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GPO 881-667

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Region IV,
Office of Inspection & Enforcement
Nuclear Regulatory Commission
611 Ryan Plaza Drive
Suite 1000
Arlington, Texas 76012

Director of Nuclear Reactor Regulation - - - - - 1

Attn: Mr. Roger S. Boyd, Director

Division of Project Management

U. S. Nuclear Regulatory Commission

Washington, D.C. 20555

(copy of Howard's letter, mailogram, and Licensee Event Report)

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Washington, D.C. 20555

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Address FPLG Letter To + John M. Waage, Project Manager - - - - - 10*
General Atomic Company
P. O. Box 81608
San Diego, California 92138

Secretary, NFSC, Belleview - - - - - 1

Vice President, Engineering & Planning, 39th Avenue Engineering - - - - 1

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Public Service Company of Colorado

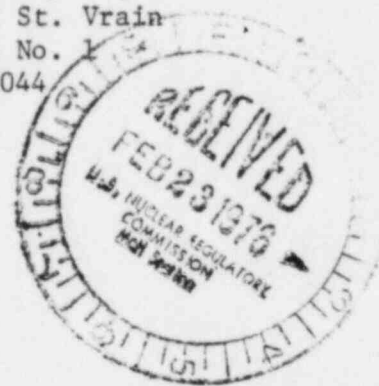
P.O. Box 361, Platteville, Colorado 80651

February 13, 1976

Fort St. Vrain

Unit No. 1

P-76044



Mr. E. Morris Howard, Director
Nuclear Regulatory Commission
Region IV
Office of Inspection and Enforcement
Suite 1000
Arlington, Texas 76012

Ref: Facility Operating License
No. DPR-34

Docket No. 50-267

Dear Mr. Howard:

Enclosed please find a copy of Abnormal Occurrence Report No. 50-267/76/04, Preliminary, submitted per the requirements of the Technical Specifications.

Also, please find enclosed one copy of the Licensee Event Report for Abnormal Occurrence Report No. 50-267/76/04.

Very truly yours,

Frederic E. Swart
Superintendent, Nuclear Production
Fort St. Vrain Nuclear
Generating Station

FES/dme

cc: Mr. Roger S. Boyd

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REPORT DATE February 13, 1976

ABNORMAL OCCURRENCE 76/04

Page 1 of 3

OCCURRENCE DATE February 6, 1976

FORT ST. VRAIN NUCLEAR GENERATING STATION
PUBLIC SERVICE COMPANY OF COLORADO
P.O. BOX 361
PLATTEVILLE, COLORADO 80651

REPORT NO. 50-267/76/04

Preliminary

IDENTIFICATION OF
OCCURRENCE:

The clutch on "B" engine 1A Standby Generator moved in the declutch direction under load. This is identified as an abnormal occurrence per Section 2.1, paragraph (f) of the Fort St. Vrain Technical Specifications.

CONDITIONS PRIOR
TO OCCURRENCE

<u>Steady State Power</u>	<u>Routine Shutdown</u>
<u>Hot Shutdown</u>	<u>Routine Load Change</u>
<u>X Cold Shutdown</u>	<u>Other (specify)</u>
<u>Refueling Shutdown</u>	<u></u>
<u>Routine Startup</u>	<u></u>

The major plant parameters at the time of the event were as follows:

Power	RTR <u>0</u>	MWth
	ELECT <u>0</u>	MWe
Secondary Coolant	Pressure <u>15.</u>	psig
	Temperature <u>70</u>	°F
	Flow <u>75000</u>	#/hr.
Primary Coolant	Pressure <u>159</u>	psig
	Temperature <u>86</u>	°F Core Inlet
	<u>86</u>	°F Core Outlet
	Flow <u>0</u>	#/hr.

DESCRIPTION OF
OCCURRENCE:

The 1A Standby Diesel generator diesel engines had been locally started and the generator loaded to 50% per the weekly surveillance procedure. The standby generator set continued in operation for approximately one hour when a Standby Generator Trouble alarm was received in the main control room. The operator went to the standby generator room and discovered the clutch arm had moved slightly in the declutch direction and actuated the switch. Load was reduced to 25% and the engine was declutched and the test was complete.

APPARENT CAUSE
OF OCCURRENCE:

_____ Design	_____ Unusual Service Cond. Including Environment
_____ Manufacture	_____ Component Failure
_____ Installation/Const.	<input checked="" type="checkbox"/> Other (specify)
_____ Operator	_____
_____ Procedure	_____

The force required to engage the clutch was out of tolerance.

ANALYSIS OF
OCCURRENCE:

In this instance, the clutch was engaged and later disengaged under load. A check of the clutch engaging force was made and found to be in excess of 225 pounds. It should have been between 155 and 204 pounds. The clutch mechanism force had been adjusted on January 12, 1976, per PM 92.10 quarterly inspection. This was the first operation of the diesel generators under load since that inspection. It has not yet been determined why the engaging force was excessive. The surveillance procedure 5.6.1d-M (Diesel Engine Exhaust Temperature Functional Test) was completed before the 50% load test. This procedure requires the clutch to be operated and the low temperature declutch verified.

CORRECTIVE
ACTION:

The solenoid valve was cleaned and checked for leakage and reinstalled. The clutch pressure has been readjusted to 190 pounds engaging force. The clutch mechanism will be disassembled and thoroughly examined for any possible mechanical problems.

FAILURE DATA/SIMILAR REPORTED OCCURRENCES:

Abnormal Occurrence 50-267/74/23 concerning Engine 1A. Similar occurrence but different cause.

PROGRAMMATIC IMPACT:

None

CODE IMPACT:

None

Submitted by:

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Technical Services Supervisor

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