

## LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) North Anna Power Station DOCKET NUMBER (2) 050003391 OF 02

TITLE (4)

2H EDG Trips

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)			
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAME(S)	DOCKET NUMBER(S)		
10	19	84	84	011	00	11	14	84		050003391		

OPERATING MODE (9)	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 5: (Check one or more of the following) (11)									
4	20.402(b)		20.406(a)		80.73(a)(2)(iv)		73.71(b)			
POWER LEVEL (10) 01010	20.406(a)(1)(i)		80.38(a)(1)		80.73(a)(2)(v)		73.71(c)			
	20.406(a)(1)(ii)		80.38(a)(2)		80.73(a)(2)(vi)		X OTHER (Specify in Abstract below and in Text, NRC Form 396A)			
	20.406(a)(1)(iii)		80.73(a)(2)(i)		80.73(a)(2)(vii)(A)					
	20.406(a)(1)(iv)		80.73(a)(2)(ii)		80.73(a)(2)(vii)(B)					
	20.406(a)(1)(v)		80.73(a)(2)(iii)		80.73(a)(2)(ix)					

LICENSEE CONTACT FOR THIS LER (12)

NAME E. Wayne Harrell TELEPHONE NUMBER 71038941-1511511

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDOS

SUPPLEMENTAL REPORT EXPECTED (14)

X YES (If yes, complete EXPECTED SUBMISSION DATE: ) NO EXPECTED SUBMISSION DATE (15) 123184

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

## ABSTRACT

On October 19, 1984, while running the "2H" Emergency Diesel Generator for a 24 hour surveillance test, the diesel tripped on high jacket coolant temperature. The temperature switch was calibrated and the diesel was started for troubleshooting. The diesel tripped on high crankcase pressure. A technical representative inspected the diesel and had one air start valve gasket replaced. The diesel was again started for troubleshooting and tripped after 11 hours on October 22, 1984 with the high jacket coolant temperature alarm in. The lube oil strainer was cleaned, and the diesel was then tested satisfactorily. On November 2, 1984, the diesel tripped on high crankcase pressure. The crankcase ejector was cleaned, and the diesel was then tested satisfactorily.

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## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO. 3150-0104

EXPIRES 8/31/85

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
North Anna Power Station	0500033984	—	011	—	000	2	OF 02

TEXT (If more space is required, use additional NRC Form 386A's) (17)

On October 19, 1984, while performing the 24 hour surveillance run required by T.S. 4.8.1.1.2(c.8) on the "2H" Emergency Diesel Generator, the diesel tripped on high jacket coolant temperature. The temperature switch was subsequently calibrated and the diesel was retested.

On October 20, 1984, during the retest, the diesel tripped on high crankcase pressure. In an effort to troubleshoot the diesel, a technical representative from Fairbanks-Morse was called in. The upper and lower crankcase covers were removed and the diesel was inspected for mechanical problems and debris. No debris was found. However, while the diesel was being turned over with starting air, one of the air start valve gaskets was found to be leaking. The gasket was replaced. No cylinder leakage was detected during this test and the crankcase covers were replaced.

The diesel was started again on October 22, 1984, for the 24 hour surveillance run. The diesel ran for approximately eleven hours and tripped on either high crankcase pressure or high jacket coolant temperature. The exact cause of the trip could not be determined since the annunciator clears automatically after 22 seconds. The relays that caused the diesel trip could have been visually verified to determine which condition initiated the trip but this data was not obtained. The diesel technical representative had the lube oil strainer cleaned and re-installed. The diesel was then started for the 24 hour surveillance and completed the run without incident.

On November 2, 1984, during another surveillance run, the diesel tripped after 20 minutes on high crankcase pressure. The crankcase ejector was subsequently disassembled, cleaned and re-assembled. The diesel then satisfactorily passed the surveillance test required by T.S. 4.8.1.1.2(a).

The cause of all four trips appears to be spurious instrumentation problems (non valid failures). No significant diesel engine problems have been found. Since both the high jacket coolant temperature and the high crankcase pressure trips are blocked on an emergency start, neither of these trips would occur on an ESF start. An investigation of these events is ongoing. If further significant information develops, an update report will be submitted. This event is reportable pursuant to T.S. 4.8.1.1.4.



VIRGINIA ELECTRIC AND POWER COMPANY

NORTH ANNA POWER STATION

P. O. BOX 402

MINERAL, VIRGINIA 23117

November 14, 1984

U. S. Nuclear Regulatory Commission  
Document Control Desk  
016 Phillips Building  
Washington, D.C. 20555

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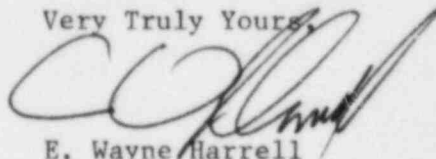
Dear Sirs:

The Virginia Electric and Power Company hereby submits the following  
License Event Report applicable to North Anna Unit No. 2.

Report No. LER 84-011-00

This report has been reviewed by the Station Nuclear Safety and Operating  
Committee and will be forwarded to Safety Evaluation and Control for their  
review.

Very Truly Yours,



E. Wayne Harrell  
Station Manager

Enclosures (3 copies)

cc: Mr. James P. O'Reilly, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, Suite 2900  
Atlanta, Georgia 30303

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