

Location: DG

Room:

Elevation:030

Column:

Task Details:

Sort No.: 0001

Code Group: N-TS-IOD

Immediate Operability Determination

Short Text:

Task Code: NO30

IOD-Equipment OPERABLE

WorkCenter:

Responsible:

Status: TSRL

Planned Start:

Planned End:

Complete:

Task Long Text:

NOTES:

1) Parts 1 through 4 will be completed by the STA.

2) Part 5 may be completed by Operations (STA) or Engineering (Responsible Engineer) when the SSC has been restored to a fully qualified status. IOD (Immediate Operability Determination)

This is an Immediate Operability Determination (IOD).

1. Deficiency Identified and the Affected Functional Location:

2. Identify the Specified Safety Function(s); include mission time (if applicable):

The EDG 3G003 provides emergency onsite 4 kV power to the train B 1E 4 kV Bus 3A06 during loss of offsite power events. It can also provide the same to the 2A06 Bus utilizing the EDG cross-tie EOI instructions when required. EDG 3G003 is required Operable per Tech Spec 3.8.1 in Modes 1-4. The EDG has a mission time of 7 days without operator actions.

Each diesel engine (two engines per generator) is equipped with four air starting motors. Each air starting system supplies air to two air starting motors on each engine, a total of four air starting motors.

When the diesel generator set receives a start signal, all four solenoid valves are energized

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simultaneously, activating all eight air starting motors and using air from both air start systems independently. Thus, if one air start system fails to operate, the second will start the diesel generator set without having to wait for a second start attempt and switching from the first air start system to the second.

UFSAR section 9.5.6

3. Conclusion:

Determine OPERABLE/INOPERABLE

☒ Operable☐ Inoperable

Basis (provide discussion):

The EDG remains Operable because the excessive oil discharge does not affect the ability of the EDG to perform its safety function. A condition of no oil discharge would degrade the air start motor to the point where it would fail. The excessive oil discharge will deplete the level in the oil reservoir. The oil level has been refilled to maximum by adding approximately .1 gallon to a .5 gallon reservoir to support subsequent starts. It is not feasible to determine if the oil discharge rate will deplete the reservoir prior to the next scheduled fill (approximately every 2 years) however the air start motor will not fail immediately with no oil discharge and will run for the required 5 start attempts but would be a long term degradation. This discharge is checked on every scheduled start and a lack of oil discharge would be observed and resolved.

4. Extent of Condition

NOTE: Address the question: "Does the degraded or nonconforming condition currently exist on the other train/unit?"

a) Has an EOC Task been created to address the extent of condition (YES or NO)?

b) If no EOC Task has been created, describe "other train/other unit" findings (if performed) or indicate N/A (if not necessary). N/A

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5. IOD Closure Information

Reviewed and approved by (b)(6), 6/24/10

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Location: DG Room: Elevation:030 Column:

Task Details:

Sort No.: 0002 Code Group: N-POD Prompt Operability Determination
Short Text:
Task Code: PO10 POD Created
WorkCenter:
Responsible:
Status: TSRL
Planned Start:
Planned End:
Complete:

Task Long Text:

PROMPT OPERABILITY DETERMINATION TEMPLATE
(Refer to SO123-XV-52)

PART 1: DEGRADED/NONCONFORMING/UNANALYZED CONDITION

A. Describe the as-found condition and the equipment affected, assuring that the problem and scope have been clearly identified.

B. If it is confirmed at this stage that no degraded, nonconforming or unanalyzed condition exists, record as such and provide justification.

PART 2: SPECIFIED SAFETY FUNCTION(S) OF THE AFFECTED SSC

PART 3: BASIS FOR DETERMINING IMPACT ON SPECIFIED SAFETY FUNCTION(S)

A. Technical Basis

B. Status (As Found)

Specified Safety Function(s) Satisfied

Specified Safety Function(s) NOT Satisfied

PART 4: CONTINUED DEGRADATION

PART 5: COMPENSATORY MEASURES

N/A

Included (describe)

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PART 6: EXTENT OF CONDITION (Required for Inoperable)

EOC Created (YES or NO)?

Describe "other train/other unit" findings (if performed):