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July 3, 1989

U.S. Nuclear Regulatory Commission  
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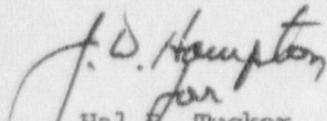
Subject: McGuire Nuclear Station, Unit 1  
Docket No. 50-369  
Special Report Concerning Diesel Generator 1A

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 Diesel Generator 1A.

If you have any questions, please contact S.E. LeRoy at (704) 373-6233.

Very truly yours,

  
Hal B. Tucker  
SEL/435

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Attachment  
Duke Power Company  
McGuire Nuclear Station  
Diesel Generator 1A Special Report

On June 1, 1989 at 2308, Operations (OPS) started Diesel Generator (DG) 1A to perform an operability test using PT/1/A/4350/02A, concurrent with Performance procedure PT/1/A/4200/28A, Train A Slave Relay Test. This start attempt was No. 743. The engine started and operated with no problems.

Prior to the test, Maintenance personnel had performed work on the diesel turbocharger under Work Request (WR) 011007A PM. An oil sample was obtained and the oil reservoir was then drained and refilled.

Item No. 4 of the WR required the Maintenance representative to notify the Maintenance Supervisor prior to performing the functional test. The WR also states the "Turbocharger oil system requires priming". Maintenance personnel are also requested to stand by during engine starts when the turbocharger oil has been changed to verify circulation of the oil in the inboard and exhaust bearings.

During the first few seconds of the engine run, the turbocharger was observed and no oil flow was detected. Maintenance personnel requested the engine be shut down.

Due to the test being performed under PT/1/A/4200/28A, the normal stop would not shut down the engine. The emergency stop was not used because it also stops the oil pumps and could lead to engine damage. The test in progress was terminated and the engine stopped after approximately 8 minutes.

The oil was drained again and the turbocharger was flushed with oil. Oil samples from both sources were taken and sent for analysis. New oil was added and the pumps were primed. The engine was started (start No. 744) and oil flow was observed. Vibration analysis was performed on the turbocharger and no problems were detected.

Start attempt No. 743 has been classified as an Invalid Test Failure because of failure during troubleshooting of the component/system.

Planned corrective actions are to:

- 1) Develop a maintenance procedure for turbocharger oil change and replenishment;
- 2) Change applicable procedures to allow a maintenance run of the engine following maintenance and prior to any Operations or Performance testing; and,
- 3) Investigate turbocharger modifications for the addition of jet assist which would allow turbocharger testing and balancing without running the engine.