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C. K. McCoy
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Vogtle Project



Georgia Power
the southern electric system

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LCV-0665

Docket No. 50-425

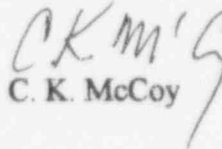
U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

**VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT 2-95-4
NON-VALID DIESEL GENERATOR FAILURE**

In accordance with the requirements of Vogtle Electric Generating Plant Technical Specifications (TS) sections 4.8.1.1.3 and 6.8.2, Georgia Power Company submits the enclosed special report concerning a non-valid diesel generator failure.

Sincerely,


C. K. McCoy

CKM/TEW

Enclosure: Special Report 2-95-4

xc: Georgia Power Company
Mr. J. B. Beasley, Jr.
Mr. M. Sheibani
NORMS

U. S. Nuclear Regulatory Commission
Mr. S. D. Ebnetter, Regional Administrator
Mr. L. L. Wheeler, Licensing Project Manager, NRR
Mr. C. R. Ogle, Senior Resident Inspector, Vogtle

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VOGTLE ELECTRIC GENERATING PLANT- UNIT 2
TECHNICAL SPECIFICATION SPECIAL REPORT 2-95-4
NON-VALID DIESEL GENERATOR (DG) FAILURE

A. REQUIREMENT FOR REPORT

This report is required in accordance with the Vogtle Electric Generating Plant Technical Specifications (TS), section 4.8.1.1.3, which requires that all diesel generator (DG) failures, valid or non-valid, be reported to the Commission in a special report pursuant to TS 6.8.2.

B. DESCRIPTION OF FAILURE OF DIESEL GENERATOR 2B

On August 16, 1995, the automatic voltage regulator's motor driven potentiometers were replaced on DG2B and their preposition circuits were set. At 1202 EDT, the DG was started for a brief maintenance run to adjust the voltage regulator and again started at 1352 EDT for surveillance testing. During the surveillance test the voltage only rose to 4000 volts and the engine was stopped for investigation. It was determined that the voltage regulator needed additional adjustment because the preposition circuits (preposition circuits automatically reset to their proper setpoints during the engine shutdown) had not been properly set to their preposition setpoints during the 1202 EDT maintenance run. The potentiometer resistance was checked to confirm the preposition settings and the engine was restarted at 1533 EDT for another maintenance run. As expected during this maintenance run the voltage again only rose to about 4000 volts, however prior to engine shutdown the voltage regulator range potentiometers were readjusted on each of the regulators to attain the required voltage (4160 volts). DG2B was then restarted for surveillance testing at 1634 EDT, successfully operated, and returned to service.

C. SUMMARY

The DG2B start of August 16, 1995, at 1352 EDT, has been determined to be a non-valid failure because preposition circuits were not properly set and post-maintenance surveillance testing discovered this problem prior to the DG's return to service. DG2B has had one valid failure in the last 20 valid tests and 2 valid failures in the last 100 valid tests. The test frequency for DG2B remains at once per 31 days in accordance with the requirements of TS table 4.8-1.