

FROM: **Carolina Power & Light Company**
Raleigh, North Carolina 27602
E. E. Utley

DATE OF DOCUMENT:

2-25-72

DATE RECEIVED

3-1-72

NO.:

988

LTR.

X

MEMO:

REPORT:

OTHER:

TO:

Dr. Morris

ORIG.:

1

CC:

OTHER:

ACTION NECESSARY ☐

NO ACTION NECESSARY ☐

CONCURRENCE ☐

COMMENT ☐

DATE ANSWERED:

BY:

CLASSIF:

U

POST OFFICE

REG. NO:

FILE CODE:

50-261

DESCRIPTION: (Must Be Unclassified)

Ltr re Para 6.6.1.c of Tech Specs....
reporting operating difficulties on
2-13-72 regarding "2A" Emergency
Generator failure to start in test...

REFERRED TO

DATE

RECEIVED BY

DATE

Goller
W/9 cys for ACTION

3-3-72

DISTRIBUTION:

Reg Files

AEC PDR

Compliance (2)

OGC, Rm P 506A

Thompson

Morris/Schroeder

Skovholt

DeYoung

E. G. Case

DTIE(Laughlin)

NSIC(Buchanan)

DO NOT REMOVE

ACKNOWLEDGED

ENCLOSURES:

REMARKS:

1 - Local PDR(HOLD)

988

fod

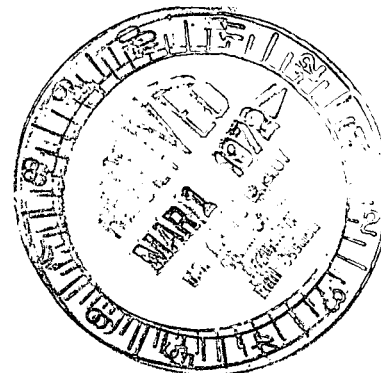
U.S. ATOMIC ENERGY COMMISSION

MAIL CONTROL FORM FORM AEC-3265
(8-60)

Carolina Power & Light Company

Raleigh, North Carolina 27602

February 25, 1972



50-261

Regulatory

File Cy.

Dr. Peter A. Morris, Director
Division of Reactor Licensing
Atomic Energy Commission
Washington, D. C. 20545

H. B. ROBINSON UNIT NO. 2
LICENSE DPR-23
"2A" DIESEL, FAILURE TO START IN TEST

Dear Dr. Morris:

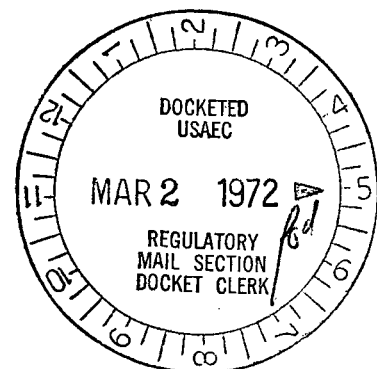
In accordance with paragraph 6.6.1.c, Technical Specifications, it is reported that on February 13, 1972, "2A" emergency diesel generator failed to start on a routine test. The diesel tripped immediately after a remote manual start was initiated because of a momentary indication of high crankcase pressure. The alarm was reset and the diesel started and operated successfully for 30 minutes. This abnormal occurrence was reported to AEC Compliance, Region II, by telephone and confirmed by telegraph on February 14, 1972.

To increase the reliability of the diesel generator system to provide power in an emergency, the following diesel trip signals have been bypassed by a key switch for each engine.

1. Low lube oil pressure
2. Low coolant pressure
3. High coolant temperature
4. High crankcase pressure
5. Start failure trip of fuel racks

In the normal standby condition, the above engine trips will be bypassed; however, the alarm signals will be actuated.

988



February 25, 1972

The following diesel generator trip functions remain unchanged:

1. Generator over current
2. Mechanical overspeed
3. Manual trip of engine fuel racks
4. Ten second solenoid action to stop starting air

The above modifications to the engine trip signals were effected on February 15, 1972. This action has been reviewed and concurred by the Company Nuclear Safety Committee.

Yours very truly,



E. E. Utley
Manager

Bulk Power Supply

NBB:mc

cc: Mr. C. D. Barham
Mr. G. P. Beatty
Mr. N. B. Bessac