## VIRGINIA ELECTRIC AND POWER COMPANY

RICHMOND, VIRGINIA 23261

March 5, 1993

U.S. Nuclear Regulatory Commission Attention: Document Control Desk Washington, D.C. 20555 Serial No. 88-564C NAPS/JHL/MAE R5 Docket Nos. 50-338 50-339 License Nos. NPF-4 NPF-7

JE01.10

Gentlemen:

## VIRGINIA ELECTRIC AND POWER COMPANY NORTH ANNA POWER STATION UNITS 1 AND 2 REVISED RESPONSE TO NOTICE OF VIOLATION FROM NRC INSPECTION REPORT 50-338/88-16 AND 50-339/88-16

NRC Inspection Report 50-338/88-16 and 50-339/88-16 identified a violation for having two inoperable North Anna Unit 2 emergency diesel generators (EDG). Specifically, one EDG was inoperable for preventative maintenance and the other EDG was inoperable because the charging spring motor on its 4160 volt output breaker was disengaged from the breaker housing due to missing bolts. At the time of the event, the breaker preventative maintenance procedure did not require the bolts on the charging spring motor to be checked for tightness.

In a July 6, 1988 meeting on the issue and in our September 16, 1988 response to the August 17, 1988 Notice of Violation, we identified that 137 safety and non-safety related 4160 volt breakers (except the emergency bus feeder breakers) had been included in a breaker inspection program. This inspection checks for loose charging spring motor bolts. The initial inspection of 60 breakers that could be inspected at power identified 9 breakers that had loose charging spring motor bolts. We also indicated that the breaker maintenance procedure had been revised to specifically check that the charging spring motor was secure. The breaker preventative maintenance procedure's acceptance criteria now requires that the charging spring motor bolt lockwashers be fully compressed, as required by the manufacturer. In addition, we indicated that the preventative maintenance frequency had been increased. We elected to increase the preventative maintenance frequency to every refueling outage (i.e., every 18 months).

Since our 1988 response, two breakers have been identified that had the charging spring motor bolt lockwashers compressed in accordance with the maintenance procedure's acceptance criteria, although the charging spring motor bolts could still be tightened. One breaker on the non safety related "G" bus (breaker 01-EP-BKR-15G03) had two charging spring motor bolts that were tightened 1/2 turn. The other breaker was on the safety related "J" bus (breaker 01-EP-BKR-15J11) and had a charging spring motor bolt that was tightened 1/4 turn. In each event, the breakers were

9303100106 930305 PDR ADOCK 05000338 0 PDR détermined to be fully operable. However, to provide more definitive acceptance criteria, we are developing a torque value to ensure consistency in future tightness checks.

There are currently 138 breakers in our preventative maintenance program that have charging spring motors. Each charging spring motor has three bolts that hold it in place. Preventative maintenance has been performed on each breaker at least twice. All of the breakers that have been inspected have met the preventative maintenance procedure's acceptance criteria. This is indicative of the enhanced preventative maintenance that is being performed. As a result, it is our intention to revise the breaker preventative maintenance frequency from every refueling outage (i.e., every 18 months) to every 54 months. This revised frequency will coincide with other breaker maintenance that is performed.

Should you have any questions or require additional information, please contact us.

Very truly yours,

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W. L. Stewart Senior Vice President - Nuclear

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