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January 12, 1995

C. Lance Terry
Group Vice President

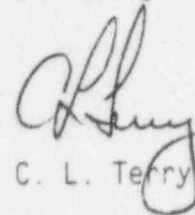
Mr. L. J. Callan
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Dr., Suite 400
Arlington, TX 76011

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION (CPSES) - UNIT 1
DOCKET NO. 50-445
EMERGENCY DIESEL GENERATOR START AND LOAD-RUN
EVENTS DURING TESTING
SPECIAL REPORT NO. 1-SR-94-002-00

Dear Sir:

Enclosed is a 30 day Special Report submitted in accordance with CPSES Unit 1 and Unit 2 Technical Specification 3/4.8.1, "Electrical Power Systems, A.C. Sources".

Sincerely,



C. L. Terry

OB/cc
Enclosure

c - NRC, Document Control Desk
Mr. D. D. Chamberlain, Region IV
Mr. T. J. Polich, NRR
Resident Inspectors

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COMANCHE PEAK STEAM ELECTRIC STATION - UNIT 1
SPECIAL REPORT NO. 1-SR-94-002-00
EMERGENCY DIESEL GENERATOR START AND LOAD-RUN EVENTS
DURING TESTING

1.0 Report Requirements

This Special Report is submitted in accordance with Comanche Peak Steam Electric Station (CPSES) Unit 1 and Unit 2 Technical Specification 3/4.8.1, "Electrical Power Systems, A.C. Sources". Surveillance Requirement 4.8.1.1.3 requires that all Diesel Generator failures, valid or non-valid, be reported to the Nuclear Regulatory Commission in a Special Report pursuant to Technical Specification 6.9.2 within 30 days.

2.0 Event Description

On December 22, 1994, at approximately 12:21 p.m. CST, Unit 1 Train A Emergency Diesel Generator (EDG) 1-01 (Component Tag Number CP1-MEDGEE-01) was manually started from the Control Room by Operations personnel for a Train A Diesel Generator Load Performance test. The engine tripped at approximately 12:41 p.m. CST due to the spurious actuation of a low lube oil pressure switch.

3.0 Corrective Actions

The trip device was replaced with a new, calibrated pressure switch.

4.0 Evaluation Results

The trip experienced on December 22, 1994, was attributed to an internal oil leak of a trip device that is bypassed in the emergency operating mode. A low lube oil pressure condition did not exist. The condition causing the trip would not have resulted in the failure of the diesel generator unit to start, accelerate, and load during a response to an actual emergency start signal. Consistent with the guidance of Regulatory Position C.2.e(2) of Regulatory Guide 1.108, the trip is not considered a valid test or failure.

The current test interval requires that the unit be demonstrated operable at least once per 31 days by verifying that the unit starts from ambient conditions and achieves design rated speed, frequency, and voltage within the specified time limit. The problem experienced on December 22, 1994, did not constitute a valid test or failure. Therefore, this event does not impact the test interval currently in progress.