

Georgia Power Company  
40 Inverness Center Parkway  
Post Office Box 1295  
Birmingham, Alabama 35201  
Telephone 205 877-7122

C. K. McCoy  
Vice President, Nuclear  
Vogtle Project



Georgia Power

The Southern Electric System

May 11, 1992

ELV-03601  
001397

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 FAILURE

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 submitted a Special Report dated June 17, 1991, (ELV-02900) concerning an invalid diesel generator failure. Regulatory Guide 1.108 states that the report should identify the  $n^{\text{th}}$  failure in the last 100 valid tests and our Diesel Start Logs and Technical Specifications use this terminology also. However, the referenced report incorrectly stated that diesel generator 2A had experienced 6 valid failures in the last 100 valid tests when, in fact, diesel generator 2A had only experienced 90 valid tests as of the date of the failure which was the subject of this report. The enclosed revised report corrects this error and updates the status of corrective action No. 2 which was outstanding at the time of the original report.

Sincerely,

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

CKM/NJS/gmb

Enclosure: Special Report 2-91-1, Revision 1

xc: Georgia Power Company  
Mr. W. B. Shipman  
Mr. M. Sheibani  
NORMS

U. S. Nuclear Regulatory Commission  
Mr. S. D. Ebner, Regional Administrator  
Mr. D. S. Hood, Licensing Project Manager, NRR  
Mr. B. R. Bonser, Senior Resident Inspector, Vogtle

9205150199 920511  
PDR ADOCK 05000425  
S PDR

*JE 22*

VOGTLE ELECTRIC GENERATING PLANT - UNIT 2  
TECHNICAL SPECIFICATION SPECIAL REPORT 2-91-1, REVISION 1  
INVALID DIESEL GENERATOR 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 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 FAILURE OF DIESEL GENERATOR 2A

On May 21, 1991, at 0943 CDT, DG 2A was successfully started for a combined weekly/6-month surveillance test per TS requirements. Shortly into the test, an operator noticed that the mechanical governor oil level appeared low since it had dropped to the bottom of the sight glass. As a precautionary measure, the DG was shut down at 0953 CDT. After the DG was shut down, an investigation found that the governor oil level returned to slightly above centerline indication. While this indicated that the governor oil level was acceptable, a visual inspection of the governor was performed, and after the governor base was wiped clean, a small drop of oil was noticed at the governor drain connection. The connection was tightened, and about 1 to 2 ounces of oil were added to bring the sight glass indication up to full. The situation was discussed with the system engineer and it was determined that due to the sight glass having a small span, the governor oil level appeared to drop low after the DG was started, even though the oil level had actually remained acceptable. Apparently this concern has not been addressed previously, since governor oil level is normally at or near full with the DG in standby and then drops to near the centerline of the sight glass after the DG is started. In this case, possibly due to the small oil leak, governor oil level had initially been slightly below normal. At 1659 CDT, DG 2A was restarted and the surveillance test was completed without incident.

C. CAUSE OF EVENT

The root cause of the event was the small span of the governor oil level sight glass. A contributing cause was that the DG standby status mode checklist does not require the governor oil level to be verified as full but rather requires the governor oil level to be above the centerline of the sight glass. An additional contributing cause was the small oil leak which apparently caused the initial governor oil level to be slightly below normal.

#### D. ANALYSIS OF EVENT

Diesel generator 2A was continuously available for emergency service throughout the event. This event is classified as an invalid failure per Regulatory Guide 1.108, section C.2.e. As of the failure date, DG 2A had experienced 1 valid failure in the last 20 valid tests and 6 valid failures in the last 90 valid tests. Therefore, the test frequency for DG 2A remained at once per 7 days in accordance with the requirements of TS table 4.8-1.

#### E. CORRECTIVE ACTIONS

1. The governor drain connection was tightened, and oil was added to bring the sight glass indication up to full.
2. A change to the DG standby status mode checklist was made to require the governor oil level to be verified as full, or near full, as indicated by the sight glass.