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Georgia Power

the southern electric system

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ELV-03627  
000319

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 FAILURES

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 several invalid diesel generator failures.

Sincerely,

*C. K. McCoy*  
C. K. McCoy

CKM/NJS

Enclosure: Special Report 2-92-3

xc: Georgia Power Company  
Mr. W. B. Shipman  
Mr. M. Sheibani  
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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VOGTLE ELECTRIC GENERATING PLANT - UNIT 2  
TECHNICAL SPECIFICATION SPECIAL REPORT 2-92-3  
DIESEL GENERATOR 2A INVALID FAILURES

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 all diesel generator (DG) failures, valid or nonvalid, be reported to the Commission in a Special Report pursuant to TS 6.8.2.

B. DESCRIPTION OF INVALID FAILURES OF DIESEL GENERATOR 2A

Following an 18 month overhaul, DG 2A underwent several maintenance tests to prime, calibrate, or verify the functional capability of various DG components. Although these tests identified problems which were corrected as intended, some of the tests are considered to be invalid failures per Regulatory Guide 1.108 and are listed below.

<u>DATE/TIME (EST)</u>	<u>DESCRIPTION</u>
3-20-92/1447	Failure to start due to inadequate fuel in supply lines. Restart attempted in order to prime the lines.
3-20-92/1449	Failure to start due to inadequate fuel in supply lines. Restart again attempted in order to prime the supply lines.
3-20-92/1507	Following a successful start, the DG was stopped due to the generator field not being properly shunted. The K1 relay was then latched in the shutdown position, properly shorting the field.
3-20-92/1514	Failure to start due to the governor speed being increased too slowly to prevent engine start failure.
3-20-92/1516	Following a successful start, the DG tripped due to low lube oil and/or jacket water pressures, induced by slow speed increases.
3-20-92/1545	Following a successful start, the DG was stopped to adjust the No. 7 right bank exhaust valves.
3-20-92/2117	Following a successful start, the DG was stopped due to kVAR, field voltage and current swings. An "error amp." microchip in the voltage regulator was replaced.

SPECIAL REPORT 2-92-3 (continued)  
DIESEL GENERATOR 2A INVALID FAILURES

<u>DATE/TIME (EST)</u>	<u>DESCRIPTION</u>
3-21-92/1137	Following a successful start, kVAR, field voltage and current swings occurred again and the DG was stopped. The voltage regulator was replaced.
3-22-92/1101	Following a successful start, a DG high vibration trip occurred due to a defective vibration sensor. No actual vibration problems had occurred. The defective sensor was replaced.
3-22-92/1830	Following a successful start, the DG was stopped to repair a fuel oil leak.

C. SUMMARY

Following completion of this maintenance testing and a valid surveillance test, DG 2A was declared operable and restored to service on March 23, 1992, at 1104 EST. Diesel Generator 2A has experienced no valid failures in the last 20 valid tests and 3 valid failures in the last 100 valid tests. The test frequency remains at once per 31 days in accordance with TS table 4.8-1 requirements.