

DMB

UNION ELECTRIC COMPANY
CALLAWAY PLANT

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February 28, 1985

Mr. James G. Keppler
Regional Administrator
Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
Region III
799 Roosevelt Road
Glen Ellyn, IL 60137

ULNRC-1048

Dear Mr. Keppler:

DOCKET NUMBER 50-483
CALLAWAY PLANT UNIT 1
FACILITY OPERATING LICENSE NPF-30
SPECIAL REPORT 85-01
DIESEL GENERATOR INVALID FAILURES

The enclosed Special Report is submitted pursuant to
Technical Specifications 4.8.1.1.3 and 6.9.2 concerning two invalid
failures of a diesel generator.

Steven E. Miltenberger
S. E. Miltenberger
Manager, Callaway Plant

WRC/WRR/JWK/drs
Enclosure

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SPECIAL REPORT 85-01
DIESEL GENERATOR INVALID FAILURES

On 1/29/85 two invalid failures of diesel generator (D/G) "A," NE01, occurred while performing operations surveillance procedure OSP-SA-0017A, Train A Safety Injection Signal/Containment Spray Actuation Signal (SIS/CSAS) Slave Relay Test. Both unsuccessful start and load attempts can definitely be attributed to operating error and are therefore not considered valid tests or failures. Starts of the diesel generators have been tracked since the completion of Preoperational Testing on 5/11/84. Between 5/11/84 and 1/30/85 there were thirteen valid tests of D/G "A" with one valid failure. The failures on 1/29/85 are the first two invalid failures of D/G "A."

A planned outage of D/G "A" began at 0510 CST on 1/28/85 so that various work requests and preventive maintenance tasks associated with the Standby Generation System could be performed. A voltage regulator transfer switch was replaced in the generator control panel at 2330 on 1/28/85 as part of the outage.

At 1643 on 1/29/85, in conjunction with the D/G operability testing, the performance of OSP-SA-0017A was authorized. Tested by this procedure is the Train A SI Slave Relay which, when actuated, starts D/G "A." Procedure OSP-NE-A0001, Diesel Generator Operability Test, was also to be satisfied by the start per OSP-SA-0017A to verify operability of the D/G after the outage. At approximately 1936 D/G "A" started on a valid start signal from the SI Slave Relay but subsequently tripped out on overspeed. In preparation for an eventual restart of the engine, the operator pressed the engine reset button. With the start signal still present from the SI Slave Relay, the engine again started and tripped out on overspeed. The normal operating engine speed is 514 r.p.m. It was noted by the operator that engine speed was in excess of 550 r.p.m. Therefore the overspeed trip was valid and not the result of a spurious electronic signal.

Troubleshooting to determine the cause of the trip was initiated under a generic work request. The investigation found that the transfer switch which had been installed during the outage had not been wired correctly. "Shorting bars" had not been installed which made the Static Exciter Voltage Regulator (SEVR) inoperable. The failure of the SEVR in turn rendered the electric governor inoperable thus allowing an excessive engine speed and causing the overspeed trip. These failures are therefore attributed to operator error during the installation of the transfer switch and are not considered valid tests or failures.

The "shorting bars" were installed and OSP-NE-A0001 was completed satisfactorily at 0334 on 1/30/85. D/G "A" was declared operable and returned to service at 0340. The D/G was unavailable for approximately 46½ hours due to the outage. Approximately 28 hours elapsed from the time the switch was incorrectly installed until the D/G was declared operable. The applicable Technical Specification requirements which verify the operability of the remaining AC electrical power sources were satisfied during the course of the outage.

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The omission of the "shorting bars" during the installation of the transfer switch was pointed out to engineers, planners, and maintenance personnel with an emphasis on ensuring that work packages fully identify the parts and assembly steps necessary to complete an installation. This error is considered an isolated case for which no further corrective action is deemed necessary.

Surveillance tests are currently performed at least one per 31 days. This is in conformance with the schedule of Regulatory Position C.2.d which requires the test interval to be not more than 31 days if the number of failure in the last 100 valid tests is one or zero.