

CONTROL BLOCK:

(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE  
NAMELICENSE  
NUMBERLICENSE  
TYPEEVENT  
TYPE

CATEGORY

REPORT  
TYPEREPORT  
SOURCE

DOCKET NUMBER

EVENT DATE

REPORT DATE

## EVENT DESCRIPTION

012 At approximately 5:20 P.M., during normal steady state operation, it was  
013 found that the closing springs in the "3A" Diesel Generator circuit  
014 breaker were not in the compressed, or "charged", position indicating  
015 that the breaker would not be able to respond to a closing signal.  
016 Redundancy was provided during this occurrence by the "3B" Diesel

SYSTEM  
CODECAUSE  
CODE

COMPONENT CODE

PRIME  
COMPONENT  
SUPPLIERCOMPONENT  
MANUFACTURER

VIOLATION

017 E E C K T B R K A G 0 8 0 N

## CAUSE DESCRIPTION

018 The cause of this occurrence was a worn nylon bushing between the closing  
019 spring drive motor eccentric and the linkage to the ratchet wheel that  
020 compresses the closing springs. This reduced the stroke of the linkage

FACILITY  
STATUS

% POWER

OTHER STATUS

METHOD OF  
DISCOVERY

DISCOVERY DESCRIPTION

111 E 1 0 0 N/A b N/A

FORM OF  
ACTIVITY  
RELEASEDCONTENT  
OF RELEASE

AMOUNT OF ACTIVITY

LOCATION OF RELEASE

112 Z Z N/A N/A

## PERSONNEL EXPOSURES

NUMBER

TYPE

DESCRIPTION

113 0 0 0 Z N/A

## PERSONNEL INJURIES

NUMBER

DESCRIPTION

114 0 0 0 N/A

## PROBABLE CONSEQUENCES

115 N/A

## LOSS OR DAMAGE TO FACILITY

TYPE DESCRIPTION

116 Z N/A

PUBLICITY 8304040093 760923  
PDR ADOCK 05000250  
S PDR

117 N/A

## ADDITIONAL FACTORS

118 See page two for continuation of Event Description and Cause Description.

119

NAME: M. A. Schoppman

PHONE: 305/552-3779

Event Description (continued)

Generator breaker. The subject breaker was removed from its cubicle (3AA20) and a spare breaker was installed in its place. This was the first occurrence during which the unavailability of a safety-related circuit breaker was caused by the particular mechanical defect described in detail in the Cause Description. (250-76-6)

Cause Description (continued)

and resulted in the drive pawl not being able to advance the ratchet wheel. The drive motor, therefore, was not compressing the closing springs and continued to run until overheating caused a motor brush to fail. The worn bushing was replaced, and the motor was repaired. The circuit breaker (Type AM-4, 16-350-1H) was then satisfactorily tested. Malfunctions of this type breaker are currently under investigation by the off-site support staff and status reports will be issued periodically to describe the results of the investigation.



September 23, 1976

PRN-LI-76-243

50-250

Mr. Norman C. Moseley, Director, Region II  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
230 Peachtree Street, N. W., Suite 818  
Atlanta, Georgia 30303

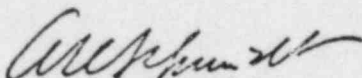
Dear Mr. Moseley:

REPORTABLE OCCURRENCE 250-76-6  
TURKEY POINT UNIT 3  
DATE OF OCCURRENCE: SEPTEMBER 9, 1976

DIESEL GENERATOR CIRCUIT BREAKER "3A"

The attached Licensee Event Report is being submitted in accordance with Technical Specification 6.9.2 to provide prompt notification of the subject occurrence.

Very truly yours,

  
A. D. Schmidt  
Vice President  
Power Resources

MAS/cpc

Attachment

cc: Jack R. Newman, Esquire  
Director, Office of Inspection and Enforcement (30)  
Director, Office of Management Information and  
Program Control (3)

COPY SENT REGION 

9945