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W. G. Hairston, III
Senior Vice President
Nuclear Operations

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

ELV-01432
0291

Docket No. 50-425

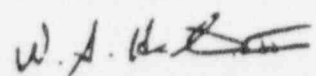
U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT
VALID 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 is submitting the enclosed revised Special Report concerning valid diesel generator failures. This revision corrects a statement made in the report dated February 19, 1990 (ELV-01353) concerning both diesel generators being out of service simultaneously.

Sincerely,


W. G. Hairston, III

WGH, III/NJS/gm

Enclosure: Special Report 2-90-02-01

cc: Georgia Power Company
Mr. C. K. McCoy
Mr. G. Bockhold, Jr.
Mr. R. M. Odom ✓
Mr. P. D. Rushton
NORMS

U. S. Nuclear Regulatory Commission
Mr. S. D. Ebnetter, Regional Administrator
Mr. T. A. Reed, Licensing Project Manager, NRR
Mr. R. F. Aiello, Senior Resident Inspector, Vogtle

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NUCLEAR REGULATORY COMMISSION
Docket No. 50-424/425-O'A-3 EXHIBIT NO. II-257
in the matter of Georgia Power Co. et al., Vogtle Units 1 & 2
 Staff Applicant Intervenor Other
 Identified Received Rejected Reporter SD
Date 9/19/95 Witness HILL and WARD

92 PROJECT 0650X

ENCLOSURE

VOGTLE ELECTRIC GENERATING PLANT - UNIT 2
TECHNICAL SPECIFICATION SPECIAL REPORT 2-90-02-01
VALID DIESEL GENERATOR FAILURES

A. REQUIREMENT FOR REPORT

This report is required in accordance with the Vogtle Electric Generating Plant Technical Specifications, Section 4.8.1.1.3. This section of the Technical Specifications requires that all diesel generator failures, valid or non-valid, be reported to the Commission in a Special Report pursuant to Technical Specification 6.8.2.

B. DESCRIPTION OF VALID FAILURES FOR DIESEL GENERATOR TRAIN A

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- (1) On January 24, 1990 Diesel Generator (DG) 2A was scheduled to be started for the monthly surveillance. When the start pushbutton was depressed, the diesel rolled slowly for approximately 2 turns, but did not start. One air receiver had been isolated, as required by procedure, to test independent starting. The operator noticed an air leak from one of the right bank air start blocking valve solenoids. Assuming this to be the problem, he opened the isolated air receiver and attempted to start the diesel. The diesel was started and the surveillance completed with no further problems. Subsequent investigation revealed that the leaking solenoid could not have caused the failure since it was associated with the isolated air receiver. No other cause for the failure could be found and, since the diesel was successfully started, it was declared operable. During this time, DG2A was out of service for 15 hours and 20 minutes. The leaking solenoid has subsequently been repaired.
 - (2) On January 25, 1990, DG2B was taken out of service after a successful test due to a problem with the stopping light. As a result, DG2A had to be tested again to satisfy the Technical Specification action requirements. Neither air receiver was isolated and when the start pushbutton was depressed, the diesel rolled slowly but did not start. When operators attempted another start, the engine started and the surveillance was completed. Realizing this failure was similar to the one the day before in which one air receiver was isolated, operators did not return the diesel to service upon completion of the surveillance.

Troubleshooting included replacing the air start distributor filters and checking the operation of the governor, the fuel racks, the fuel system and the air start valves in the cylinders. No apparent problems were found and the engine was started 2 consecutive times with no other problems.

The engine was started a third time and a normal surveillance was completed. The diesel was returned to service. During this time, DG2A was out of service for 22 hours and 54 minutes. At no time were both diesels out of service simultaneously.

ENCLOSURE (CONT'D)

VOGTLE ELECTRIC GENERATING PLANT - UNIT 2
TECHNICAL SPECIFICATION SPECIAL REPORT 2-90-02-01
VALID DIESEL GENERATOR FAILURES

- (3) On February 1, 1990 DG2A was again started to complete Technical Specification surveillance requirements which had been increased to every 7 days due to the past two valid failures. The diesel started; however, when paralleled with the grid, a low excitation alarm was received and reactive load exceeded stability limits. The DG output breaker was tripped and the generator was switched to the opposite independent rectifier bridge per the operating procedure. The DG was paralleled with the grid again and the surveillance was completed with no further problems. Upon satisfactory completion of the surveillance, DG2A was declared operable. The bridge circuit has subsequently been repaired. As a result of this failure, DG2A was out of service for 4 hours and 1 minute.

C. SUMMARY

These were the first three valid failures on DG2A and the test frequency has been increased to once every 7 days in accordance with Table 4.8-1 of the Technical Specifications. This frequency will be continued until 7 consecutive valid tests are completed and one or less valid failures have occurred in the last 20 valid tests. There have been a total of 41 valid tests of DG2A.