

LICENSEE EVENT REPORT (LER)

APPROVED OMS NO. 3160-0104  
EXPIRES - 8/31/85

FACILITY NAME (1) INDIAN POINT UNIT NO. 2 DOCKET NUMBER (2) 050002471 OF 013 PAGE (3)

TITLE (4) Inoperable Diesel Generators

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)
09	09	88	88	011	00	01	00	58			05000
											05000

OPERATING MODE (9) N

POWER LEVEL (10) 100

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10-CFR §: (Check one or more of the following) (11)

<input type="checkbox"/> 20.402(b)	<input type="checkbox"/> 20.406(e)	<input type="checkbox"/> 50.73(a)(2)(iv)	<input type="checkbox"/> 73.71(b)
<input type="checkbox"/> 20.406(a)(1)(i)	<input type="checkbox"/> 50.36(a)(1)	<input type="checkbox"/> 50.73(a)(2)(v)	<input type="checkbox"/> 73.71(e)
<input type="checkbox"/> 20.406(b)(1)(ii)	<input type="checkbox"/> 50.36(a)(2)	<input type="checkbox"/> 50.73(a)(2)(vi)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)
<input type="checkbox"/> 20.406(a)(1)(iii)	<input checked="" type="checkbox"/> 50.73(a)(2)(ii)	<input type="checkbox"/> 50.73(a)(2)(vii)(A)	
<input type="checkbox"/> 20.406(a)(1)(iv)	<input type="checkbox"/> 50.73(a)(2)(iii)	<input type="checkbox"/> 50.73(a)(2)(viii)(B)	
<input type="checkbox"/> 20.406(a)(1)(v)	<input type="checkbox"/> 50.73(a)(2)(iv)	<input type="checkbox"/> 50.73(a)(2)(ix)	

LICENSEE CONTACT FOR THIS LER (12)

NAME Harold Reid, Senior Engineer TELEPHONE NUMBER 9114512161-1514919

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS
X	E	K	D	G					
			A	152	Y				
X	E	K	D	G					
			A	152	N				

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE)  NO

EXPECTED SUBMISSION DATE (15)

MONTH	DAY	YEAR

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

On September 7, 1988 at 1415 hours while performing full load periodic testing of No. 23 Emergency Diesel Generator, a white cloud was observed coming from the Diesel Crank Case Blower Exhaust Pipe. Further investigation revealed that the cloud was caused by water from the lube oil cooler entering the engine lube oil section. To prevent additional contamination and to effect repairs, the operator dropped the load, secured the diesel and declared it inoperable.

On September 9, 1988 at 0355 hours while performing a subsystem testing of No. 22 Emergency Diesel Generator (EDG), the right hand air start pressure was found to be 6 lbs. below the operability criteria of 150 lbs. pressure. The No. 22 EDG was immediately declared inoperable. The regulator was subsequently adjusted to maintain the required 150 lbs. pressure by 0415 hrs. on the same day. No. 22 EDG was thereafter returned to operability. Both No. 22 and No. 23 EDGs were therefore inoperable for approximately 20 minutes on September 9, 1988.

The brief period that No. 22 EDG was inoperable, while No. 23 was inoperable placed us in a operating condition prohibited by Technical Specification and therefore reportable under 50.73(a)(2)(1).

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

FACILITY NAME (1)  INDIAN POINT UNIT NO. 2	DOCKET NUMBER (2)  0 5 0 0 0 2 4 7	LER NUMBER (6)			PAGE (3)	
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
		8 8	0 1 1	0 0	0 2	OF 0 3

TEXT (If more space is required, use additional NRC Form 306A (17))

Plant and System Identification:

Westinghouse 4-loop Pressurized Water Reactor: 900 MWe

Identification of Occurrence:

During surveillance testing of EDG No. 23, PTM-21 Full Load Periodic Testing, a white cloud was observed emanating from the Diesel Crank Case Blower Exhaust Pipe.

Two days later, on September 9, 1988 while performing a subsystem test, PTD-1, on EDG No. 22, and while EDG No. 23 was still inoperable, the right hand airstart pressure was found to be 144 lbs. or 6 lbs. below the required level.

Events Date: September 7, 1988 and September 9, 1988

Reportability Determination Date: September 9, 1988

Report Due Date: October 7, 1988

Past Similar Occurrence: LER 81-022 and LER 82-036

Description of Occurrence:

On September 7, 1988 while performing a Full Load Test on EDG No. 23 a white cloud was observed at an exhaust pipe. The test was suspended and the EDG was secured.

Further investigation revealed a lube oil cooler tube leak resulting in the cooling water entering the lube oil side and turning to steam. The EDG was immediately declared inoperable.

On September 9, 1988 while performing a subsystem test on EDG No. 22 it was determined that the air start pressure was at 144 lbs. which is below the stated minimum of 150 lbs. Twenty (20) minutes later the air regulator was adjusted to above the minimum pressure and the EDG No. 22 was returned to service.

Analysis of Occurrence:

In the case of EDG No. 23 a probable consequence could have been loss of EDG due to loss of lubrication and subsequent bearing failure.

Section 3.7.B.1 of the Indian Point Unit No. 2 Technical Specifications permits only one EDG to be out of service for a maximum of 7 days. Once a

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FACILITY NAME (1)  INDIAN POINT UNIT NO. 2	DOCKET NUMBER (2)  0 5 0 0 0 2 4 7 8 8	LER NUMBER (6)			PAGE (3)	
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
		8 8	0 1 1	0 0	0 3	of 0 3

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

second EDG was declared inoperable, although it was inoperable for only twenty (20) minutes, the condition is prohibited by the Technical Specifications and became reportable as per 50.73(a)(2)(1). The third EDG and all additional auxiliary sources of power were available during the twenty (20) minutes that both EDG No. 22 and EDG No. 23 were declared inoperable.

Cause of Occurrence:

EDG No. 23 was subjected to metallurgical examination. All tubes of the EDG No. 23 Lube Oil Cooler (182) were examined. No leaks were found. However, boroscopic tube examination revealed severe erosion at the inlet of the first tube pass and this resulted in the leak.

Corrective Action:

The following corrective actions were implemented on EDG No. 23:

- o Replaced lube oil cooler tube bundles;
- o Flushed engine oil until clean;
- o Checked for possible bearing failure;
- o Contacted vendor (ALCO) engineering representative and implemented vendor recommendations; and
- o Changed engine oil.

In the case of EDG No. 22, the air regulator was adjusted to above 150 lb. minimum pressure.

Subsequently, both EDG No. 22 and EDG No. 23 were declared operable and no further action is necessary.

Stephen B. Bram  
Vice President

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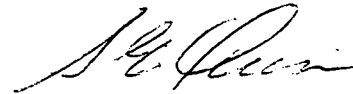
October 5, 1988

Re: Indian Point Unit No. 2  
Docket No. 50-247  
LER 88-011-00

Document Control Desk  
U.S. Nuclear Regulatory Commission  
Mail Station Pl-137  
Washington, DC 20555

The attached Licensee Event Report LER 88-011-00 is hereby submitted in accordance with the requirements of 10 CFR 50.73.

Very truly yours,



Attachment

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U.S. Nuclear Regulatory Commission  
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King of Prussia, PA 19406

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11