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DOCKET # 05000389

SUBJECT: Special rept: on 871005, 2B emergency diesel generator took greater than 17 s to start up & load onto bus. Caused by failure of governor of engines. Mechanical section of governor replaced.

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NOVEMBER 09 1987

L-87-457


U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D. C. 20555

Gentlemen:

Re: St. Lucie Unit 2
Docket No. 50-389
Date of Event: October 5, 1987
Special Report on Diesel Generator Failure

The attached Special Report is being transmitted pursuant to the requirements of Technical Specification 4.8.1.1.3 and 6.9.1 to provide notification of the 2B Emergency Diesel Generator failure.

Very truly yours,

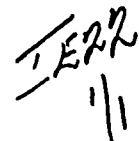

C. O. Woody
Group Vice President
Nuclear Energy

COW/GRM/gp

Attachment

cc: Dr. J. Nelson Grace, Regional Administrator, Region II, USNRC
Senior Resident-Inspector, USNRC, St. Lucie Plant

8711130206 871109
PDR ADCK 05000389
S PDR



SPECIAL REPORT

2B EDG FAILURE

On October 5, 1987, Section 8.7, the 24 hour EDG run of the Periodic Integrated Test of the Engineered Safety Features, OP #2-0400050, had just been completed. The 2A and the 2B EDG's were secured and Section 8.11, Loss of Offsite Power - EDG's Hot, was commenced. At 0254, the start-up transformer breakers were opened to initiate a loss of offsite power as per the procedure. The 2A EDG started up and loaded as required (<10 seconds), but the 2B EDG did not. The 2B EDG took greater than 17 seconds to start up and load onto its bus. Initially, the 2B EDG frequency and voltage appeared normal: however, as more loads came onto its bus, voltage fluctuated and frequency dropped. The test was secured when frequency went off scale low on the control room meter indication.

The cause of the 2B EDG failure was determined to be the governor of one of its engines. The mechanical section of the governor was replaced. Troubleshooting also revealed that the governor air boost actuator had been hooked up improperly when it was last replaced. However, prior to this failure, the 2B EDG had not failed any subsequent surveillance tests. The air boost actuator was also replaced. The 2B EDG was retested satisfactorily.

This is the second failure in the last 100 valid starts of the Unit #2 EDG's. The first one was the 2A EDG failure on September 2, 1987. The surveillance frequency has been increased to once every two weeks.