

Rids 03



Carolina Power & Light Company

January 20, 1978

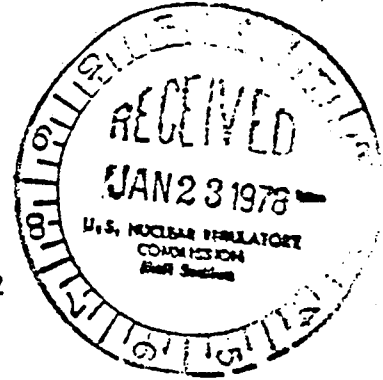
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Enclosure 3

FILE: NG-3514 (R)

SERIAL: GD-78-176

Mr. Edson G. Case, Acting Director  
Office of Nuclear Reactor Regulation  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555



H. B. ROBINSON STEAM ELECTRIC PLANT UNIT NO. 2  
DOCKET NO. 50-261  
FACILITY OPERATING LICENSE NO. DPR-23  
STANDBY DIESEL GENERATOR UNITS QUESTIONNAIRE

Dear Mr. Case:

In the letter of December 15, 1977, from Mr. Karl R. Goller, it was requested that the enclosed questionnaire on Standby Diesel Generator Units be completed and returned to your office. Enclosed also is a separate sheet with the name, address, and phone number of the person responsible for responding to any follow-up communications concerning this questionnaire.

Yours very truly,

E. Z. Utley  
Senior Vice President  
Power Supply

DCS:as

Enclosures

8107290032 810720  
PDR ADOCK 05000261  
F PDR

A014/S  
1/1

[illegible]

002014950  
DIESEL GEN  
ROBINSON  
CAROLINA  
1975

TRAVELER 75-005 TO D.C. AKC, REGION 2, MAY 15, 1979, DOCUMENT  
50-201, TYPE--REF, REC-FAST, REC-BASCC CONTROL--0020030  
AVAILABILITY--NRC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
WASHINGTON, D.C. 20052, (202) 455-4000 (CHECK 500)  
DATE OF EVENT--041979, POWER LEVEL--0000, CAUSE--INSTRUMENT

POWER (PT-23-2). THE EMERGENCY FAILED TO ASSURE TEST  
ELECTRICAL LOADS IN THE SECOND REBOILER LINE INTERVILL.  
THE PLANT WAS IN THE REFUELLING SHUTDOWN CONDITION. EMERGENCY  
DIESELS FAILED BECAUSE THE TIMING RELAYS FOR STARTING  
COMPONENTS WERE FOUND SET TOO LOW. APPARENTLY DUE TO  
ANSTORMENT DIST. THE 2 TIMING RELAYS WERE RESET 3 PT-23-2 4AS  
PERFORMED AORIN. WITH SATISFACTORY RESULTS. REGENERAL CHARGE TO  
REDUCE THIS TYPE OF FAILURE IS BEING CONSIDERED.  
RELAYS-RELAY 2  
GENERATOR SYS 6 CONTROLS

000057/ 2  
0620138626  
DIESEL GENERATOR PAIRS TO ACCORD HULL LOGS AT ROBINSON 2  
CAROLINA POWER & LIGHT CO., KALEIGH, NC

3 PGS, LTR W/LEH 75-00 TO U.S. NRC, REGION 1, MAY 9, 1970.  
DOCKET 50-201, TYPE--TAR, NRC--EST. 44--EASCO  
AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 M STREET,  
WASHINGTON, D. C. 20555 (50 CENTS/PAGE -- MINIMUM CHARGE  
\$2.00)

DATE OF EVENT - 041000. POWER LEVEL - 66. SCOPE - COMMUTATOR  
GROUCH CAME OUT OF GOVERNMENT MOTOR. ~~Series~~ A TEST WHICH INCLUDES  
A FULL LOAD TEST OF THE EMERGENCY DIESEL GENERATOR. LOAD FAILED  
TO INCREASE ABOVE 300 K. A COMMUTATOR GROUCH WAS FOUND TO HAVE  
COME OUT OF THE GOVERNOR SPEED CHANGING MOTOR. THE GROUCH WAS  
REMOVED FROM THE DIESEL GENERATOR ASSIGNED LOAD SATISFACTORILY.  
THE GROUCH WAS AT A HOT SHUTDOWN CONDITION. THE COMMUTATOR  
GROUCH WAS NOT GROUCH CAME OUT OF THE DIESEL GENERATOR GOVERNOR  
ACTION. GROUCH FROM VIOLATION.  
REMARKS - GROUCH VIOLATION OF THE GROUCH  
REMARKS - GROUCH VIOLATION OF THE GROUCH

00000000  
0020100001  
DIESEL ENGINE CO. LUMI  
CADDILLAC FORD & LUMI  
CO., FALLS CHURCH, VA

POB: LITTON, TEXAS 77411  
DOCKET NO.: 17-1-17-1  
AVAILABILITY - NRC PUBLIC  
REVISION: D. C. 20640  
(2-00)

D. C. NRC, REGION 11, OCT. 15, 1977,  
ATTENTION: DE-11-1000  
RECEIVED ROOM, 1717 H STREET,  
WASHINGTON, D. C. 20540  
FOR CITE/PAGE - 141400-0000

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000057/  
002012570  
EMERGENCY LISTS  
CAROLINA POWER & LIGHT CO., FALCON, NC  
1976  
3 mos. Ltr W/ru 7c-4 To O.S. Inc. Nelson H. Finch Co. 1976.

