Arizona Public Service Company
P.O. BOX 21666 • PHOENIX, ARIZONA 85036

April 15, 1983
ANPP-23514-RQT/BSK

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U. S. Nuclear Regulatory Commission
Region V
Creekside Oaks Office Park
1450 Maria Lane - Suite 210
Walnut Creek, California 94596-5368

Attention: Mr. D. M. Sternberg, Chief
Reactor Projects Branch 1

Subject: Interim Report - DER 83-16
A 50.55(e) Potentially Reportable Deficiency Relating to Diesel Generator Governor and Voltage Regulator Do Not Automatically Reset From Manual/Test Mode Upon Loss of Power
File: 83-019-026; D.4.33.2

Reference: Telephone Conversation between P. Narbut and R. Tucker on March 18, 1983

Dear Sir:

The NRC was notified of a potentially reportable deficiency in the referenced telephone conversation. At that time, it was estimated that a determination of reportability would be made within thirty (30) days.

Due to the extensive investigation and evaluation required, an Interim Report is attached. It is now expected that this information will be finalized by May 19, 1983, at which time a complete report will be submitted.

Very truly yours,

E. E. Van Brunt, Jr.
APS Vice President
Nuclear Projects Management
ANPP Project Director

EEVB/RQT:db

Attachment

cc: See Attached Page 2

IE 27

cc: Richard DeYoung, Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

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1100 Circle 75 Parkway, Suite 1500
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INTERIM REPORT - DER 83-16
POTENTIAL REPORTABLE DEFICIENCY
ARIZONA PUBLIC SERVICE COMPANY (APS)
PVNGS UNITS 1, 2 & 3

I. POTENTIAL PROBLEM

Specification 13-MM-018, paragraph 4.4.3.3.5 requires that the Diesel Generator governor and voltage regulator manually operated droop mode be automatically reset to the isochronous mode in case of 4.16 kv Class 1E bus undervoltage. While performing a Bechtel Engineering functional check of the Unit 1 Diesel Generator and subsequent review of applicable supplier data, Bechtel Engineering determined that, upon loss of power (LOP), the manual droop mode does not reset to isochronous mode for the governor or the voltage regulator.

II. APPROACH TO AND STATUS OF PROPOSED RESOLUTION

Upon a LOP, the Diesel Generator starts in an emergency mode. The Engineered Safety Features System automatic sequencer simultaneously starts safety-related equipment. If the engine is still in a droop mode, underfrequency and undervoltage could occur. This could potentially result in damage to the actuated safety-related equipment, depending upon the load and droop speed setting. In addition, electric motors will not accelerate properly under the condition of underfrequency/ undervoltage. If left uncorrected, the functions of safety-related equipment could be imparired, constituting a safety significant condition representing a significant deficiency in final design.

III. PROJECTED COMPLETION OF CORRECTIVE ACTION AND SUBMITTAL OF THE FINAL REPORT

Evaluation of this condition and submittal of the Final Report is forecast to be completed by May 19, 1983.