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NIAGARA MOHAWK

GENERATION
BUSINESS GROUP

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

July 20, 1998
NMP2L 1795

U. S. 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 a non-valid test and non-valid failure of the Division I Emergency Diesel Generator (EDG)(2EGS*EG1).

Surveillance Requirements

EDG surveillance testing is performed on a monthly basis (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 zero valid failures in the last 20 starts and one valid failure in the last 100 valid tests in accordance with the test criteria set forth in Regulatory Guide 1.108.

Description of Event

On June 19, 1998 at 1340 hours, while performing monthly Operations Surveillance Procedure N2-OSP-EGS-M@001, "Diesel Generator and Air Start Valve Operability Test - Division I and II," on the Division I EDG, the diesel tripped on reverse current. This condition occurred as the diesel was being loaded from approximately 2200 kW to its rated output of 4400 kW. As the diesel load was increased it was noted that the output of the diesel decreased to zero then the reverse current relay tripped causing the diesel output breaker to open and the diesel to trip.

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Cause of Event

An investigation was initiated to determine the cause of the diesel generator trip on reverse current. The investigation identified that the Motor Operated Potentiometer (MOP) associated with the electronic governor had oxidation on the potentiometer surface causing erratic readings. The MOP was cycled several times while monitoring output resistance. When the readings stabilized, the MOP was reconnected into the circuit. The MOP is connected into the circuit in the Test Mode to allow loading of the diesel when paralleled to the grid. When the diesel is in the Emergency Mode of operation, the MOP is bypassed and the diesel speed is maintained by a fixed resistor in the electronic governor circuit.

Corrective Actions

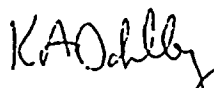
The MOP was cycled to mechanically remove foreign material and the diesel was successfully run which fulfilled the Post Maintenance Testing (PMT) and the monthly surveillance requirements of N2-OSP-EGS-M@001.

Deviation/Event Report 2-98-1925 was initiated to evaluate the Division I EDG reverse power trip.

Test/Failure Validity Determination

The reverse power trip of the Division I EDG is a non-valid test and non-valid failure as defined in Regulatory Guide 1.108, C.2.e(2). The MOP is bypassed in the Emergency Mode, and therefore, would not have prevented the diesel from starting and successfully achieving its loading requirements.

Very truly yours,



Kim A. Dahlberg
Plant Manager - NMP2

KAD/GJG/sc

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

