

DUKE POWER COMPANY
NUCLEAR PRODUCTION DEPARTMENT
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October 31, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Attention: Ms. E.G. Adensam, Chief
Licensing Branch No. 4

Regarding: Catawba Nuclear Station, Unit #1
Docket No. 50-413, 50-414
Completion of Diesel Generator 1B
Return-to-Service Testing

Dear Mr. Denton:

It is our pleasure to inform you that the Catawba Nuclear Station 1B diesel generator has successfully completed the return-to-service testing program described in the Duke Power Company letter to H. R. Denton, NRC from H. B. Tucker of July 6, 1984. During that portion of the test which simulated blackout plant conditions, the automatic load sequencer placed all the available loads on the engine in the appropriate manner. The engine satisfied all the test criteria, with the exception of a spurious (unalarmed) engine trip during the first test run. After that trip the required blackout tests were performed twice to verify operability.

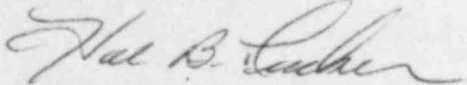
After the return-to-service testing was completed, an engine control logic device was found to have an air seal which was leaking. This device pressurizes (arms) the Low Low Pressure Lube Oil trip circuit. The air leakage prevented the pilot valve from pressurizing the circuit in less than the required 60 seconds. The defective valve, labeled P₂ on the engine logic diagram, was the cause of the unalarmed engine shutdown. The valve has been replaced with a tested valve from stock and the engine control logic is now functional.

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If you have any questions or comments, please do not hesitate to call Russell P. Muschick at (704) 373-5875.

Very truly yours,



H. B. Tucker, Vice President
Nuclear Production

HBT:RPM:smk

cc: NRC Resident Inspector
Catawba Nuclear Station

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