

CATEGORY 1

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SUBJECT: Special rept: on 961010, generator frequency acceptance criteria not achieved. Caused by replacement of governor oil during 5-yr maint activity. Deviation/Event Rept 2-96-2600 initiated to evaluate Div I Standby EDG response.

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NIAGARA MOHAWK

GENERATION
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NINE MILE POINT NUCLEAR STATION/LAKE ROAD, P.O. BOX 63, LYCOMING, NEW YORK 13093

November 12, 1996
NMP2L 1671

United States 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 Nine Mile Point Unit 2 (NMP2) Technical Specification 4.8.1.1.3, we are submitting the following Special Report concerning one (1) Division I Standby Emergency Diesel Generator (2EGS*EG1) 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 Nine Mile Point Unit 2 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 2 valid failures in the last 100 valid tests in accordance with the test criteria set forth in Regulatory Guide 1.108.

Event Description

On October 10, 1996 at 0416 hours, while performing the 18-month Operating Surveillance Procedure N2-OSP-EGS-R001, "Diesel Generator ECCS Start Divison 1/2," on the Division 1 Standby Emergency Diesel Generator, the generator frequency acceptance criteria was not achieved. Technical Specifications require generator frequency to be 60 ± 3.0 hertz within ten seconds of a start signal and 60 ± 1.2 hertz within 13 seconds. The electronic governor is defeated for this test and the mechanical governor regulates the frequency. At ten seconds after start, the output frequency was measured at 61.267 hertz which was satisfactory. However, the 13 second output frequency was marginally high at 61.383 hertz. The surveillance was re-run satisfactorily with no adjustments made to the mechanical governor.

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Cause of the Event

An investigation was initiated to determine the cause for Diesel Generator mechanical governor slow response. Just prior to this event, the diesel had undergone a five-year preventive maintenance inspection, which included an oil change on the main governor during Refueling Outage 5 (RFO5). The slightly out of specification frequency response was attributed to the replacement of governor oil during the maintenance activity, which most likely induced air into the governor. During the first surveillance test, response of the governor to engine loading would have vented off the entrapped air, correcting the condition. The second surveillance test was successful and met the Technical Specification requirements.

Corrective Actions Taken

Deviation/Event Report 2-96-2600 was initiated to evaluate the Division I Standby Emergency Diesel Generator mechanical governor's response and to document reportability.


An investigation as to the cause of the marginal operation of the mechanical governor was conducted leading to the conclusions discussed above. Coincidentally, a decision was made to reperform N2-OSP-EGS-R001, and the results were satisfactory.

In addition to this surveillance, a number of other refueling and monthly scheduled surveillances were performed during RFO5 with the electronic governor in service. These tests met applicable acceptance criteria, and were therefore completed satisfactorily.

Test/Failure Validity Determination

The marginally high 13 second output frequency is a non-valid test and non-valid failure as defined in Regulatory Guide 1.108, Position C.2.e.(2). The mechanical governor is bypassed in the emergency mode, and therefore, would not prevent the diesel from starting and successfully achieving its loading requirement.

Very truly yours,


J. T. Conway
Plant Manager - NMP2

JTC/GS/WDB/kap

xc: Mr. H. J. Miller, Regional Administrator, Region I
Mr. B. S. Norris, Senior Resident Inspector



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