MAIL

BUCKET 10-201, TYPE--PAR, NEG--WEST., AE--EPP/DC STREET,  
AVAILABILITY - INC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
WASHINGTON, D. C. 20545 (66 CENTS/SPACE -- MINIMUM CHARGE  
\$2.00)

EXTRACT

CAUSE - DEFECTIVE FUEL INJECTION PUMP. WHILE THE REACTOR WAS  
OPERATING AT 100% POWER, EMERGENCY DIESEL BURNER FAILED TO ASSURE  
RATED CAPACITY DURING A TEST. CALLING OF THE INJECTION PUMP  
PLUNGER AND BARREL BALL ASSEMBLY IN FUEL PUMP FAILURE TO  
CYLINDER 12. THE DEFECTIVE FUEL INJECTION PUMP WAS REPLACED.  
THE DIESEL WAS OUT OF SERVICE FOR 15.2 HOURS.

7/5/00000001-00000005/

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CESSION NO. 0020112311

FILE

ORPAUTH

DATE

TYPE

END

MAIL

EXTRACT

2 POS, LIF W/NO 70-4 TO U.S. ACC, REGION 11, WASH 29, 1978,  
DOCKET 10-201, TYPE--PAR, NEG--WEST., AE--EPP/DC  
AVAILABILITY - INC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
WASHINGTON, D. C. 20545 (66 CENTS/SPACE -- MINIMUM CHARGE  
\$2.00)  
CAUSE - DEFECTIVE FUEL INJECTION PUMP. WHILE THE REACTOR WAS  
OPERATING AT 100% POWER, EMERGENCY DIESEL BURNER FAILED TO ASSURE  
RATED CAPACITY DURING A TEST. FUEL PUMP TO CYLINDER 12 FAILED  
DUE TO CALLING OF INJECTOR PUMP PLUNGER AND BARREL BALL. THE  
DEFECTIVE PUMP WAS REPLACED.

- S. Are any foreign gases such as propane, freon, halon, carbon dioxide, etc. stored in the: Diesel Engine room?  
Yes \_\_\_\_\_ No X or adjacent buildings? Yes X No \_\_\_\_\_

If yes, (other than hand portable fire extinguishers), then identify gases and give approximate tank size.

Gases CO<sub>2</sub> <sup>3</sup>Volume (ft<sup>3</sup>) 1525 lbs.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- T. Does control system automatically bypass, in emergency starting, any engine temporarily out of service for maintenance? Yes \_\_\_\_\_ No X

If yes, then how many failures to bypass have occurred?

N/A

- U. Does the control system automatically override the test mode under emergency conditions? Yes X No \_\_\_\_\_

- V. Have repetitive mechanical failures occurred in any component part or subsystem of the engine, generator, or switch gear, etc.?  
Yes X No \_\_\_\_\_

If yes, then which part or subsystem? Fuel Injectors

How many failures? 4

Give nature of failure. Sticking Injectors

- W. Would periodic (yearly or other) evaluation and/or testing by "outside experts" contribute significantly to the diesel-generator reliability? Yes X No \_\_\_\_\_

Give brief reasons for the answer. Manufacturer should check units on refueling outages normally and anytime their expertise is needed.

- X. 1. Give the accumulated time-load operating record for each diesel-generator unit from installation to the present  
(Running Hours): A - 499.8 Hours  
B - 494.9 Hours

Preoperational test Date 5-5-70

	: Engine :	: Surv. Testing & :	: Emergency :	: Total :
	: Serial No. :	: Maintenance Hrs. :	: and Other :	: Hours :
		: No Load : Loaded :	: Service Hrs. :	
A	38D868030TDSML2	UN : UN	UN	499.8
B	38D868025TDSML2	UN : UN	UN	494.9

2. Surveillance test load (percent of ~~continuous~~ rating) 100%
3. Give the projected or planned time-load operation for each diesel-generator unit during the next 12 months.

: Surveillance & :	: Emergency :	: Total :
: Maintenance Hrs. :	: and other :	: Hours :
	: Service Hrs. :	
70	0	70

4. Provide the following summary of the periodic surveillance testing experience:

- a. Starting date of surveillance testing (OL date) 9-1-70
- b. Periodic test interval Bi-Weekly-Refueling
- c. Total number of surveillance tests performed 202
- d. Total number of test failures 6

failure to start 1 failure to accept load None  
 failure to carry load 5 failures due to operator error None  
 failure due to equipment not being operative during emergency conditions None

- e. Supply a copy of the surveillance test procedures with this completed questionnaire. PT-23.1  
 PT-23.2 - Attached  
 PT-23.3