

LICENSEE EVENT REPORT

CONTROL BLOCK:

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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7	8	LICENSEE CODE						14	15	LICENSE NUMBER										25	26	LICENSE TYPE					30	57	CAT	58

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REPORT SOURCE L 6 0 5 0 0 0 3 1 1 7 1 1 0 7 8 3 8 1 2 0 2 8 3 9
60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

On November 7, 1983, during a maintenance shutdown, while performing Manual Safety Injection surveillance testing, 2B Diesel Generator was declared inoperable due to the inability of the diesel to maintain rated speed and voltage. We were already in compliance with Action Statement 3.8.1.2b & 3.8.2.2 because of the testing in progress; therefore no undue risk to the health or safety of the public was involved. The event constituted operation in a degraded mode permitted by a limiting condition for operation and is reportable in accordance with Technical Specification 6.9.1.9b.

SYSTEM CODE E E (11)		CAUSE CODE E (12)		CAUSE SUBCODE B (13)		COMPONENT CODE M E C F U N (14)				COMP. SUBCODE Z (15)		VALVE SUBCODE Z (16)	
LER RO REPORT NUMBER 17		EVENT YEAR 8 3 (21 22)		SEQUENTIAL REPORT NO. 0 5 8 (24 25 26)		OCCURRENCE CODE 0 3 (28 29)		REPORT TYPE L (30)		REVISION NO. 0 (32)			
ACTION TAKEN B (18)		FUTURE ACTION Z (19)		EFFECT ON PLANT Z (20)		SHUTDOWN METHOD Z (21)		HOURS 0 0 0 0 (22 23 24 25)		ATTACHMENT SUBMITTED Y (23)		NPRD-4 FORM SUB. N (24)	
PRIME COMP. SUPPLIER A (25)		COMPONENT MANUFACTURER A 1 5 2 (26 27 28 29)											

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The shaft driven fuel oil pump coupling had become loose, rendering the fuel oil pump

1 1 inoperable. The coupling was repaired, the diesel was declared operable. The diesel

1 2 was tested with satisfactory results and S.I. testing continued.

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FACILITY STATUS		% POWER			OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1	5	G	(28)	0 0 0	(29)	NA	B (31) Manual S.I. Testing

ACTIVITY CONTENT
RELEASED OF RELEASE

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

1 6 Z (33) Z (34) NA 44

PERSONNEL EXPOSURES			
NUMBER	TYPE	DESCRIPTION	(39)
1 7	01 01 01 (37)	21 (38)	NA

PERSONNEL INJURIES

NUMBER		DESCRIPTION
1	4	NA

	9	11	12
LOSS OF OR DAMAGE TO FACILITY			
TYPE	(43)		

FE22

1 9 2 42 NA

ISSUED DESCRIPTION (45) 8312130307 831202 PDR ADOCK 05000311 NRC USE ONLY

2 0 N 44 NA S PDR 68 69 80

NAME OF PREPARER J. L. Rupp

68 69 80

PHONE (609) 339-4309



Public Service Electric and Gas Company P.O. Box E Hancocks Bridge, New Jersey 08038

Salem Generating Station

December 2, 1983

Dr. Thomas E. Murley
Regional Administrator
USNRC
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Dr. Murley:

LICENSE NO. DPR-75
DOCKET NO. 50-311
REPORTABLE OCCURRENCE 83-058/03L

Pursuant to the requirements of Salem Generating Station
Unit No. 2, Technical Specifications, Section 6.9.1.9.b,
we are submitting Licensee Event Report for Reportable
Occurrence 83-058/03L. This report is required within
thirty (30) days of the occurrence.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "J. M. Zupko, Jr.", is written above the typed name.

J. M. Zupko, Jr.
General Manager -
Salem Operations

JR:k11 *24*

CC: Distribution

Report Number: 83-058/03L
Report Date: 12-02-83
Occurrence Date: 11-07-83
Facility: Salem Generating Station Unit 2
Public Service Electric & Gas Company
Hancock's Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

Electrical Power Systems - 2B Diesel Generator - Inoperable

This report was initiated by Incident Report 83-201

CONDITIONS PRIOR TO OCCURRENCE:

Mode 5 - Rx Power 000 % - Unit Load 0000 MWe

DESCRIPTION OF OCCURRENCE:

At 1300 hours, November 7, 1983, during a maintenance shutdown, 2B Safeguards Equipment Control (SEC) was removed from service in preparation for the performance of Emergency Safeguards Feature Manual Safety Injection Test, SP(O)4.3.2.1(A). Technical Specification Action Statements 3.8.1.2b and 3.8.2.2 were entered at this time because 2A Diesel Generator was out of service for maintenance.

The test was initiated at 1330 hours. At 1347 hours 2B Diesel Generator speed decreased to approximately 520 RPM with an accompanying decrease in output voltage as safeguards loads sequenced on the bus. As loads were removed, the diesel speed and voltage increased and were at normal values when the diesel was unloaded. 2B Diesel Generator was declared inoperable due to the inability of the diesel to accept loads while maintaining speed and output voltage within specified limits. The test was terminated and the above mentioned action statements remained in effect.

APPARENT CAUSE OF OCCURRENCE:

Investigation revealed that the set screws on the coupling of the shaft driven fuel oil pump had become loose, allowing the coupling to disengage and rendering the fuel oil pump inoperable. This resulted in 2B Diesel being supplied fuel by only head pressure from the fuel oil day tanks.

ANALYSIS OF OCCURRENCE:

Technical Specifications 3.8.1.2 and 3.8.2.2 require two operable diesel generators. Without this the action statements require:

The suspension of all operations involving core alterations or positive reactivity changes until two diesel generators are restored to operable status; and, containment integrity must be established within eight hours.

ANALYSIS OF OCCURRENCE: (cont'd)

As previously stated, Action Statements 3.8.1.2b and 3.8.2.2 were in effect at the time of discovery, and we were in full compliance with the action requirements. 2B Diesel Generator fuel oil pump was repaired, the action statements remained in effect and SP(O)4.3.2.1(A) proceeded with 2B Diesel Generator accepting safeguard loads satisfactorily. No undue risk to the health or safety of the public was involved in the occurrence. The event constituted operation in a degraded mode permitted by a limiting condition for operation and is therefore reportable in accordance with Technical Specification 6.9.1.9b.

CORRECTIVE ACTION:

The coupling set screws were tightened, Action Statements 3.8.1.2b and 3.8.2.2 remained in effect while proceeding with the Manual Safety Injection Test. 2A Diesel Generator was returned to service, providing two operable diesels, and the action statements were terminated at 2320 hours, November 10, 1983.

SP(O)4.3.2.1(A), including 2B Diesel 24 hour test run, was satisfactorily completed on November 16, 1983.

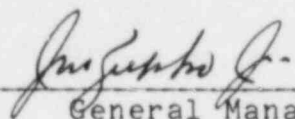
The couplings on the fuel oil pumps for 1A, 1B, 1C, 2A and 2C Diesel Generators were inspected; no similar problems were observed.

An inspection of the diesel fuel oil pump couplings will be incorporated on the 18 month diesel surveillances.

FAILURE DATA:

Alco Engine Division
White Ind.
F.O. Pump - Shaft Coupling

Prepared By J. Rupp



General Manager -
Salem Operations

SORC Meeting No. 83-147