

LICENSEE EVENT REPORT

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 M I D C C 1 2 0 0 0 0 0 0 0 0 0 0 3 4 1 1 1 1 4 5
7 8 9 14 15 25 26 30 57 CAT 58
LICENSEE CODE LICENSE NUMBER LICENSE TYPE

REPORT SOURCE

L	(6)	0	5	0	0	0	3	1	5	(7)	0	2	2	3	7	9	(8)	0	3	1	3	7	9	(9)		
60	61	DOCKET NUMBER										68	EVENT DATE						74	REPORT DATE						80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | WHILE IN MODE 1 BOTH EMERGENCY DIESEL GENERATORS WERE INOPERABLE ON TWO SEPARATE

0 3 | OCCASIONS CONTRARY TO TECH. SPEC. 3.8.1.1. ONE TIME FOR 1 HOUR AND THE OTHER

0 4 | TIME FOR 7 MINUTES. ACTION REQUIRED BY TECH. SPEC. WAS MET. NO PROBABLE

0 5 | CONSEQUENCES.

0 6 |

0 7 |

0 8 |

7 8 9

[illegible]

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 DURING THE 1 HOUR INCIDENT THE "AB" DIESEL GENERATOR WAS RUNNING IN PARALLEL WHICH
1 1 REQUIRES ELIMINATION OF THE UNDER VOLTAGE BUS STRIPPING CIRCUITS. WHILE IN THIS
1 2 CONFIGURATION THE OTHER EMERGENCY DIESEL GENERATOR WAS MADE INOPERABLE FOR REQUIRED
1 3 MAINTENANCE. TO PREVENT THIS FROM REOCCURRING, THE PARALLEL OPERATION PROCEDURE
1 4 HAS BEEN REVISED WITH A STATEMENT THAT THE OPPOSITE ENGINE (CONTINUED PAGE 2)

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

FACILITY STATUS (28) % POWER (29) OTHER STATUS (30) METHOD OF DISCOVERY (31) DISCOVERY DESCRIPTION (32) OPERATOR OBSERVATION

1 5 E 1 0 0 NA A

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 7 33 7 34 NA

2 8 9 10 11 44

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

NA 45 80

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	0	0	0	(37) Z (38) NA	7903190316			

PERSONNEL INJURIES		NUMBER		DESCRIPTION (41)	
1	8	0	0	0	NA

1		9		Z		42		NA		43		
7	8	9	10									8
PUBLICITY										NRC USE ONLY		

ISSUED		DESCRIPTION		DATE	
2	0	N	NA		

NAME OF PREPARER R. S. LEASE

PHONE: (616) 465-5901 X-313

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (CONT.):

MUST BE OPERABLE AND REMAIN OPERABLE TO ALLOW PARALLEL OPERATION. THE REQUIREMENT TO BLOCK UNDER VOLTAGE BUS STRIPPING WILL BE ELIMINATED BY A REVISION THAT IS PLANNED TO BE INSTALLED DURING THE NEXT REFUELING OUTAGE THAT IS NOW PLANNED FOR APRIL AND MAY OF THIS YEAR.

DURING THE 7 MINUTE INCIDENT THE "CD" DIESEL GENERATOR WAS INOPERABLE FOR A MAINTENANCE ITEM. THE "AB" DIESEL GENERATOR WAS STARTED TO MEET TECH SPEC SURVEILLANCE 3.8.1.1 ACTION "a." AND THE GENERATOR FIELD FAILED TO EXCITE. WE HAVE EXPERIENCED THREE UNIT TRIPS WHEN STARTING AN EMERGENCY DIESEL GENERATOR AND ALLOWING AUTOMATIC FIELD FLASH. IT HAS BECOME OUR PRACTICE TO DEPOWER THE FIELD FLASH CIRCUIT WHEN TEST STARTING AN EMERGENCY DIESEL GENERATOR AND ALLOW THE RESIDUAL MEGNETISM WITHIN THE FIELD TO BUILD UP THE EXCITATION. THIS TIME RESIDUAL WAS SO LOW THAT THE FIELD FAILED TO EXCITE. THE GENERATOR WAS SHUT DOWN AFTER THE 7 MINUTE RUN AND POWER ESTABLISHED TO THE FLASH CIRCUIT. AN INSTRUMENT TECHNICIAN WAS CALLED OUT AND THE GENERATOR FIELD WAS ENERGIZED PRIOR TO ENGINE START AND THEN DEPOWERED. THE ENGINE WAS TEST STARTED AND THE EXCITATION BUILT UP. SHIFT PERSONNEL HAVE BEEN TRAINED IN HOW TO EXCITE A GENERATOR FIELD PRIOR TO ENGINE START AND THE PROCEDURE HAS BEEN REVISED TO ALLOW THIS.

