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C. K. McCoy
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Vogtle Project



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LCV-0622

Docket No. 50-424

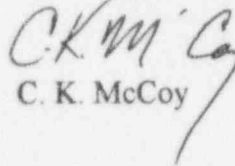
U. S. Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Ladies and Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT 1-95-1
VALID DIESEL GENERATOR FAILURE

In accordance with the requirements of Vogtle Electric Generating Plant Technical Specifications (TS) sections 4.8.1.1.3 and 6.8.2, Georgia Power Company submits the enclosed special report concerning a valid diesel generator failure.

Sincerely,



C. K. McCoy

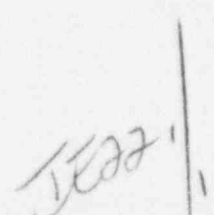
CKM/TEW

Enclosure: Special Report 1-95-1

xc: Georgia Power Company
Mr. J. B. Beasley, Jr.
Mr. M. Sheibani
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U. S. Nuclear Regulatory Commission
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Mr. D. S. Hood, Licensing Project Manager, NRR
Mr. B. R. Bonser, Senior Resident Inspector, Vogtle

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VOGTLE ELECTRIC GENERATING PLANT - UNIT 1
TECHNICAL SPECIFICATION SPECIAL REPORT 1-95-1
VALID DIESEL GENERATOR (DG) FAILURE

A. REQUIREMENT FOR REPORT

This report is required in accordance with the Vogtle Electric Generating Plant Technical Specifications (TS), section 4.8.1.1.3, which requires that all DG failures, valid or invalid, be reported to the Commission in a special report pursuant to TS 6.8.2.

B. DESCRIPTION OF VALID FAILURE OF DIESEL GENERATOR 1B

On May 17, 1995, at 0918 EDT, DG1B was started for a monthly surveillance test. Operators experienced difficulties with excitation of the generator in the form of voltage swings when utilizing each of the two voltage regulators. During the initial test sequence, while operating on voltage regulator #1, the generator experienced a voltage drop but recovered to normal levels. The problem did not recur. When voltage regulator #2 was placed into service, the voltage was erratic/unstable. DG1B was stopped at 1022 EDT for troubleshooting.

Integrated circuit chips were replaced in voltage regulator #2, and DG1B was successfully tested and returned to service on May 18, 1995, at 0400 EDT. Voltage regulator #1 was tested, but no discrepancies were found. It has been determined that a potentiometer, located external to the voltage regulator, experienced some oxidation on the potentiometer contact surface, that was later wiped clear. This finding was supported by vendor input.

C. SUMMARY

The DG1B failure has been determined to be valid because it could have affected the engine's emergency start capability. Diesel Generator 1B has had 1 valid failure in the last 20 valid tests and 2 valid failures in the last 100 valid tests. Test frequency for DG1B remains at once per 31 days in accordance with the requirements of TS table 4.8-1.