

October 11, 2000
NMP2L 1987

U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555

RE: Nine Mile Point Unit 2
Docket No. 50-410
NPF-69

Subject: Special Report

Gentlemen:

In accordance with the Nine Mile Point Unit 2 (NMP2) Technical Specification 4.8.1.1.3, we are submitting the following Special Report concerning one (1) Division II Standby Emergency Diesel Generator (2EGS*EG3) non-valid test and non-valid failure.

Surveillance Requirements

Diesel generator surveillance testing is performed on a monthly schedule (at least once per 31 days). The monthly testing interval is in conformance with NMP2 Technical Specification Table 4.8.1.1.2-1, "Diesel Generator Test Schedule." There have been 0 valid failures in the last 20 starts and 1 valid failure in the last 100 valid tests in accordance with the test criteria set forth in Regulatory Guide 1.108.

Description of Event

On September 11 at 0025 while performing the monthly Operations Surveillance Procedure N2-OSP-EGS-M@001, "Diesel Generator and Air Start Valve Operability Test - Division I and II," on the Division II Standby Emergency Diesel Generator, the diesel generator tripped after being started on low turbocharger lube oil pressure. The diesel generator was unavailable for approximately 11 hours to perform the corrective maintenance.

Cause of Event

Troubleshooting identified that the Post-Lube Oil Pilot Valve 2EGS*AOV2011B became bound and would not reposition. This condition was caused by the hardening of internal parts in the valve. This caused the valve to continuously vent the 80-pound control air through the vent port on the valve.

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Corrective Actions

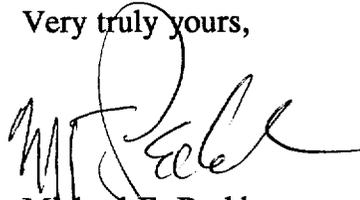
Deviation/Event Report 2-2000-3062 was initiated to evaluate the Division II Standby Emergency Diesel Generator low turbocharger lube oil pressure trip.

The sticking post-lube oil pilot valve was replaced and the Division II Standby Emergency Diesel Generator was successfully tested.

Test/Failure Validity Determination

The low turbocharger lube oil pressure trip is a non-valid test and non-valid failure as defined in Regulatory Guide 1.108, C.2.e.(2). The Regulatory Guide defines as follows: "Unsuccessful start and load attempts that can definitely be attributed to operating error, to spurious operation of a trip that is bypassed in the emergency operating mode . . ." The low turbocharger oil pressure trip was determined to be caused by a faulty post-lube oil pilot valve that did not reposition itself, causing the diesel generator to trip in the Test Mode. The post-lube oil pilot valve is bypassed in the Emergency Mode, and therefore, this would not have affected the diesel generator's ability to perform in the Emergency Mode to supply power to the Division II Emergency Bus.

Very truly yours,



Michael F. Peckham
Plant Manager - NMP2

MFP/CES/kap

xc: Mr. H. J. Miller, Regional Administrator, Region I
Mr. G. K. Hunegs, NRC Senior Resident Inspector
Records Management