

CONTROL BLOCK:

LICENSEE
NAME

LICENSE NUMBER

LICENSE
TYPE

EVENT
TYPE

NAME						LICENSE NUMBER								TYPE				TYPE			
01	I	L	G	A	D	00-000000-00									A	i	i	i		c	i
7	8	9			14	15								25	26				30	31	32

01 CONT		CATEGORY		REPORT TYPE	REPORT SOURCE	DOCKET NUMBER				EVENT DATE				REPORT DATE															
7	8	57	58	59	60	61								69								75							

02	UNIT ONE DIESEL GENERATOR FAILED TO START WHEN MODE SWITCH WAS PLACED	7	8	9	80
03	IN THE START MODE. NORMAL OFF SITE POWER AND THE ONE-HALF DIESEL GENERATOR	7	8	9	80
04	WERE OPERATIONAL AND AVAILABLE. THIS WAS THE FIRST OCCURRENCE OF THIS TYPE	7	8	9	80
05	AT GUAD-CITIES, THE AIR STARTING MOTORS AND S-CHECK VALVE WERE	7	8	9	80
06	CLEANED.	7	8	9	80

7C, 50 254/76-5

SYSTEM CODE		CAUSE CODE		COMPONENT CODE						PRIMARY COMPONENT SUPPLIER		COMPONENT MANUFACTURER				VIOLATION			
0	7	E	E	X	X	X	X	X	X	N					X	9	9	9	N
7	8	9	10	11	12				17	43	44				47	48			

08	AIR STARTING SOLENOID VALVE WAS DIRTY; THEREFORE, NOT	
09	(OPENING TO THE FULL OPEN POSITION, THE AIR STARTING MOTOR	80
10	AND SOLENOID VALVE WERE CLEANED, AND THE GENERATOR SATISFACTORILY TESTED	80

FACILITY STATUS		% POWER	OTHER STATUS	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION
11	H	100	REFUEL	B	MONTHLY OPERABILITY TEST

FORM OF ACTIVITY RELEASED		CONTENT OF RELEASE		AMOUNT OF ACTIVITY		LOCATION OF RELEASE	
12	2	2	N/A	N/A			

NUMBER			TYPE	DESCRIPTION
13	0	0	5	N/A

NUMBER			DESCRIPTION
14	000		N/A

15	N/A
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TYPE		DESCRIPTION
16	2	N/A

$$\boxed{17} \quad \frac{N}{\Delta}$$

18	N/A	S	PDR
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8306160722 760211
PDR ADOCK 05000254
S PDR

19	Cause Description Cont'd - Green-white air starting motor solenoid
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NAME: Mr. (T) 106 PHONE: 309-54-2241

REPORT NUMBER: RO 50-254/76-5

REPORT DATE: February 11, 1976

OCCURRENCE DATE: January 12, 1976

FACILITY: Quad-Cities Nuclear Power Station
Cordova, Illinois 61242

IDENTIFICATION OF OCCURRENCE:

The Unit One Diesel Generator failed to start immediately after a successful monthly surveillance test on the 1/2 and Unit One Diesel Generators.

CONDITIONS PRIOR TO OCCURRENCE:

Unit One was in the REFUEL mode for a scheduled refueling outage.

DESCRIPTION OF OCCURRENCE:

At 9:30 p.m. on January 12, 1976, after a successful test run of the Unit One Diesel Generator, the generator mode switch was placed in the START mode, but the diesel generator failed to start. An operator was sent to investigate the problem. It was discovered that a large volume of air was leaking around the rotor-vane portion of the air starting motors. Work Request 138-76 was issued to clean and repair the diesel generator air starting motors.

DESIGNATION OF APPARENT CAUSE OF OCCURRENCE:

Equipment Failure

The apparent cause of this occurrence is designated as equipment failure. The air driven starting motors had engaged but would not turn the fly wheel of the diesel generator. Sufficient air pressure was not available to turn the rotor fast enough to seal the vanes, and thus create the necessary force to start the diesel generator. It was discovered that the air starting solenoid valve had stuck partially open, thus restricting sufficient air flow to the air starting motor. The valve sticking was due to the valve being dirty.

ANALYSIS OF OCCURRENCE:

All the fuel from Unit One reactor had previously been removed for a scheduled refueling outage. This, plus the fact that normal off-site power and the 1/2 Diesel Generator were available and operational minimized the consequences of this occurrence. The health and safety of the public was not affected by this occurrence.

CORRECTIVE ACTION:

The Unit One Diesel Generator air starting motors and the air starting solenoid were dismantled and cleaned. Gaskets were replaced in both of the air starting motors. By 2:00 p.m. on January 20, 1976, the Unit One Diesel Generator was satisfactorily tested and returned to service.

Measures are presently being instituted to incorporate a semi-annual inspection of the air starting solenoid valve into the station maintenance procedures. This action should be adequate to prevent future occurrences of this type.

FAILURE DATA:

This is the first failure of this type at Quad-Cities; therefore, there are no safety implications based on cumulative experience. The air starting motor solenoid, Model #812-6, was produced by the Gram-White Sales Corporation. It is rated at 100-135 VDC and 200 PSI.



Commonwealth Edison
Quad-Cities Nuclear Power Station
Post Office Box 216
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Telephone 309/654-2241

NJK-76-56

February 11, 1976



J. Keppler, Regional Director
Office of Inspection and Enforcement
Region III
U. S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, Illinois 60137

Reference: Quad-Cities Nuclear Power Station
Docket No. 50-254, DPR-29, Unit 1
Appendix A, Sections 3.9.E.3, 6.6.B.2

Enclosed please find Reportable Occurrence Report No. RO 50-254/76-5 for Quad-Cities Nuclear Power Station.

This report is submitted to you in accordance with the requirements of Technical Specification 6.6.B.2.

Very truly yours,

COMMONWEALTH EDISON COMPANY
QUAD-CITIES NUCLEAR POWER STATION

N. J. Kalivianakis
Station Superintendent

NJK/GES/lk

cc: G. A. Abrell

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