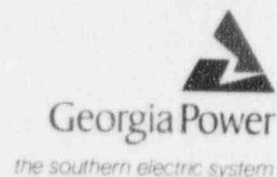


Georgia Power Company
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Post Office Box 1295
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Telephone 205 877-7122

C. K. McCoy
Vice President, Nuclear
Vogtle Project



October 1, 1996

LCV-0884

Docket No. 50-425

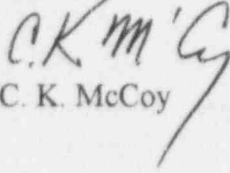
U. S. Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT 2-96-1
NON-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 non-valid diesel generator failure.

Sincerely,


C. K. McCoy

CKM/TEW

Enclosure: Special Report 2-96-1

xc: Georgia Power Company
Mr. J. B. Beasley, Jr.
Mr. M. Sheibani
NORMS

U. S. Nuclear Regulatory Commission
Mr. S. D. Ebnetter, Regional Administrator
Mr. L. L. Wheeler, Licensing Project Manager, NRR
Mr. C. R. Ogle, Senior Resident Inspector, Vogtle

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- VOGTLE ELECTRIC GENERATING PLANT - UNIT 2
TECHNICAL SPECIFICATION SPECIAL REPORT 2-96-1
NON-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 diesel generator (DG) failures, valid or non-valid, be reported to the Commission in a special report pursuant to TS 6.8.2.

B. DESCRIPTION OF FAILURE OF DIESEL GENERATOR 2A

On September 8, 1996, during a refueling outage, plant personnel prepared for a pre-maintenance run of DG2A. At 2021 EDT, DG2A was started but tripped within one minute on three different trip signals; engine bearing high temperature, turbo oil low pressure, and jacket water low pressure. An investigation found that the No. 6 main bearing temperature sensor was venting pressure and this was the cause of the event. The defective main bearing sensor was replaced. The other two trip signals alarmed due to low pressure in each of their pneumatic lines. These lines combine with the pneumatic line of the main bearing sensor through logic elements and led to trip signals being falsely attributed to turbo oil low pressure and jacket water low pressure. The DG was restarted on September 9, 1996, at 0545 EDT, and operated successfully.

C. SUMMARY

The DG2A start of September 8, 1996, has been determined to be a non-valid failure because the subject trip devices are bypassed during accident conditions. Therefore, the DG's emergency start capability was not affected by the problems encountered.

DG2A has had one valid failure in the last 20 valid tests and one valid failure in the last 100 valid tests. The test frequency for DG2A remains at once per 31 days in accordance with the requirements of TS table 4.8-1.