DUKE POWER COMPANY
P.O. BOX 33189
CHARLOTTE, N.C. 28242

HAL B. TUCKER
VICE PRESIDENT
NUCLEAR PRODUCTION

TELEPHONE
(704) 373-4531

April 28, 1988

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

Subject: Catawba Nuclear Station, Unit 2
Docket No. 50-414
Revision to Special Report

Gentlemen:

Pursuant to Technical Specification 3/4.8.1.1.3, please find attached Revision 1 to the Special Report dated April 13, 1988 concerning a valid failure and two invalid failures of diesel generator 2A which took place on March 14, 1988.

Very truly yours,

Hal B. Tucker

Hal B. Tucker

JGT/9/sbn

Attachment

xc: Dr. J. Nelson Grace, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Mr. P. K. Van Doorn
NRC Resident Inspector
Catawba Nuclear Station

IE22
1/1

SPECIAL REPORT, REVISION 1
CATAWBA NUCLEAR STATION, UNIT 2

DIESEL GENERATOR 2A VALID FAILURE AND TWO INVALID FAILURES WHILE TROUBLESHOOTING DUE TO FUEL INJECTION SYSTEM BINDING

While performing the operability verification of Diesel Generator (D/G) 2A on March 14, 1988, at 1047 hours, the D/G failed to start during Start number 514. This was the fourth Valid Failure in the last 100 Valid Starts on D/G 2A and the second in the last 20 Valid Starts. The surveillance interval has been increased to every 7 days following this Valid Failure, which is in accordance with Technical Specification Surveillance 4.8.1.1.2. There have been 3 Valid Failures within the last 100 Valid Tests on Unit 2 D/Gs.

Invalid Failure Start numbers 515 and 516 were performed at 1145 and 1159 hours, respectively, to troubleshoot the cause of the Valid Failure on Start number 514. Close observation of the D/G's Fuel Injection System during the troubleshooting start attempts revealed a lack of movement from a fuel pump hyme joint. Work Request 39738 OPS was originated at 1206 hours, to correct the problem.

Mechanical Maintenance personnel cleaned dirt from all exposed areas of the fuel pump shafts and hyme joints. At 1406 hours, Invalid Test Start number 517 was performed to functionally verify proper fuel rack operation. The D/G started normally, maintained proper speed, and no further binding occurred during the test.

Valid Success Start number 518 was performed at 1446 hours, on March 14, 1988. D/G 2A was unavailable for 3 hours, 59 minutes, as a result of this problem. Unit 2 was in mode 4, Hot Shutdown, during this time. The availability of offsite power and D/G 2B's operability were verified as required by Technical Specifications.