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HAL B. TUCKER
VICE PRESIDENT
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June 8, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

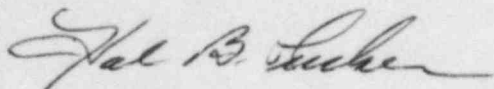
Attention: Ms. E. G. Adensam, Chief
Licensing Branch No. 4

Re: Catawba Nuclear Station
Docket Nos. 50-413 and 50-414

Dear Mr. Denton:

My letter of April 5, 1984 provided a description of the generic and site specific problems with TDI diesel generators experienced at Catawba. Attached is a supplement to that report which describes a problem that occurred on the Catawba 1A diesel generator following the completion of the extended operation test.

Very truly yours,



Hal B. Tucker

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Attachment

cc: Mr. James P. O'Reilly
Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
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NRC Resident Inspector
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INTRODUCTION

This supplement serves as an update to the Diesel Generator Operating Experience Report forwarded to the NRC on April 5, 1984. This supplement outlines the one problem that occurred on the Catawba 1A diesel during maintenance runs/check-outs, following the completion of the extended operation test, and prior to the disassembly of the 1A diesel for inspection purposes.

PROBLEM DESCRIPTION

The problem encountered was a valid failure of the diesel to start. This failure was attributed to the Control Air System (i.e. Engine Control Panel Pneumatic Logic System) in general, but specifically a calibration drift on a component (designated Timer/NOT 9) of the Shutdown Logic Board in the Engine Control Panel. The function of this component is to provide a time delay in the pneumatic logic to allow the pneumatic lines to precharge with air pressure and prevent premature (false) signals while the engine is simultaneously reaching operating conditions.

Since the Timer/NOT 9 device had drifted out of calibration, a premature (false) signal (i.e. lack of pneumatic air pressure) was "sensed" by the Shutdown Logic Board. The Shutdown Logic Board "sensed" the engine was in a shutdown condition, thereby not allowing the engine to start.

CORRECTIVE ACTION

The corrective action taken was to recalibrate the Time/NOT 9 device by artificially inputting the correct pneumatic signal and adjusting the timer so the Shutdown Logic Board does not "sense" a false condition and prevent the engine from starting. In addition, procedures for periodically checking the calibration of this timing device will be implemented following the approval of the written procedure.