

LICENSEE EVENT REPORT

CONTROL BLOCK 1 2 3 4 5 6

(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE NAME 01 N J O C P 1 1 0 0 - 0 0 0 0 - 0 0 4 1 1 1 0 0 1 1

CATEGORY 01 CONT M I T L 0 5 0 - 0 2 1 9 0 1 2 3 7 6 0 2 0 2 7 6

EVENT DESCRIPTION

02 During surveillance testing, emergency diesel generator 1-1 was started. It ran
03 for a period of 12 minutes and then automatically shut down and the engine fault
04 annunciator was actuated. The 1-2 emergency diesel had been tested earlier on
05 January 23, 1976 and had demonstrated operability. (R.O. 50-219/76/4/1P).
06

SYSTEM CODE 07 E E E H T E X C H N E 1 4 7 N

CAUSE DESCRIPTION

08 The cause of the shutdown was determined to have been a trip of the low cooling
09 water pressure sensor. This device initiates a shutdown of the diesel engine when
10 cooling water pressure is less than 10" H₂O above the air box pressure. (Cont. below)

FACILITY STATUS 11 H 0 0 0 NA B Surveillance Test

FORM OF ACTIVITY RELEASED 12 Z Z NA NA

PERSONNEL EXPOSURES

13 0 0 0 Z NA

PERSONNEL INJURIES

14 0 0 0 NA Part Information

OFFSITE CONSEQUENCES

15 NA Engine Radiator, for

LOSS OR DAMAGE TO FACILITY

16 Z NA MU-Type Machine

PUBLICITY

17 NA Engine Model No. 20-645E4

ADDITIONAL FACTORS

18 ("Cause" cont.) The cause of the low pressure was found to be a loss of engine

19 coolant through a leak in a radiator tube.

NAME Donald A. Ross PHONE 201-539-6111

8103020611 Donald A. Ross, Manager-Generating Stations-Nuclear

Initial Telephone
Report Date: January 24, 1976

Date of
Occurrence: January 23, 1976

Initial Written
Report Date: January 26, 1976

Time of
Occurrence: 1437

OYSTER CREEK NUCLEAR GENERATING STATION
FORKED RIVER, NEW JERSEY 08731

Reportable Occurrence
Report No. 50-219-76-4-1P

IDENTIFICATION
OF OCCURRENCE:

Unplanned automatic shutdown of the 1-1 Emergency Diesel Generator during surveillance testing.

This event is considered to be an abnormal occurrence as defined in the Technical Specifications, paragraph 1.15.D.

CONDITIONS PRIOR
TO OCCURRENCE:

<input type="checkbox"/> Steady State Power	<input type="checkbox"/> Routine Shutdown Operation
<input type="checkbox"/> Hot Standby	<input type="checkbox"/> Load Changes During Routine
<input type="checkbox"/> Cold Shutdown	<input type="checkbox"/> Power Operation
<input checked="" type="checkbox"/> Refueling Shutdown	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Routine Startup	
<input type="checkbox"/> Operation	

The reactor was shutdown with the mode switch in the "Refuel" position. Reactor coolant temperature was approximately 90°F.

DESCRIPTION
OF OCCURRENCE:

On January 23, 1976 at 1425 the 1-1 Emergency Diesel Generator was started. The startup and operation of the Diesel was normal for 12 minutes, when at 1437 the diesel generator automatically shutdown and the engine fault annunciator was actuated. The 1-2 Emergency Diesel had been tested earlier on January 23, 1976 and had demonstrated operability.

APPARENT CAUSE
OF OCCURRENCE:

<input type="checkbox"/> Design	<input type="checkbox"/> Procedure
<input type="checkbox"/> Manufacture	<input type="checkbox"/> Unusual Service Condition
<input type="checkbox"/> Installation/	<input type="checkbox"/> Inc. Environmental
<input type="checkbox"/> Construction	<input checked="" type="checkbox"/> Component Failure
<input type="checkbox"/> Operator	<input type="checkbox"/> Other (Specify)

The cause of the shutdown was determined to have been a trip of the low cooling water pressure sensor. This device initiates a shutdown of the Diesel engine when cooling water pressure to the engine is less than 10" H₂O above the air box pressure. The cause of the low pressure was found to be a loss of engine coolant through a leak in the radiator.

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Report No. 50-219-76-4-1P

Page Two

ANALYSIS OF
OCCURRENCE:

The safety significance of this occurrence is the unavailability of one power source to supply the engineered safety feature equipment. The 1-2 Emergency Diesel Generator, two 34.5 KV lines, and two 230 KV lines remained as available power sources to this equipment.

CORRECTIVE
ACTION:

The 1-1 Emergency Diesel Generator radiator will be repaired and the 1-1 Emergency Diesel returned to service. Until the 1-1 Emergency Diesel is proven operable the 1-2 Emergency Diesel will be tested daily and none of the engineered safety equipment associated with the 1-2 Diesel will be permitted to be placed out of service.

FAILURE DATA:

Emergency Diesel Generator 1-1 Radiator.

Manufactured by: Electro-Motive Division
General Motors Corporation
La Grange, Illinois

Prepared by:

Frank H. Rodles, Jr.
Frank H. Rodles, Jr.

Date:

1/26/76