KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER
VICE PRESIDENT - NUCLEAR

January 14, 1986

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

KMLNRC 86-004
Re: Docket No. STN 50-482
Subj: Special Report 85-015

Dear Mr. Martin:

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

Yours very truly,

Glenn L. Koester

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Vice President - Nuclear

GLK:see

Attachment

xc: PO'Connor (2), w/a
JCummins, w/a

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SPECIAL REPORT 85-015

DIESEL GENERATOR "B" INVALID FAILURE

On December 15, 1985, an invalid failure of Diesel Generator (D/G) "B" occurred. This Special Report is being submitted pursuant to Technical Specifications 4.8.1.1.3 and 6.9.2.

At approximately 0252 CST on December 15, 1985, D/G "B" was started in accordance with surveillance procedure STS KJ-005B, "Manual/Auto Start, Synchronization, and Loading of Emergency Diesel Generator NE02." The engine start met the acceptance criteria for a successful start, and personnel proceeded to parallel and load the unit onto the bus. However, the output breaker tripped on reserve power shortly after the unit was paralleled. The reverse power trip was the result of insufficient loading rate upon breaker closure, i.e. paralleling. The operator reclosed the output breaker, and successfully paralleled and loaded the unit at approximately 0312 CST.

Maintenance personnel subsequently confirmed that the output breaker trip was not due to an electrical or mechanical problem in the system. The engine was run loaded until 0412 CST, and secured at 0416 CST, with no further problems encountered.

The successful start followed by an unsuccessful loading attempt can definitely be attributed to operating error (insufficient loading rate) and therefore is considered a nonvalid failure per Regulatory Position C.2.e.(2) of Regulatory Guide 1.108, Revision 1.

At no time during this testing sequence was D/G "B" considered to be unavailable for service.

Including the events described in this report, there have been sixteen (16) valid successful tests performed on D/G "B" since the completion of preoperational testing on D/G "B". D/G "B" has experienced six (6) invalid failures and zero valid failures. During this same time frame, there have been sixteen (16) valid successful tests on D/G "A". D/G "A" has experienced one valid failure and nine (9) invalid failures.

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