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July 22, 1988

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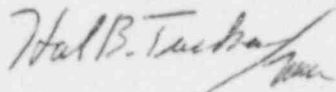
Subject: McGuire Nuclear Station, Unit 1
Docket No. 50-369
Technical Specifications 4.8.1.1.3 and 6.9.2

Gentlemen:

Pursuant to Technical Specification (T.S.) 6.9.2 as specified by T.S. 4.8.1.1.3, find attached a special report concerning an incident involving Diesel Generator 1A on May 19, 1988 which was to be submitted June 20, 1988 and was delayed until July 22, 1988.

Should there be any questions, please contact Steve LeRoy at (704)373-6233.

Very truly yours,



Hal B. Tucker

SEL/288/bhp

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DUKE POWER COMPANY
McGUIRE NUCLEAR STATION
DIESEL GENERATOR 1A SPECIAL REPORT

On May 19, 1988 at 1300 while Unit 1 was in Mode 1, Power Operation at 100% power level, Diesel Generator (D/G) 1A was started for an operability test (start attempt No. 682). After operating for approximately 10 minutes at 4000 KW, the D/G automatically stopped, and was declared inoperable.

At 1745, D/G 1A was restarted for trouble shooting (start attempt No. 683) and again automatically stopped after operating for approximately 15 minutes.

At 1853, D/G 1A was restarted (start attempt No. 684) for trouble shooting and was manually stopped due to high lubricating oil temperatures.

It was determined that valve 1LD-7, Lubricating Oil Temperature Regulating valve, had failed to maintain the lubricating oil at the proper temperature of 170 degrees-F. Valve 1LD-7 was disassembled per work request. Maintenance personnel determined that the temperature pellets in the valve were not regulating the valve until approximately 200 degrees-F. The lubricating oil temperature switch, 1LDTS5040, was discovered to have drifted from the appropriate set point which created the trip prior to any alarm initiation. Following repairs, D/G 1A was restarted (start attempt No. 685) at 0047 on May 20, 1988, and successfully completed an operability test. D/G 1A was declared operable at approximately 0200.

Start attempt No. 682 was classified as an invalid failure. Had the D/G started during an emergency, the D/G lubricating oil temperature would have stabilized at approximately 200 degrees-F, which is not critical to the operation of the diesel engine, and the D/G would not have tripped because this type of trip is not part of the trip logic during an automatic start of the D/G. Start attempts No. 683 and No. 684 were classified as invalid tests for trouble shooting.

To prevent recurrence of the temperature regulating valve problem, a preventative maintenance program is being developed to incorporate the replacement of the valve temperature pellets on a two year frequency. This program is the first attempt at preventative maintenance (PM) for this type of Robert Shaw valves. If the problem does recur, the PM frequency will be increased to one year, or the valves will be replaced with an acceptable substitute. The temperature switch failure that occurred during this incident is recurring. Currently, these United Electric brand switches are calibrated on a six month frequency. Work requests are being written to replace the model F300D switch with a model F400D temperature switch which should prevent this problem from recurring.