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August 14, 1989

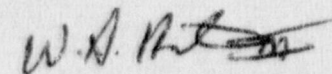
U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D.C. 20555

VOGTLE ELECTRIC GENERATING PLANT
NRC DOCKET 50-424
OPERATING LICENSE NPF-68
SPECIAL REPORT
VALID DIESEL GENERATOR FAILURE

Gentlemen:

In accordance with the requirements of the Vogtle Electric Generating Plant Technical Specifications, Sections 4.8.1.1.3 and 6.8.2, Georgia Power Company submits the enclosed Special Report concerning a valid diesel generator failure.

Sincerely,


W. G. Hairston, III

WGH,III/JH/gm

Enclosure: Special Report 1-89-02

c(w): Georgia Power Company
Mr. C. K. McCoy
Mr. G. Bockhold, Jr.
Mr. R. M. Odom
Mr. P. D. Rushton
NORMS

U. S. Nuclear Regulatory Commission
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Mr. J. B. Hopkins, Licensing Project Manager, NRR
Mr. J. F. Rogge, Senior Resident Inspector, Vogtle

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ENCLOSURE

VOGTLE ELECTRIC GENERATING PLANT
NRC DOCKET 50-424
OPERATING LICENSE NPF-68
TECHNICAL SPECIFICATION SPECIAL REPORT 1-89-02

A. Requirement for Report

This report is required in accordance with the Vogtle Electric Generating Plant's Technical Specifications, Section 4.8.1.1.3. This section of the Technical Specifications requires that all diesel generator failures, valid or non-valid, shall be reported to the Commission in a Special Report pursuant to Technical Specification 6.8.2.

B. Description of Valid Failure for Train B Diesel Generator

On July 17, 1989, Diesel Generator 1B was started for the monthly surveillance testing and loaded to approximately 5000 KW when the operator notice spikes in the current and KVAR meter readings. The generator was taken off-line and the field voltage remained unstable. The diesel was stopped for further investigation by the system engineer. The cause of the problem was believed to be in the exciter bridge or voltage regulator, so the bridge circuit was switched from bridge No. 1 to bridge No. 2 and the diesel started. The surveillance was completed with no further problems. The cause has been determined to be the Remote Gate Firing Module on bridge circuit No. 1. Rework is in progress and is scheduled to be completed by August 14, 1989.

C. Summary

This failure, per Regulatory Guide 1.108, Section C.2.e.7, was the first valid failure in the last 20 valid tests and the fourth in the last 52 valid tests, which is the total number of valid tests to date on Diesel Generator 1B.

Test frequency remains at 31 days in compliance with Table 4.8-1 of the Technical Specifications.