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SUBJECT: Special rept: on 980108, Division I standby EDG overspeed trip occurred. Caused by failed optical isolator transmitter board. Corrective actions: deviation/event rept 2-98-0033 initiated to evaluate EDG overspeed trip.

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

February 5, 1998
NMP2L 1749

United States Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555

RE: Nine Mile Point Unit 2
Docket No. 50-410
NPE-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 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 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 January 8, 1998 at 0053 hours, while performing the monthly Operations Surveillance Procedure N2-OSP-EGS-M@001, "Diesel Generator and Diesel Air Start Valve Operability Test - Division I and II," on the Division I Standby Emergency Diesel Generator, the diesel tripped on overspeed. The overspeed condition occurred at approximately 2200 kW as the diesel was being loaded to its rated output of 4400 kW. This trip was verified not to be an actual overspeed condition but a fault in the test mode circuitry.

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Cause of the Event

An investigation was initiated to determine the cause for the diesel generator overspeed trip. Just prior to this event the diesel had been out of service for unrelated corrective and preventative maintenance activities. The monthly Operations Surveillance Procedure N2-OSP-EGS-M@001 was to be run to satisfy both the Post Maintenance Test (PMT) requirements to reestablish diesel generator operability and the monthly surveillance. The diesel tripped during the surveillance run at approximately 2200 kW with the diesel synchronized to the grid. Inspection of the diesel indicated that the trip had not occurred because of an actual overspeed condition. The cause of the trip was determined to be a failed optical isolator transmitter board and its associated receiver board in the diesel's secondary start circuit. The cause of the optical isolator failure has been determined to be thermal aging. This isolator provides an input to the test mode trips which are bypassed in the emergency mode of operation. The isolator was replaced and the diesel successfully run which fulfilled the PMT and the monthly surveillance requirements of N2-OSP-EGS-M@001. Thermal aging of the optical isolator is being addressed in the response to Deviation/Event Report 2-98-0033.

Corrective Actions Taken

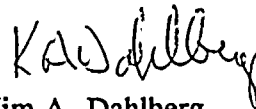
Deviation/Event Report 2-98-0033 was initiated to evaluate the Division I Standby Emergency Diesel Generator overspeed trip.

The failed optical isolator boards were replaced and the circuits associated with the boards were successfully tested. In addition, Operations Surveillance Procedure N2-OSP-EGS-M@001 was successfully performed.

Test/Failure Validity Determination

The overspeed trip of the Division I diesel generator is a non-valid test and non-valid failure as defined in Regulatory Guide 1.108, Position C.2.e(2). The portion of the overspeed circuit which caused this trip is bypassed in the emergency mode, and therefore, would not have prevented the diesel from starting and successfully achieving its loading requirements.

Sincerely,



Kim A. Dahlberg
Plant Manager - NMP2

KAD/GJG/lmc

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

