

50-424/425-OLA-3
5/17/95

I-MOSBA-93

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DOCKETED
USNRC

EXECUTIVE SUMMARY - VOGTLE DIESEL OPERABILITY

Background and Status

'95 JUN -6 P4:05

On 3/20/90, the 1A diesel started, energized and loaded, but tripped twice before being emergency started and loaded off support shutdown cooling. The Vogtle critique team consisting of ~~DOCK~~ ^{OFF support shutdown} technical experts believes that the 1A diesel tripped ~~because~~ ^{DOCK} of a combination of intermittent failures of jacket water switches or inconsistent calibration techniques of these switches during a recent engine overhaul. Subsequent testing has indicated that the 3/20/90 diesel annunciator indication could be reproduced on a high jacket water temperature trip. Since 3/20/90, sensor calibration and replacement, extensive logic testing, special pneumatic leak testing, multiple engine starts, and runs under various conditions have been performed to ensure a high state of diesel reliability prior to declaring these engines operable. Discussions with the original equipment manufacturer and review of Vogtle data demonstrate that jacket water temperature switches have proven reliable on these and similar engines between overhauls.

Recent Reliability Improvements

Vogtle has implemented the following reliability improvements:

1. Calibration procedures have been reviewed with the vendor to ensure that calibrations are consistent, and switch performance is reliable.
2. Operators have been trained prior to shift relief to ensure that operators realize that an emergency reset will override the high jacket water trip.
3. The undervoltage start of the diesel has been changed to bypass non-essential engine trips on Unit 1 to improve overall reliability. This change will be implemented on Unit 2 prior to 4/15/90.

Diesel Reliability

In 1989 Vogtle diesels have been more reliable than other nuclear industry diesels. Vogtle diesels exceed the requirements of the blockout rule.

Safety System Performance (Emergency AC Power--BWR & PWR)

	1987	1988	1989	1990
US BEST QUARTILE	0.010	0.009	0.012	
US MEDIAN	0.017	0.017	0.020	
SISTERS	0.027	0.033	0.030	
VOGTLE U1	0.04	0.05	0.006	
VOGTLE U2			0.006	

per Feb.

.08 (4% PWR failures)

1 lead run fail

4 fail

PLAINTIFFS
EXHIBIT
16 DD
6-14-94

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PDR ADOCK 05000424
G PDR

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JUN 10

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NUCLEAR REGULATORY COMMISSION

Docket No. 50-424-OLA-3 Official Exh. No. Int. 93
In the matter of GPC et al.
Staff IDENTIFIED
Applicant RECEIVED ✓
Intervenor ✓ REJECTED
Cont'g Off'r
Contractor DATE 05-17-95
Other Witness Stipulated
Reporter C. River

Future Reliability Work

Vogtle will continue to work with the owners group to improve diesel reliability. Appropriate engine enhancements will be scheduled for overhaul periods.