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May 12, 1988

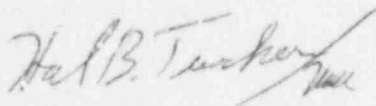
U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D. C. 20555

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

Gentlemen:

Pursuant to Technical Specification 4.8.1.1.3, please find attached a Special Report concerning a Diesel Generator 2B valid failure due to moisture/corrosion affecting the lube oil pressure sensors which took place on April 12, 1988.

Very truly yours,



Hal B. Tucker

JGT/18/sbn

Attachment

cc: 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
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SPECIAL REPORT
CATAWBA NUCLEAR STATION, UNIT 1

DIESEL GENERATOR 2B VALID FAILURE DUE TO
MOISTURE/CORROSION AFFECTING THE LUBE OIL PRESSURE SENSORS

A Valid Failure of Diesel Generator (D/G) 2B (Start Attempt #489) occurred on April 12, 1988, at 1135 hours, while performing surveillance testing. This was the second Valid Failure in the last 20 Valid Starts and the fourth Valid Failure in the last 100 Valid Starts. There had also been 4 Valid Failures in the last 100 Valid Starts on Unit 2 D/Gs. Consequently, the testing interval following this Valid Failure was at 7 days, which is in accordance with Technical Specifications Surveillance 4.8.1.1.2.

While performing PT/2/A/4350/02B, D/G 2B Operability Test, the D/G tripped after approximately 77 seconds into the run. Annunciators were received for Low Turbocharger Oil Pressure, High Jacket Water Temperature, Vibration, and Low and Low-Low Lube Oil Pressure. Two Invalid Failures (Start Attempts #490 and 491) were incurred while troubleshooting the Valid Failure on #489.

Work Request 40074 OPS was initiated to investigate/repair the unexpected trip. Two lube oil pressure sensors were found to be venting approximately 30 psi above setpoint. The sensors were replaced and the D/G performed satisfactorily. The sensors were found to have moisture-induced corrosion which has been determined to be introduced from the D/G Starting Air System. Three Invalid Failures on D/G 2B which occurred on January 15, 1988 were similar to this event. The cause of the Invalid Failures was also found to be moisture and other residue affecting the lube oil pressure sensors. The sensors were cleaned and recalibrated at that time. A Valid Failure of D/G 1A on March 22, 1988, was also attributed to a similar pressure switch corrosion problem. Further corrective actions were identified in the respective report.

Offsite power and the alternate train D/G were verified to be operable during this period of D/G 2B inoperability as required by Technical Specifications. D/G 2B was inoperable for approximately 11 hours and 25 minutes due to the surveillance testing and repair of this problem. Unit 2 was in Power Operation at the time of the D/G 2B Valid Failure.