

TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE
37401



January 25, 1974

Mr. John F. O'Leary, Director
Directorate of Licensing
Office of Regulation
U.S. Atomic Energy Commission
Washington, DC 20545


Dear Mr. O'Leary:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 1 -
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - ABNORMAL
OCCURRENCE REPORT BFAO-744W

The enclosed report is to provide details concerning start system failure on standby diesel engine which occurred on Browns Ferry Nuclear Plant unit 1 on January 16, 1974, and is submitted in accordance with Appendix A to Regulatory Guide 1.16, Revision 1, October 1973.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

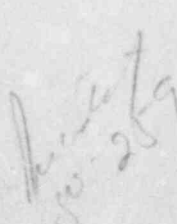

E. F. Thomas
Director of Power Production



Enclosure
CC (Enclosure):

Mr. Norman C. Moseley, Director
Region II Regulatory Operations Office, USAEC
230 Peachtree Street, NW.
Suite 818
Atlanta, Georgia 30303

8311080112 740125
PDR ADDOCK 05000259
S PDR

 COPY SENT REGION II

793

ABNORMAL OCCURRENCE REPORT

Report No.: BFAO-744W
Report Date: January 25, 1974
Occurrence Date: January 16, 1974
Facility: Browns Ferry Nuclear Plant unit 1

Identification of Occurrence

Start system failure on standby diesel engine.

Conditions Prior to Occurrence

Reactor was at 50-percent power.

Description of Occurrence

On January 16, 1974, during scheduled surveillance testing of the diesel generator, diesel engine B failed to start with the left bank of starters; however, it did start satisfactorily with the right bank of starters.

Analysis of Occurrence

Each diesel engine contains two completely independent air-starting systems, either of which is capable of starting the engine. When the left bank of starters did not start the engine in the required time, the right bank of starters was energized automatically and started the engine. Failure of the left-bank starters threatened the starting capability of the diesel generator but did not render it inoperable. The left-bank starters failed to develop enough torque to start the engine.

Corrective Action

The lower starter of the left bank was removed from the engine. A replacement starter was installed. The engine started satisfactorily using the replacement starter. This assembly of the failed starter revealed rust from air supply piping and possible lack of adequate lubrication from the air line lubricator. The air line lubricator was adjusted to provide necessary lubrication to the starters, and all other diesel generator air line lubricators were inspected for proper operation. Frequency of inspection of the diesel starting air systems will be increased from annual to semiannual.

Failure Data

Starter data: Ingersoll-Rand, size 150 BMP, Model 289RH-49.