

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)
SAN ONOFRE NUCLEAR GENERATING STATION, UNIT 1

DOCKET NUMBER (2)

0 5 0 0 0 2 0 6

PAGE (3)

1 OF 0 1

TITLE (4)

SPURIOUS STARTING OF NO. 1 DIESEL GENERATOR

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)		
MONTH	DAY	YEAR	YEAR	SEQ. NUMBER	REV. NUMBER	MONTH	DAY	YEAR	FACILITY NAMES		DOCKET NUMBER(S)
0 5	1 5	8 6	8 6	0 1 6	0 0	0 6	0 3	8 7			0 5 0 0 0

OPERATING MODE (9)		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)									
5		20.402(b)		20.405(c)		<input checked="" type="checkbox"/>		50.73(a)(2)(iv)		73.71(b)	
POWER LEVEL (10)		0 0 0		20.405(a)(1)(i)				50.73(a)(2)(v)		73.71(c)	
		20.405(a)(1)(ii)		50.36(c)(2)				50.73(a)(2)(vii)		OTHER (Specify in Abstract below and in Text, NRC Form 366A)	
		20.405(a)(1)(iii)		50.73(a)(2)(i)				50.73(a)(2)(viii)(A)			
		20.405(a)(1)(iv)		50.73(a)(2)(ii)				50.73(a)(2)(viii)(B)			
		20.405(a)(1)(v)		50.73(a)(2)(iii)				50.73(a)(2)(x)			

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER
H. E. MORGAN, STATION MANAGER	7 1 4 3 6 8 - 6 1 2 4 1

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

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE)		X NO		EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR

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

At 2153 on 5/15/86, with the Unit in Cold Shutdown (Mode 5), Diesel Generator (DG) No. 1 (EIIS Component Code DG) (EIIS System Code EK) automatically started during realignment of DG control from the "locked-off" position to "stand-by" status, in preparation for post maintenance testing. After verifying that the DG and all support systems were operating according to design, and confirming that no Loss of Bus (LOB) signal was present, Control Room operators stopped the DG.

Investigation into the cause of the DG start included restoration of circuit and system alignments to the pre-start configuration and repeating the switching of the DG control from "locked-off" to "stand-by." No DG start occurred. Additionally, it was verified that the DG start system worked properly when initiated by a LOB signal.

After several additional unsuccessful attempts to duplicate the DG autostart during switching, operability testing was satisfactorily completed and DG No. 1 was declared operable. Records indicate that no autostarts during switching had previously occurred nor have they recurred. Therefore, no further corrective action is anticipated.

The health and safety of plant personnel or the public was not affected by this event.

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PDR ADOCK 05000206
S PDR