TRIP ANALYSIS REPORT

TRIP ANALYSIS REPORT /3rd QTR/TAR-13/ UNIT 2 / 29.10.16 **Dt. 09-11-16**

OCCURRENCE:

(a) **Condition:** Load: **510 MW** at 17:00 hrs on 25.10.16 with 6 Mills(B,C,E,F,G &H) in LP mode and coal flow 273 T/hr.

(b) **Incident:** Boiler was planned shutdown at 20:30 hrs on 29.10.16 due to Slag conveyor break down.

ANALYSIS:

Unit was in service with a load of 510 MW in LP mode with 6 mills, coal flow 273 T/hr at 17:00 hrs on 25.10.16. There was no load accumulation in any of the hoppers and discharge was normal through all hoppers.

DATE 27.10.16: Unit 2 - Slag Conveyor2: Abnormal sound is reported by BM at 6:48 hrs on 27.10.16. Action was taken to tighten the base bolt of fluid coupling. Schedule revised to 330MW from 10:15hrs. LC availed by BM for 2 hrs for alignment purpose. All the dampers at the bottom hoppers where closed from 9:30 hrs. No load observed in all the three hoppers and the alignment work was started by 10:00 hrs and it was completed by 20.00 hrs. Then the slag conveyor was started. Load was 350 MW with 5 mills in service, coal flow 204 T/hr.

In the meantime, the left and the middle hoppers were loaded up to the hopper top level approx. upto 8.5 mtr level. The right hopper was loaded up to S-panel. Since 20:00hrs tried to clear the load. Slag conveyor could be kept in service intermittently due to the sound in the fluid coupling. Every ½ hr, slag conveyor was stopped to tighten the bolt. The discharge was not heavy as discharging the load from hopper was low. Now the left hopper load was cleared, the middle hopper could not be seen and the right hopper load clearance was tried. SC stopped for 45 minutes, for tightening the bolt.

DATE 28.10.16: It was decided by 07:20hrs on 28.10.16, to fill the imported coal in the mills A to D, to overcome the crisis of SC.

The load on the right hopper is getting cleared and reached near S-panel, whereas the SC coupling sound is still existing.

Once the load on the right side was cleared it was planned to change the fluid the coupling to do the alignment.

Since the sound in the coupling was more, again three hoppers where closed, as the BM availed LC for 2 shifts in order to change the fluid coupling.

DATE 29.10.16: Clearance given by the BM by 02:10hrs on 29.10.16 to run the slag conveyor. SC started by 02:15 hrs and the load clearing process was started.

Load on the left hoppers was cleared with much difficulties by 16:00hrs. After clearing on the left side, visibility on the S panel improved and the load position could be seen clearly. The middle and the right side hoppers could not be cleared. The load accumulated 4mtr above the S-panel.

Around 19:00hrs, suddenly the heavy load was discharged and one scrapper of the SC was dislocated and the SC was stopped and could not be started.

Since the load in the right and the middle hopper was over the S- panel and the non-availability of SC it was decided to shut down the unit and the unit was boxed up at 20:30hrs on 29.10.16.

RECOMMENDATIONS:

- Preventive maintenance schedule is to be followed to prevent breakdown.
- In case of breakdown, it is to be attended within 3 hrs duration. If not, position the spare conveyor.
- Slag conveyor area and rail should be maintained neat and clean in order to pull the conveyor in short span.
- Spare conveyor should be readily available always.

CM/ OS ADGM/C&I DGM/Elec DGM/BM DGM/Opn&Comm