

Georgia Power Company
333 Piedmont Avenue
Atlanta, Georgia 30308
Telephone 404 526-3195

Mailing Address:
40 Inverness Center Parkway
Post Office Box 1295
Birmingham, Alabama 35201
Telephone 205 868-5581

the southern electric system

W. G. Hairston, III
Senior Vice President
Nuclear Operations

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Docket No. 50-425

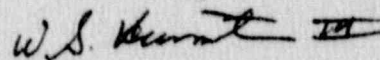
U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT
INVALID DIESEL GENERATOR FAILURE

In accordance with the requirements of the Vogtle Electric Generating Plant Technical Specifications, Sections 4.8.1.1.3 and 6.8.2, Georgia Power Company hereby submits the enclosed Special Report concerning an invalid diesel generator failure.

Sincerely,



W. G. Hairston, III

WGH, III/NJS/gm

Enclosure: Special Report 2-90-03

xc: Georgia Power Company
Mr. C. K. McCoy
Mr. G. Bockhold, Jr.
Mr. P. D. Rushton
Mr. R. M. Odom
NORMS

U. S. Nuclear Regulatory Commission
Mr. S. D. Ebnetter, Regional Administrator
Mr. D. S. Hood, Licensing Project Manager, NRR
Mr. B. R. Bonser, Senior Resident Inspector, Vogtle

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ENCLOSURE

VOGTLE ELECTRIC GENERATING PLANT - UNIT 1
TECHNICAL SPECIFICATION SPECIAL REPORT 2-90-03
INVALID DIESEL GENERATOR FAILURE

A. REQUIREMENT FOR REPORT

This report is required in accordance with the Vogtle Electric Generating Plant Technical Specifications, Section 4.8.1.1.3. This section of the Technical Specifications requires that all diesel generator failures, valid or non-valid, be reported to the Commission in a Special Report pursuant to Technical Specification 6.8.2.

B. DESCRIPTION OF INVALID FAILURE OF DIESEL GENERATOR (DG) 2B

On 9-14-90 at 2330 CDT, DG 2B was started to perform a Hot Web Deflection Test in order to obtain thermodynamic performance data prior to its scheduled overhaul. At 0410 CDT on 9-15-90, a fuel line was found to be leaking and a conservative decision was made to stop the test and investigate the leak. At 0412 CDT, the DG was stopped and a Limiting Condition for Operation was entered. Personnel found that the fuel line tubing was mounted at an angle through one of its supports and had cracked where it made contact with an edge of the support. A temporary repair was made and the testing was completed. During the ensuing overhaul, new tubing was installed which was bent appropriately as it passed through its support mounting to prevent a recurrence of the cracked line. A check of the other DG fuel lines found no other similar conditions. Following the overhaul, the DG was returned to service on 9-25-90 at 1000 CDT.

C. SUMMARY

This event is classified as an invalid failure per Regulatory Guide 1.108, Section C.2.e. There have been a total of 37 valid tests of DG 2B and no valid failures. The test frequency for DG 2B remains at once per 31 days in accordance with Table 4.8-1 of the Technical Specifications.