

FROM: Northern States Power Company
 Minneapolis, Minnesota 55401
 L. O. Mayer

DATE OF DOCUMENT 1-25-72	DATE RECEIVED 1-28-72	NO.:	
LTR. X	MEMO:	REPORT:	OTHER:

TO: Dr. Peter A. Morris

ORIG.: 1	CC:	OTHER:
ACTION NECESSARY <input type="checkbox"/>	CONCURRENCE <input type="checkbox"/>	DATE ANSWERED:
NO ACTION NECESSARY <input type="checkbox"/>	COMMENT <input type="checkbox"/>	BY:

CLASSIF.: U
 POST OFFICE REG. NO:

FILE CODE: 50-263

DESCRIPTION: (Must Be Unclassified)
 Ltr reporting a condition on 1-15-72...
 The No. 12 Diesel Generator failed to
 start during a periodic surveillance
 test...

REFERRED TO	DATE	RECEIVED BY	DATE
Knuth w/9 cys for ACTION	1-28-72		
DISTRIBUTION:			

ENCLOSURES:

Reg File AEC PDR			
OGC Rm P-506-A Compliance (2)			
Muntzing & Staff D. Thompson			
Morris/Schroeder Skovholt		Do Not Remove	

REMARKS:
 (1 cy Local PDR - Minneapolis, Minn.)

Boyd E. G. Case		ACKNOWLEDGED	
DTIE (Laughlin) NSIC (Buchanan)		512	rht

U. S. ATOMIC ENERGY COMMISSION

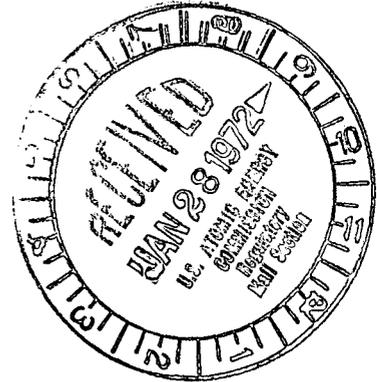
MAIL CONTROL FORM

NORTHERN STATES POWER COMPANY

MINNEAPOLIS, MINNESOTA 55401

January 25, 1972

Dr. Peter A Morris, Director
Division of Reactor Licensing
United States Atomic Energy Commission
Washington, D C 20545



Dear Dr. Morris:

MONTICELLO NUCLEAR GENERATING PLANT

Docket No. 50-263 License No. DPR-22
Reporting of Failure of Diesel Generator to Start

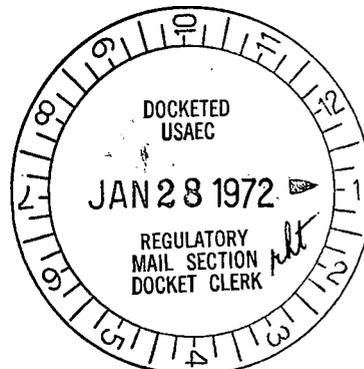
A condition occurred at the Monticello Nuclear Generating Plant recently which we are reporting to your office in accordance with provisions of Section 6.6.B.2 of Appendix A, Technical Specifications, of the Provisional Operating License DPR-22. The Region III Compliance office has been notified of the occurrence.

On January 15, 1972, when the reactor was in a cold shutdown condition, the No. 12 Diesel Generator failed to start during a periodic surveillance test. The diesel control system is designed such that it idles for 11 minutes after receiving a stop signal. The stop solenoid then holds the fuel injection cam closed for 3 minutes while the diesel coasts down. Accumulators are provided to move the cam to the open position after the 3-minute interval in preparation for the next start. In the investigation following the failure to start, it was found that the stop solenoid held the fuel injection cam closed (against the force of the accumulators) during the attempt to start the diesel. The stop solenoid was adjusted so that it would perform its function to stop the diesel and yet allow the accumulators to open the fuel injection cam. The diesel was started a number of times after this adjustment; it performed satisfactorily each time. An administrative control has been added requiring that each time a diesel generator is operated, an operator will verify that the fuel injection cam has returned to the proper position. A Significant Operating Event report will be available on site for the Compliance Inspector.

Yours very truly,

L O Mayer, P.E.
Director-Nuclear Support Services

LOM/br



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LB