

## LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Susquehanna Steam Electric Station - Unit 1										DOCKET NUMBER (2) 0 5 0 0 0 3 1 8 7				PAGE (3) 1 OF 0 2		
TITLE (4) "B" and "D" Diesels Inoperable.																
EVENT DATE (5)			LER NUMBER (6)				REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)						
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES				DOCKET NUMBER(S)			
0 1	2 9	8 5	8 5	0 0 4	0 0 0	3 0	1 8	5	SSES - Unit 2				0 5 0 0 0 3 1 8 8			
OPERATING MODE (9)			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §. (Check one or more of the following) (11)													
POWER LEVEL (10)			20.402(b)				20.405(c)				50.73(a)(2)(iv)				73.71(b)	
			20.405(a)(1)(i)				50.38(c)(1)				50.73(a)(2)(v)				73.71(c)	
			20.405(a)(1)(ii)				50.38(c)(2)				50.73(a)(2)(vii)				<input checked="" type="checkbox"/> OTHER (Specify in Abstract below and in Text, NRC Form 386A)	
			20.405(a)(1)(iii)				50.73(a)(2)(i)				50.73(a)(2)(viii)(A)				Special Report in accordance with Reg. Guide 1.108.	
			20.405(a)(1)(iv)				50.73(a)(2)(ii)				50.73(a)(2)(viii)(B)					
			20.405(a)(1)(v)				50.73(a)(2)(iii)				50.73(a)(2)(ix)					
LICENSEE CONTACT FOR THIS LER (12)																
NAME R.W. Stanley										TELEPHONE NUMBER AREA CODE 7 1 1 7 5 1 4 2 1 - 1 3 9 1 3 0						
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS						
*																
SUPPLEMENTAL REPORT EXPECTED (14)												EXPECTED SUBMISSION DATE (15)		MONTH	DAY	YEAR
<input type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE)												<input checked="" type="checkbox"/> NO				

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

The "D" Diesel Generator was out of service for an 18 Month Maintenance Inspection. Technical Specifications require the remaining diesels to be started every eight hours.

At 0114 on January 29, 1985, the "B" Diesel Generator tripped after 8 minutes of operation. A Connecting Rod High Temperature Alarm was noted at time of trip. The "B" Diesel Generator was restarted at 0121 and the "B" Diesel again tripped.

An investigation revealed the cause of the Diesel trip to be the actuation of the Connecting Rod Bearing High Temperature Detector Vent Valve. This actuation was caused by the spurious operation of the vent valve and was not due to a high connecting rod temperature condition. This Diesel trip function is bypassed in the emergency mode and would not have prevented the Diesel from performing its intended emergency function. A limiting condition of operation was taken at 0123. The Connecting Rod Bearing High Temperature Detector Vent Valve was reset and the "B" Diesel was successfully started at 0241. The Diesel was declared operable at 0354. Spurious actuation of the vent valve has been a recurring problem and Maintenance personnel will perform some additional inspections in an upcoming diesel outage.

With two diesels out of service, this event is reportable in accordance with 10CFR50.73(a)(2)(v).

\* Not Applicable

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## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO. 3150-0104

EXPIRES: 8/31/85

FACILITY NAME (1) Susquehanna Steam Electric Station Unit 1	DOCKET NUMBER (2) 0 5 0 0 0 3 8 7 8 5 - 0 0 4 - 0 0 0 2 OF 0 2	LER NUMBER (6)			PAGE (3)	
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		

TEXT (If more space is required, use additional NRC Form 366A's) (17)

The "D" Diesel Generator was out of service for an 18 month inspection, Technical Specifications require the remaining 3 diesels to be started every eight hours.

At 0114 on January 29, 1985, the "B" Diesel Generator tripped after 8 minutes of operation. A Connecting Rod High Temperature Alarm was noted at the time of the trip. A restart at 0121 also resulted in a trip.

An investigation revealed the cause of the trip to be the actuation of the Connecting Rod Bearing High Temperature Detector Vent Valve.

The detector, an eutectic fusable rod, is mounted on the connecting rod, and actuates a vent valve under high temperature conditions. Mechanical Maintenance inspected the detector and found the fusable rod intact (not extended), indicating this connecting rod bearing had not gotten hot enough to melt the eutectic alloy. Therefore, the vent valve was tripped by some other means. The connecting rod high temperature condition is bypassed in the emergency mode, therefore, a spurious trip caused by the connecting rod high temperature system would not be designated as a valid failure. The connecting rod high temperature detector vent valve was reset and the "B" diesel was successfully started and loaded at 0241. The "B" diesel was returned to service at 0354.

The "D" Diesel was out of service for 18 Month Inspection from 1/27/85 at 0030 to 1/29/85 at 0550. Therefore, two diesels were out of service from 0123 to 0354 which is reportable per 10CFR50.73(a) (2) (v).

Spurious actuation of the vent valve has been a recurring problem and Maintenance personnel will perform some additional inspections in an upcoming diesel outage.

The Diesel Generator Start Log indicates there is one diesel failure in the last one hundred starts. The diesel test interval is every thirty-one days, per Regulatory Guide 1.108, section c.2.d.



# Pennsylvania Power & Light Company

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U.S. Nuclear Regulatory Commission  
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Washington, DC 20555

SUSQUEHANNA STEAM ELECTRIC STATION  
LICENSEE EVENT REPORT 85-004  
ER 100450 FILE 841-23  
PLA - 048

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Docket No. 50-387  
License No. NPF-14

Attached is Licensee Event Report 85-004. This event was determined reportable per 10CFR50.73(a)(2)(v), due to two Diesel Generators being inoperable.

H. W. Keiser  
Superintendent of Plant-SSES

RWS/ml

cc: Dr. Thomas E. Murley  
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