



# Public Service Company of Colorado

16805 ROAD 19½  
PLATTEVILLE, COLORADO 80651

March 19, 1981  
Fort St. Vrain  
Unit No. 1  
P-81096



Mr. Karl V. Seyfrit, Director  
Nuclear Regulatory Commission  
Region IV  
Office of Inspection and Enforcement  
611 Ryan Plaza Drive  
Suite 1000  
Arlington, Texas 76012

Reference: Facility Operating License  
No. DPR-34

Docket No. 50-267

Dear Mr. Seyfrit:

Enclosed please find a copy of Reportable Occurrence Report No. 50-267/81-017, Final, submitted per the requirements of Technical Specification AC 7.5.2(b)2.

Also, please find enclosed one copy of the Licensee Event Report for Reportable Occurrence Report No. 50-267/81-017.

Very truly yours,

*Don Warembourg*  
Don Warembourg  
Manager, Nuclear Production

DW/clb

Enclosure

cc: Director, MIPC

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REPORT DATE: March 19, 1981

REPORTABLE OCCURRENCE 81-017

OCCURRENCE DATE: February 17, 1981

ISSUE 0

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FORT ST. VRAIN NUCLEAR GENERATION STATION  
PUBLIC SERVICE COMPANY OF COLORADO  
16805 WELD COUNTY ROAD 19 1/2  
PLATTEVILLE, COLORADO 80651

REPORT NO. 50-267/81-017/03-L-0

Final

IDENTIFICATION OF  
OCCURRENCE:

During regular surveillance, 1B diesel engine (K-9204X) tripped approximately 10 minutes after the start of the test. This is reportable as a degraded mode of LCO 4.6.1.d) per Fort St. Vrain Technical Specification AC 7.5.2(b)2.

EVENT  
DESCRIPTION:

On February 17, 1981, at 0855 hours, 1A and 1B diesel engines were started and 1A diesel generator was synchronized and loaded to 50% as per the Surveillance Test. This Surveillance Test is run weekly for a minimum of 2 hours to enable diesel engines and generator to reach normal operating parameters.

At 0905 hours, the 1B diesel engine automatically tripped and declutched from the generator. The local alarm panel indicated the trip to be due to high cooling water temperature set at 200°F. A check of the engine cooling system verified the valve lineup to be correct.

CAUSE  
DESCRIPTION:

The apparent cause for the trip was a sticking temperature control valve on the 1B engine cooler outlet. The temperature control valve is designed to fully open when the diesel engine is started, then modulate as necessary to maintain the engine cooling water setpoint of 117°F.

Results personnel investigating the trip discovered the temperature control valve would stick while stroking open or closed. Apparently, the valve stuck in the closed or nearly closed position, effectively isolating the engine cooling water and causing the trip. Valve sticking was due to buildup of impurities in the service water on the valve stem.

CORRECTIVE  
ACTION:

The temperature control valve was disassembled, cleaned, and repacked.  
After calibration, the valve was returned to service.

The temperature control valves on the other three engines will be checked  
for operation and serviced as necessary.

Standby diesel surveillance test was completed.

No further corrective action is anticipated or required.

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