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Mr. John B. Martin, Regional Administrator
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region V
1450 Maria Lane, Suite 210
Walnut Creek, CA 94596-5368

Subject: Palo Verde Nuclear Generating Station (PVNGS)
Unit 1
Docket No. STN 50-528, License No. NPF-41
Special Report - Nonvalid Diesel Generator
Failure due to Fuel Fitting Leak
File: 86-020-404

Dear Mr. Martin:

Attached please find a Special Report (1-SR-85-034) prepared and submitted pursuant to Technical Specifications 4.8.1.1.3 and 6.9.2. This report discusses a nonvalid diesel generator failure during Surveillance Testing.

If you have any questions, please contact me.

Very truly yours,

E. E. Van Brunt, Jr.
Executive Vice President
Project Director

EEVB/KLM/rw
Attachments

cc: R. P. Zimmerman (all w/a)
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PALO VERDE NUCLEAR GENERATING STATION UNIT 1

Special Report 1-85-034

NONVALID DIESEL GENERATOR FAILURE DUE TO FUEL FITTING LEAK

Docket No. STN 50-528

License No. NPF-41

This Special Report of a Diesel Generator nonvalid failure is provided pursuant to Technical Specification (T.S.) Sections 4.8.1.1.3 and 6.9.2, and includes the information recommended in Regulatory Position C.3.b of Regulatory Guide 1.108, Revision 1, August 1977.

On December 18, 1985, during performance of Surveillance Test 41ST-1DG02, in accordance with T.S. 4.8.1.1.2.a, a fuel leak was discovered in the area of the fuel injection pump for cylinder 6L. The fuel leak was monitored and subsequently determined to be a potential fire hazard. The Surveillance Test was terminated intentionally, and Diesel Generator B was then shut down and declared inoperable at 0417. The appropriate T.S. Action Statement was invoked. Since the fuel leak did not represent an alarmed abnormal condition that would ultimately have resulted in diesel generator damage or failure (Diesel Generator B had operated in a loaded condition for 52 minutes), this is not considered a valid test or failure. At the time of this event, there had been 2 Diesel Generator failures in the last 100 valid tests (on a per nuclear unit basis), and the test interval of not more than 14 days was being implemented in accordance with the schedule of Regulatory Position C.2.d of Regulatory Guide 1.108, Revision 1.

The fuel leak was from a crack in the threaded nipple of the Delivery Valve Holder and Flange piece of the fuel injection pump for cylinder 6L. The crack is believed to have been caused by tightening of the associated Weatherhead Ermetto Fitting. The injection pump was replaced and the removed pump will be sent to Cooper-Bessemer for evaluation. The injection pump is manufactured by Bendix (Type FDX-22) and was supplied by the Cooper-Bessemer Company.

A valid test was performed and Diesel Generator B was returned to operable status at 1836 on December 18, 1985.