Entergy

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T. A. Sullivan
Vice President, Operations-JAF

May 4, 2001
JAFP-01-0113

United States Nuclear Regulatory Commission
Attn: Document Control Desk
Mail Station P1-137
Washington, D.C. 20555

Subject: **James A. FitzPatrick Nuclear Power Plant**
Docket No. 50-333

10 CFR Part 21 Notification
Electric Pilot Valve in a Replacement Governor Actuator Installed in the 'A' Emergency Diesel Generator, Manufactured by Woodward Governor and Refurbished by Engine Systems, Inc., Determined to be Sticking

Dear Sir:

This report is being submitted in accordance with 10CFR21.21(d) to address a reportable defect. The defect deals with a replacement governor actuator which was installed in the 'A' Emergency Diesel Generator (EDG). The governor actuator electric pilot valve was determined to be sticking. The governor actuator was manufactured by Woodward Governor and was refurbished by Engine Systems, Inc., who is a certified Woodward Governor supplier. The defect was identified during troubleshooting activities after the 'A' EDG tripped during post-maintenance operability testing. See the Attachment for specific details.

There are no commitments contained in this report.

Questions concerning this report may be addressed to Mr. Timothy Page, at (315) 349-6209.

Very truly yours,

T. A. SULLIVAN

TAS:TP:las
Attachment

cc: USNRC, Region 1
USNRC, Project Directorate
USNRC Resident Inspector
INPO Records Center
Engine Systems, Inc.

IE19

I. Name and Address

Mr. T. A. Sullivan – Vice President, Operations
Entergy Nuclear Operations, Inc.
James A. Fitzpatrick Nuclear Power Plant
P.O. Box 110
Lycoming, NY 13093

II. Facility, Activity or Component

James A. Fitzpatrick Nuclear Power Plant (JAF)

The component in question was a defective replacement governor actuator electric pilot valve which was installed in the 'A' Emergency Diesel Generator (EDG). The electric pilot valve was determined to be sticking.

Governor Type: EGB-13C
Part No. D9903-173-RR
Serial No. 1021453

III. Constructor or Supplier

Engine Systems, Inc.
1220 Washington St.
Rocky Mount, NC 27801

IV. Defect and Safety Hazard

A replacement governor actuator was installed in the 'A' EDG. The electric pilot valve was tested for proper operation as part of refurbishment testing at the vendor's facility and tested satisfactorily. In addition, the 'A' EDG had been successfully started at JAF for maintenance testing after the governor actuator was installed with no problems identified with the electric pilot valve. However, problems were identified during the subsequent required forced parallel start for post-maintenance operability testing. Troubleshooting activities after the 'A' EDG tripped during the post-maintenance operability testing determined that the governor actuator electric pilot valve was sticking. Both JAF personnel and a vendor representative who was onsite supporting EDG maintenance and troubleshooting activities confirmed the sticking pilot valve. The governor actuator was removed and the pilot valve was inspected. Adjustments were made to the transducer mounting screws and bracket, which assure proper pilot valve alignment. These adjustments corrected the sticking problem. The pilot valve was manufactured by Woodward Governor and was refurbished by Engine Systems, Inc., who is a certified Woodward Governor supplier. The plant remained in the applicable TS action statement for an inoperable EDG throughout this period due to the ongoing maintenance and troubleshooting activities.

The governor actuator is used to control the start and load response of the EDG. The failure of the actuator could have affected the ability of the 'A' EDG to provide emergency electrical power when called upon.

IV. Defect and Safety Hazard (continued)

This could have caused the failure of a safety-related system to perform its safety function. Therefore, a substantial safety hazard existed in that the potential existed for a major degradation of essential safety-related equipment.

V. Date

This defect was discovered on March 4, 2001.

VI. Location and Number of Defective Components

This condition was limited to the newly refurbished actuator installed as a replacement in the 'A' EDG. The other governor actuators that are currently installed have been performing satisfactorily and are not affected by this cause. The governor actuator that replaced the actuator with the sticking electric pilot valve was inspected and tested satisfactorily.

VII. Corrective Action

A replacement governor actuator was obtained from Engine Systems, Inc. and was installed and tested satisfactorily.

VIII. Advice

Consideration should be given to performing inspection and testing of the electric pilot valve prior to post-maintenance operability testing.