

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 F L T P S 3 2 0 0 - 0 0 0 0 - 0 0 0 4 1 1 1 1 4 5

LICENSEE CODE 4 15 LICENSE NUMBER 25 26 LICENSE TYPE 20 27 CAT 28

CON'T

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

DOCKET NUMBER 30 31 EVENT DATE 34 35 REPORT DATE 38 39

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

0 2 During normal full power operation, an operator noted that the local indica-

0 3 tion of B emergency diesel generator showed a low starting air pressure of

0 4 150 psig. Apparently, the starting air compressor was inoperable. The con-

0 5 trol room, however, never received any indication of diesel generator trouble.

0 6 This is reportable in accordance with T.S.6.9.2.b.1. The health and safety

0 7 of the public was not affected.

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SYSTEM CODE E E 11 CAUSE CODE X 12 CAUSE SUBCODE Z 13 COMPONENT CODE Z Z Z Z Z Z 14 COMP SUBCODE Z 15 VALVE SUBCODE Z 16

LER/RO REPORT NUMBER 8 3 EVENT YEAR 8 3 SEQUENTIAL REPORT NO. 0 0 3 OCCURRENCE CODE 0 3 REPORT TYPE L REVISION NO. 0

ACTION TAKEN B 18 FUTURE ACTION F 19 EFFECT ON PLANT Z 20 SHUTDOWN METHOD Z 21 HOURS 0 0 0 0 ATTACHMENT SUBMITTED Y 22 NPRO-4 FORM SUB. Y 24 PRIME CORP. SUPPLIER Z 25 COMPONENT MANUFACTURER Z 9 9 9 26

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

1 0 The tension spring nut on the low starting air pressure alarm sensing switch

1 1 was found loose allowing the alarm setpoint to drift down to approximately

1 2 125 psig. The setpoint was adjusted to the proper value of 180 psig. The

1 3 air compressor was repaired and returned to service.

1 4

FACILITY STATUS E 28 % POWER 1 0 0 29 OTHER STATUS NA 30 METHOD OF DISCOVERY A 31 DISCOVERY DESCRIPTION Operator observation 32

ACTIVITY CONTENT Z 33 AMOUNT OF ACTIVITY NA 35 LOCATION OF RELEASE NA 36

PERSONNEL EXPOSURES NUMBER 0 0 0 37 TYPE Z 38 DESCRIPTION NA 39

PERSONNEL INJURIES NUMBER 0 0 0 40 DESCRIPTION NA 41

LOSS OF OR DAMAGE TO FACILITY TYPE Z 42 DESCRIPTION NA 43

PUBLICITY N 44 DESCRIPTION NA 45

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Additional Cause Description

During normal operational inspection, the Nuclear Turbine Operator noticed a low starting air pressure reading on the local pressure indicator on the "B" Emergency Diesel Generator.

Plant work orders were submitted to I & C and Electrical Departments to investigate the nature of the trouble.

A fuse was found blown on the air compressor starting circuit power supply. Further investigation found a ground in the air compressor starting indicating light circuit which caused the fuse to blow. The ground was cleared and the fuse was replaced. The air compressor was successfully started.

An investigation to determine the root cause of the low air pressure switch setpoint drift showed that with the lower setpoint of 125 psig, and the actual pressure being 150 psig, the control room did not receive the Diesel Generator Trouble Alarm and the Ready to Start light stayed lit. This coupled with the air compressor being de-energized allowed the starting air pressure to drift below limits described in the FSAR.

At no time during these malfunctions was the Diesel Generator rendered non-functional which made it available to start if called upon. A test start was conducted with the air pressure at 150 psig and the diesel generator started successfully.

Additional Corrective Actions

Because engine vibration is considered the most probable reason for the loosening of the tension spring nut, a toothed lockwasher will be installed behind the mounting nut to prevent vibration from loosening the nut.

A setpoint change has been submitted to raise the starting air low pressure alarm setpoint from the present 180 psig to 215 psig. This change will allow enough time for corrective actions to be taken on a low air pressure condition prior to the diesel generator starting capability being affected.