

Special Report for LGS Unit 2
D21 Emergency Diesel Generator (EDG)

On November 30, 1995, with Unit 2 at 100% power, Operations personnel were performing ST procedure ST-6-092-311-2 "D21 Diesel Generator (Slow Start) Test Run." During the performance of this ST procedure, the D21 EDG experienced pressurization of the crankcase. This was verified by the equipment operator via a local high crankcase pressure alarm, and by a manometer reading of 1 to 2 inches of pressure with the EDG at full load (i.e., 2750 KW). The D21 EDG was shutdown and declared inoperable at 1026 hours on November 30, 1995. The equipment operator reported that the D21 EDG crankcase did reestablish a vacuum while being unloaded prior to being shutdown.

The D21 EDG crankcase pressurization resulted in a small amount of oil leakage from the crankcase seals. An investigation into the D21 EDG transient identified a loose Flexmaster fitting, located on the piping from the airbox and crankcase to the ejector housing, to be the cause of the crankcase pressurization. The fitting was repaired and the D21 EDG was successfully tested and returned to service at 0256 hours on December 1, 1995. As a followup, the remaining Unit 2 EDGs were inspected for loose Flexmaster fittings and were operated at load. No similar problems were identified.

The D21 EDG failure was classified as a valid failure using the guidance of RG 1.108, Revision 1, August 1977, Section C.2.e(5). Since this D21 EDG valid failure is the first failure in the last 20 valid demands, the ST procedure monthly frequency is not required to be changed in accordance with TS Section 4.8.1.1.2.a.

Analysis of the D21 EDG failure continues. Corrective actions to prevent recurrence will be developed and implemented as necessary. A supplement to this Special Report will be provided if significant findings are identified.