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DUKE POWER

February 15, 1991

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

Subject: Catawba Nuclear Station, Unit 2
Docket No. 50-414
Special Report
Invalid Failure Diesel Generator 2A

Pursuant to Technical Specification 4.8.1.1.3 and 6.9.2, find attached a Special Report concerning Unit 2A Diesel Generator Invalid Failure on January 16, 1991.

Very truly yours,

A handwritten signature in cursive script that reads "M. S. Tuckman".

M. S. Tuckman

CRL/21/lcs

Attachment

xc: Mr. S. D. Ebnetter
Regional Administrator, Region II
U. S. Nuclear Regulatory Commission
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Office of Nuclear Reactor Regulations
U. S. Nuclear Regulatory Commission
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Mr. W. T. Orders
NRC Resident Inspector
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SPECIAL REPORT

CATAWBA NUCLEAR STATION

DIESEL GENERATOR 2A INVALID FAILURE
DURING OPERABILITY TESTING OF ENGINE

An invalid failure (Start #641) of Diesel Generator (D/G) 2A occurred on January 16, 1991. The failure occurred while closing the D/G breaker when synchronizing to the energized bus during the monthly operability performance test, PT/2/A/4350/02A. There have been zero valid failures in the past 20 valid starts and two valid failures in the past 100 valid starts for D/G 2A. The test surveillance interval is once per thirty-one days for both Diesel Generators, which is in compliance with Technical Specification 4.8.1.1.2 Table 4.8-1.

The operator performing this test was doing so as part of training to increase awareness of the potential for reverse power relay actuations. After discussions with the operator involved, it was concluded that this incident was caused when the operator hesitated once the breaker was closed, instead of immediately increasing load on the D/G. This hesitation allowed the reverse power condition that existed when the breaker was closed to last long enough for the relay to time out and trip the breaker open. This start attempt was classified as an invalid failure, per Regulatory Guide 1.108, since the trip was due to operator error. Special reports were submitted in 1990 for similar situations on both Diesel Generators.

In an effort to reduce the potential for this type of invalid failure, new operators will be required to perform the paralleling and loading operation as part of their training requirements.

The D/G was available during this period since the reverse power relay trip and associated synchronizing circuitry are bypassed during an emergency start.