



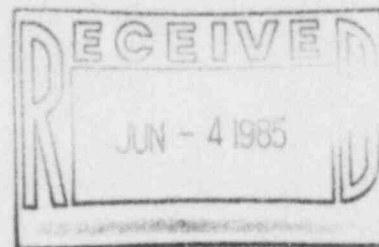
KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER  
VICE PRESIDENT - NUCLEAR

May 30, 1985

Mr. R.D. Martin, Regional Administrator  
U.S. Nuclear Regulatory Commission  
Region IV  
611 Ryan Plaza Drive, Suite 1000  
Arlington, Texas 76011

KMLNRC 85-137  
Re: Docket No. STN 50-482  
Subj: Special Report 85-005



Dear Mr. Martin:

The enclosed Special Report is submitted pursuant to Technical Specifications 6.9.2 and 4.8.1.1.3.

If you have any questions concerning this matter, please contact me or Mr. Otto Maynard of my staff.

Yours very truly,

Glenn L. Koester  
Vice President - Nuclear

GLK:dab

Enclosure

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**SPECIAL REPORT 85-005**

**DIESEL GENERATOR INVALID FAILURE**

On May 2, 1985, at approximately 0520 CDT, an invalid failure of diesel generator (D/G) "A" occurred due to a personnel oversight in restoring the diesel to service after a planned outage.

On May 1, 1985, at approximately 0920 CDT, D/G "A" was taken out of service to allow maintenance to perform an inspection of welds on the conical baffle section of the coil guards for the generator. The inspection was performed, and post-maintenance testing commenced at approximately 0508 CDT on May 2, 1985, in accordance with surveillance procedure STS KJ-005A, "Manual/Auto Start, Synchronization and Loading of Emergency Diesel Generator NE01". The diesel was subsequently secured because it did not attain the required voltage within the time frame specified in the Acceptance Criteria of STS KJ-005A.

The Clearance Order used to "tag out" and restore D/G "A" to service was reviewed in an attempt to discover the cause of the unsuccessful start attempt. It was determined that when the diesel was returned to service the fuses for generator field flashing had not been reinstalled as required by the Restoration Section of the Clearance Order used to take D/G "A" out of service.

The fuses were subsequently reinstalled and D/G "A" was restarted. The engine started successfully, was loaded, ran for 61 minutes, and was secured at approximately 0645 CDT on May 2, 1985. D/G "A" was unavailable for approximately 19 hours from the time it was taken out of service on May 1 until the successful completion of post-maintenance testing on May 2.

This Special Report will be added to the Required Reading list for Control Room personnel to emphasize the importance of ensuring systems are properly taken out of service and restored to service in accordance with the applicable Clearance Order.

The unsuccessful start attempt at 0508 CDT on May 2, 1985, is classified as an invalid failure per the criteria provided in Regulatory Position C.2.e.(2) of Regulatory Guide 1.108. This unsuccessful start attempt can definitely be attributed to operating error in not ensuring the system was properly restored prior to the commencement of post-maintenance testing.

There have been eight (8) valid successful tests of D/G "A" since the completion of preoperational testing on D/G "A", including the post-maintenance test mentioned in this report. During the same time period, including the invalid failure discussed in this report, six (6) invalid failures and no valid failures have occurred on D/G "A". There have been six (6) valid successful tests on D/G "B" since the completion of preoperational testing on D/G "B". During the same time period, four (4) invalid failures and no valid failures have occurred on D/G "B".

The invalid failure discussed in this report had no impact on the diesel generator surveillance testing frequency of at least once per 31 days. This is in conformance with the specifications of Regulatory Position C.2.d.(1) of Regulatory Guide 1.108 and Technical Specification Table 4.8-1 which require the test interval to be not more than 31 days if the number of valid failures in the last 100 valid tests is one or zero.