

CONTROL BLOCK:

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 (1)

0	1	W	I	P	B	H	1	2	0	0	-	0	0	0	0	0	-	0	0	3	4	1	1	1	1	4			5	
7	8	LICENSEE CODE						14	15	LICENSE NUMBER										25	26	LICENSE TYPE					30	57	CAT	58

CON'T

REPORT SOURCE 0 1 6 0 5 0 0 0 2 0 6 1 1 0 0 3 7 9 8 1 0 1 9 7 9 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | At 0400 hours, 10-3-79, the 3D emergency Diesel generator (one of two)
0 3 | failed to start for its monthly technical specification test. The 4D
0 4 | Diesel generator was started to verify its operability. The 3D Diesel
0 5 | generator was restored to service at 1720 hours, 10-3-79, after comple-
0 6 | tion of repairs and a test run. Because the redundant emergency Diesel
0 7 | generator was operable, the public health and safety was not affected.
0 8 | This event led to a degraded mode of operation permitted by T. S.

09		SYSTEM CODE EE 11		CAUSE CODE E 12	CAUSE SUBCODE B 13	COMPONENT CODE MECFUN 14				COMP. SUBCODE Z 15	VALVE SUBCODE Z 16
7 8		9 10	11	12	13	18				19	20
LER-RO REPORT NUMBER 17		EVENT YEAR 79 21 22		SEQUENTIAL REPORT NO. 016 24 26		OCCURRENCE CODE / 27		REPORT TYPE 03 28 29		REVISION NO. L 30 31	
ACTION TAKEN A 18 19		FUTURE ACTION Z 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0000 22		ATTACHMENT SUBMITTED Y 23	
33 34		35 36		37 38 39 40		41 42		43 44		45 46 47	
NPRD-4 FORM SUB Y 24		PRIME COMP. SUPPLIER X 25		COMPONENT MANUFACTURER W290 26							

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 The GM Electromotive Division 999-20 Diesel generator failed to start
11 because the Woodward UG8 dial control governor (bulletin no. 03004G)
12 load limit strap stuck in the stop position. The faulty governor was
13 replaced with a spare and was returned to the factory.

1 4 7 2 3 8

1 5 E 28 10 0 0 29 N/A 30 44 45 A 31 46 Operator observation 32 80

ACTIVITY CONTENT
RELEASED OF RELEASE AMOUNT OF ACTIVITY (35)

1 6 Z (33) Z (34) N/A

LOCATION OF RELEASE (36)

N/A

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	000	Z	N/A					

PERSONNEL INJURIES		DESCRIPTION	
NUMBER			
1	0	0	N/A

		8		9		11		12			
				LOSS OF OR DAMAGE TO FACILITY		TYPE		DESCRIPTION		(4J)	
1	9	Z	(42)	N/A							1269 345

7 8 9 10
PUBLICITY
ISSUED DESCRIPTION (45) 79110503 ⁴⁶
2 0 N (44) N/A NRC USE ONLY

NAME OF PREPARER

C. W. Fay

PHONE

414/277-2811

ATTACHMENT TO LICENSEE EVENT REPORT NO. 79-016/03T-0

Wisconsin Electric Power Company
Point Beach Nuclear Plant Unit 1
Docket No. 50-266

At 0400 hours, October 3, 1979, the 3D emergency Diesel generator (one of two) failed to start for its monthly Technical Specification test. The 4D emergency Diesel generator was immediately tested to verify its operability.

The GM Electromotive Division 999-20 Diesel generator failed to start because the Woodward UG8 dial control governor (bulletin or catalogue no. 03004G) load limit strap stuck in the stop or shutdown position.

This governor had been recently installed as a replacement for the identical original governor for preventive maintenance. There were no known problems with the original governor, but it had been in service since the original installation of the Diesel generator and it was felt that it should be replaced as a precautionary measure. The replacement governor had been ordered from the manufacturer and was a rebuilt unit. When the replacement governor was initially installed, the load limit strap did stick in the shutdown position on one occasion. The replacement governor was then removed, disassembled, inspected, reassembled, and installed. The problem did not recur during several pre-service retests and the Diesel was then placed into service.

When the replacement governor failed on October 3, 1979, the original governor was still on site and was reinstalled. After the Diesel generator successfully completed the monthly Technical Specification test, it was returned to service at 1720 hours, October 3, 1979.

The factory replacement governor has been returned to the manufacturer.

The event led to a degraded mode of operation (reduced degree of redundancy) permitted by the Technical Specifications. The public health and safety was not affected due to the operability of the 4D emergency Diesel generator