

Unit 2

System Status: OSPO DSTS

User Status: CRTD STA

SONGS

Notification: NN 200988413



Description: U2 Train A EDG Header Pressure Drop

Created on: 06/28/2010 Reported By:

Responsible:

Priority: Required Start: 06/28/2010 13:59 End:

Order No: Code:

Task Exists? [Y]

Func.Loc.: S2.EDGS.2PI5958B G002 START 20 CYL RT BANK & 16 CYL LF BA

Equipment:

Assembly:

Quality Class: II

Location: DG Room: N/A Elevation: 030 Column: 0000

Planner Group: Maint I&C

WorkCenter: M_I Maint. I&C / Rad Mon

Plant: 1000 SONGS - Services

Reliability Classification: NON-CRITICAL

ARC Review Status: A Awaiting review Feedback Req'd? []

M Rule: Sig Level:

Breakdown [] Malfunction Start: Breakdown Duration: H
End:

Description:

06/28/2010 13:59:51 (b)(6) Phone (b)(6)

/ 1. Problem description

/ During the U2 Train A EDG surveillance on 6/28/2010 the isolated air start train header (feed from receiver tank T-335) appeared to have a significance pressure drop after the engine started. The pressure was initially recorded at 188 psi and after engine started was down to 136 psi. After the air start system was realigned the pressure increased back to >195psi and maintained constant.

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/ 2. Impact or consequence

/ During a normal monthly surveillance of the EDG one train of EDG air start is isolated at two locations. The first location is at the air tank and the second location is at the air start motors. This leaves a residual amount of air between these two locations. When the engine starts 4 solenoid valves open to engage and spin the air start motors and drive the fuel racks to full open until the engine reaches 150 rpm. The air start sub system that is NOT isolated starts the engine, while the isolated train only drives the fuel racks.

/

/ After further review of the system design with one air tank isolated the

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available volume of air start is reduced only to the header (piping) volume. This is significantly less than the normal aligned available capacity (header volume and two air receivers). Therefore, when the solenoid valves open on the isolated system the system pressure would reduce much more than on the un-isolated system due to the available system capacity.

/

/ This does not impact the ability of the EDG to perform its safety function because the EDG system is equipped with two redundant air start trains. Both trains are 100% capable of cold cranking the EDG 5 times on a full charge. Additionally, after the air receiver was re-aligned the pressure remained at >195psi.

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/

/ 3. Describe what happened

/ See Above

/

/ 4. Immediate actions taken

/ Notified STA

/

/ 5. Cause (if known)

/ See Above

/

/ 6. Recommended Actions

/ After further review of this condition it does not appear to be a problem, however it would be prudent to monitor other EDGs to see if they experience the same condition during a normal monthly surveillance.

An N-SPT to engineering will address this monitor this condition.

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Func.Loc.: S2.EDGS.2PI5959B G002 START 20 CYL RT BANK & 16 CYL LF BA

Location: DG Room: N/A Elevation:030 Column: 0000

Sort No.: 0001 Code Group:N-TS-IOD Immediate Operability Determination
Short Text: see long text
Task Code: NO50 IOD-Canceled / Not Applicable/No DNC
WorkCenter:
Responsible:

Sort No.: 0002 Code Group:N-SPT General Support Record
Short Text:
Task Code: ST01 SPT CREATED
WorkCenter: EM_SYA Auxiliary Systems
Responsible: (b)(6)

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Func.Loc.: S2.EDGS.2PI5959B G002 START 20 CYL RT BANK & 16 CYL LF BA

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

Part: _____

Damage: _____

Cause: _____

Activity: _____

SONGS

Notification: NN 200988413

Func.Loc.: SE.EDGS.2FI5958B G002 START 20 CYL RT BANK & 16 CYL LF BA
 Location: DG Room: N/A Elevation:030 Column: 0000

Task Details:

Sort No.: 0001 Code Group: N-TS-IOD Immediate Operability Determination
 Short Text: see long text
 Task Code: NO50 IOD-Canceled / Not Applicable/No DNC
 WorkCenter:
 Responsible:
 Status: TSCO
 Planned Start: 06/28/2010 15:58
 Planned End: 06/28/2010 15:58
 Complete: 06/28/2010 15:58

Task Long Text:

NOTES:

- 1) Parts 1 through 4 will be completed by the STA.
- 2) Part 5 may be completed by Operations (STA) or Engineering (Responsible Engineer) when the SSC has been restored to a fully qualified status. IOD (Immediate Operability Determination)

This is an Immediate Operability Determination (IOD).

1. Deficiency Identified and the Affected Functional Location:
2. Identify the Specified Safety Function(s); include mission time (if applicable):
3. Conclusion:

Determine OPERABLE/INOPERABLE

_____ Operable

_____ Inoperable

Basis (provide discussion):

4. Extent of Condition

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NOTE: Address the question: "Does the degraded or nonconforming condition currently exist on the other train/unit?"

a) Has an EOC Task been created to address the extent of condition (YES or NO)?

b) If no EOC Task has been created, describe "other train/other unit" findings (if performed) or indicate N/A (if not necessary).

5. IOD Closure Information

Pressure drop was due to expansion of air in the isolated header once solenoids opened. Air receivers were verified before and after starts to be able to hold and maintain pressure greater the 186 psig. During local verification of air pressures one header pressure was at 190 psig while the other was at 200 psig indicating no cross system leakage. No degraded or non-conforming condition exists. IOD cancelled.

(b)(6)

6/28/2010

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Notification: NN 200988413

Func.Loc.: SI.EDGS.2PI5953B G002 START 20 CYL RT BANK & 10 CYL LF BA

Location: DG Room: N/A Elevation:030 Column: 0000

Task Details:

Sort No.: 0002 Code Group: N-SPT General Support Record
Short Text:
Task Code: ST01 SPT CREATED
WorkCenter: EM_SYA Auxiliary Systems
Responsible: (b)(6)
Status: TSRL
Planned Start:
Planned End: 08/21/2010
Complete:

Task Long Text:

SPT (General Support Record)

Describe the General support request: