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 MARTIN, T.T. Region 1 (Post 820201)

SUBJECT: Special rept: on 921204, EDG A tripped on low engine lube oil pressure during surveillance operability start. Caused by failure of Woodward Governor speed control amplifier circuit. Amplifier circuit replaced.

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December 30, 1992

Mr. T.T. Martin
Regional Administrator, Region I
U.S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

SUSQUEHANNA STEAM ELECTRIC STATION
SPECIAL REPORT - "A" DIESEL GENERATOR TRIP
PLAS-553 FILE R-41-2

Docket No. 50-387
License No. NPF-14

Dear Mr. Martin:

All Emergency Diesel Generator failures, valid or invalid, are to be reported as required by Regulatory Guide 1.108, Section C.3.b, and Technical Specification 4.8.1.1.4. This Special Report describes a condition which was determined to constitute a valid test and failure on the "A" Emergency Diesel Generator.

DESCRIPTION OF EVENT

At 1845 hours on December 4, 1992, with Unit 1 in Condition 1 at 60% power and Unit 2 in Condition 1 at 100% power, the "A" Emergency Diesel Generator (EDG; EIIS Code: EK) tripped on low engine lube oil pressure during a surveillance operability start. Technical Specification Limiting Condition for Operation (LCO) 3.8.1.1.b was in effect while the "A" EDG was being tested for returning it to OPERABLE status. Since the "A" EDG failed its operability test, Technical Specification LCO 3.8.1.1.b remained in effect for one EDG being inoperable.

CAUSE OF EVENT

The "A" EDG tripped on low engine lube oil pressure due to failure of the Woodward Governor speed control amplifier circuit. Failure of the speed control amplifier circuit resulted in failure of the EDG governor to gain control of the EDG's speed.

Engine lube oil pressure could not be maintained above its low pressure trip setpoint of 30.6 psig when engine speed was decreasing, due to the lack of governor control and, as such, the EDG tripped, per design, on low engine lube oil pressure.

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SAFETY CONSEQUENCES/ANALYSIS

There were no safety consequences or compromise to public health or safety as a result of this event. Three EDG's remained OPERABLE, as required by the Susquehanna Safety Analysis, to perform their design safety function, during this evolution.

Since the governor speed control circuitry is used in both the test and emergency operating modes, the 12/4/92 "A" EDG trip on failure of that circuit, is considered a valid test and failure, in accordance with the guidelines of Regulatory Guide 1.108, Section C.2.e, and is reportable pursuant to Technical Specification 4.8.1.1.4.

CORRECTIVE ACTIONS

The "A" EDG governor speed control amplifier circuit was replaced. An operability surveillance test was then successfully performed and the "A" EDG was returned to OPERABLE status. The "A" EDG was unavailable for 12 hours and 52 minutes. Investigations related to the cause of failure of the governor speed control amplifier circuit are continuing in an effort to prevent recurrence.

The "A" EDG Start Log indicates that there are two (2) failures in the last 20 valid tests. The "A" EDG test interval required by Technical Specification Table 4.8.1.1.2-1 is one start at least per 7 days. Per the plant's Technical Specifications, this test frequency shall be maintained until seven consecutive failure free demands have been performed and the number of failures in the last 20 valid demands has been reduced to one or less.



H.G. Stanley
Superintendent of Plant-Susquehanna

RRW/cg

cc: U.S. Nuclear Regulatory Commission
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Washington, DC 20555

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