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REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

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Carolina Power & Light Company

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H. B. ROBINSON STEAM ELECTRIC PLANT, UNIT NO. 2
DOCKET NO. 50-261
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RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION

Gentlemen:

Carolina Power and Light Company (CP&L) submits the information requested in your followup correspondence to Inspection Report No. 50-261/88-04 regarding Emergency Diesel Generator (EDG) reliability improvements. Specifically, CP&L submits these actions completed through the end of the 1988 Refueling Outage and additional items currently planned to be accomplished in the future.

Work items performed on the diesels during the 1988 Refueling Outage:

1. The clean fuel drain piping on both Diesel Generators was modified to eliminate a potential loop seal in the piping. This provides better drainage of the fuel oil and minimizes injection pump leaks during operation. This improvement is intended to reduce the possibility of fire.
2. Permanently mounted seismically qualified lifting beams were installed over both diesel engines to expedite Maintenance when the Diesels are inoperable. This should, therefore, reduce EDG unavailability whenever corrective maintenance activities require overhead lifts.
3. Isolation valves were installed in the starting air lines to the governor booster and lube oil booster so that after operation the engines can be barred over using the starting air system. This improvement will allow the removal of lube oil from above the upper pistons, thus eliminating the potential for an exhaust fire on subsequent operation.

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4. Strainers were installed in the fuel line upstream of the fill solenoids for the day tanks on both diesels. This improvement reduces the possibility of over filling the day tank due to particulate interference on the seating surface of the fill solenoid valves.
5. A new style governor servo-booster was installed on both diesels. This was necessary because the old style was obsolete and replacement parts were no longer available.
6. Per manufacturer recommendation, the crankcase pressure switches were reoriented to eliminate possible spurious "high crankcase pressure" trips which could occur during surveillance testing.
7. Installation of automatic speed monitoring equipment began during the 1988 refueling outage and was completed in March 1989. This equipment will capture the maximum start-up RPM during diesel generator starts (automatic starts or surveillance testing). This information will be used for trending purposes.
8. Preventive Maintenance Procedures (PM) PM-008 and PM-009 which include internal inspection of the diesel engines and their support components, were performed during the 1988 Refueling Outage.

Items Currently Scheduled to be Accomplished in the Future:

Plans for an Automated Engine Monitoring System to measure and record various engine parameters during standby and operating periods, and an Improved Lube Oil Keep Warm System which will allow surveillance testing frequency to decrease (i.e., Bi-weekly to Monthly) are currently under development for future implementation.

If you have any questions please contact Mr. J. M. Curley.

Very truly yours,



R. E. Morgan
General Manager
H. B. Robinson S. E. Plant

FLL:dwm

cc: Mr. S. D. Ebnetter
Mr. L. W. Garner
INPO