

## LICENSEE EVENT REPORT

U. S. NUCLEAR REGULATORY COMMISSION

CONTROL BLOCK: 1 2 3 4 5 6 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 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 2 3 4 5 6 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 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

CONT

0 1 2 3 4 5 6 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 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

REPORT  
SOURCE

L 6 0 5 0 0 0 2 9 6 7 0 2 2 5 8 3 8 0 3 2 5 8 3 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 During normal operation monthly vibration tests were performed on 480V RMOV board

0 3 MG sets. High vibration readings were detected on the coupling of the 3EN motor-

0 4 generator set and it was removed from service for repair (T.S. 3.9.B.11). There was

0 5 no effect on public health and safety. Redundant systems were operable.

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SYSTEM CODE 11 E B 12 CAUSE CODE 13 E 14 COMPONENT CODE 15 M E C F U N 16 COMP. SUBCODE 17 Z 18 VALVE SUBCODE 19 Z

17 LER/RO REPORT NUMBER 18 8 3 19 EVENT YEAR 20 0 1 5 21 SEQUENTIAL REPORT NO. 22 0 3 23 OCCURRENCE CODE 24 L 25 REPORT TYPE 26 0 27 REVISION NO. 28 0

29 ACTION TAKEN 30 F 31 FUTURE ACTION 32 Z 33 EFFECT ON PLANT 34 Z 35 SHUTDOWN METHOD 36 0 0 0 0 37 HOURS 38 Y 39 ATTACHMENT SUBMITTED 40 Y 41 NRPD-4 FORM U.S. 42 L 43 PRIME COMP. SUPPLIER 44 D 1 7 9 45 COMPONENT MANUFACTURER 46 2

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The Dodge coupling on the Louis Allis motor-generator set was damaged from wear

1 1 during operation. The vibration was due to worn gear teeth. The coupling was

1 2 replaced and a design study has been undertaken to select a new coupling. The

1 3 selection will be completed by 5-30-83.

1 4

1 5 FACILITY STATUS 16 E 17 % POWER 18 1 0 0 19 OTHER STATUS 20 NA 21 METHOD OF DISCOVERY 22 B 23 DISCOVERY DESCRIPTION 24 Routine Test

25 ACTIVITY CONTENT 26 Z 27 RELEASED OF RELEASE 28 Z 29 AMOUNT OF ACTIVITY 30 NA 31 LOCATION OF RELEASE 32 NA

33 PERSONNEL EXPOSURES 34 0 0 0 35 TYPE 36 Z 37 DESCRIPTION 38 NA 39

40 PERSONNEL INJURIES 41 0 0 0 42 TYPE 43 Z 44 DESCRIPTION 45 NA 46

47 LOSS OF OR DAMAGE TO FACILITY 48 Z 49 TYPE 50 Z 51 DESCRIPTION 52 NA 53

54 PUBLICITY 55 N 56 DESCRIPTION 57 NA 58

59 ISSUED 60 N 61 DESCRIPTION 62 NA 63

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PDR ADOCK 05000296  
S PDR

NRC USE ONLY

NAME OF PREPARED James R. Aaron

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LER SUPPLEMENTAL INFORMATION

BFRO-50- 296 / 83015 Technical Specification Involved 3.9.B.11

Reported Under Technical Specification 6.7.2.b.(2) \* Date Due NRC 3-27-83

Event Narrative:

Unit 1 was operating at 93-percent power; unit 2 was in a refueling outage; unit 3 was operating at 100-percent power. Only unit 3 was affected by this event.

On January 24, 1983, a high vibration reading was discovered on the coupling of the 3EN 480V motor-generator set during a monthly vibration test. On January 25, 1983, the motor-generator was removed from service (T.S. 3.9.B.11) and the coupling and seal rings were replaced to correct the problem. Worn teeth on the coupling gears caused the vibration that forced grease past the seal rings. The damaged teeth resulted from wear over the life of the coupling.

The coupling was originally installed on November 18, 1981 and failed from wear during operation. On January 29, 1983 and February 11, 1983 the seal rings had failed allowing grease to escape. The coupling did not require replacing at this time.

Design Change Request No. 2649 is being revised to specify a coupling that is better suited for the application. The new coupling will be selected by May 30, 1983, and will be installed when procured.

There was no effect on public health or safety and redundant systems were operable.

A preventative maintenance program has been previously established to monitor this equipment until the design change can be implemented.

\* Previous Similar Events:

BFRO-50-296/83005, 83006, 83011 (Dodge Company shaft couplings)

BFRO-50-259/82005, 81093, 81081, 81070 - (Waldron couplings)

296/81011, 81069 - (Waldron couplings)

Retention: Period - Lifetime; Responsibility - Document Control Supervisor

\*Revision: JRP