LICENSEE EVENT REPORT

CONTROL BLOCK: | | | | | | | (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | M S G G S 1 (2) 0 0 - 0 0 0 0 0 - 0 0 (3) 4 1 1 1 1 (4) | | (5)
LICENSEE CODE | LICENSE NUMBER | LICENSE TYPE | CAT

CON'T 0 1 REPORT SOURCE L (6) 0 5 0 0 0 4 1 6 (7) 0 7 1 8 8 2 (8) 0 3 0 7 8 3 (9)
DOCKET NUMBER | EVENT DATE | REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 During the HPCS Diesel Generator 13 functional test, the diesel engine was
0 3 shutdown prior to completion of the test due to receipt of the "GENERATOR RTD HIGH
0 4 TEMP" alarm with stator temperature points 1, 5, and 6 in the alarm condition. If
0 5 needed, operation of the diesel could have continued. The events would not have
0 6 prevented operation in an emergency. The event had no effect on the health and
0 7 safety of the public and did not constitute a threat to plant safety. The event
0 8 is being reported pursuant to T.S.4.8.1.1.3 and T.S.6.9.1.13.c.

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	E E (11)	A (12)	A (13)	H E A T E R (14)	Z (15)	Z (16)

(17) LER/RO REPORT NUMBER	EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
	8 2	—	0 2 0	/	0 3	X	—	1

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
C (18)	X (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	N (24)	A (25)	G 0 8 0 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Actual stator temperature readings indicated that temperatures were well below the
1 1 allowable limit. The cause of the alarm is attributed to spurious signals as the
1 2 generator was being paralleled to the bus. An investigation revealed that the
1 3 engine start was not a valid start due to operating error. This is a final report.
1 4

	FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1 5	H (28)	0 0 0 (29)	NA	B (31)	Surveillance Test

	ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
1 6	Z (33)	Z (34)	NA	NA

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
1 7	0 0 0 (37)	Z (38)	NA

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
1 8	0 0 0 (40)	NA

LOSS OF OR DAMAGE TO FACILITY (43)

	TYPE	DESCRIPTION
1 9	Z (42)	NA

8303160460 830307
PDR ADOCK 05000416
S PDR

PUBLICITY

	ISSUED	DESCRIPTION (45)	NRC USE ONLY
2 0	N (44)		

NAME OF PREPARER M. Scott Freeman and Boyd Shingleton PHONE: ________

SUPPLEMENTARY INFORMATION TO
LER 82-020/03 X-1

Mississippi Power & Light Company
Grand Gulf Nuclear Station - Unit 1
Docket No. 50-416

Technical Specification Involved: 4.8.1.1.3
Reported Under Technical Specification: 6.9.1.13.c

Event Narrative:

This is an update to a previous report submitted on August 13, 1982. The following paragraphs describe the event reported.

On July 18, 1982, at 1055 hours, the Division 3 Diesel Generator was shutdown prior to completion of the HPCS Diesel Generator 13 Functional Test. The diesel was shutdown upon receipt of the "GENERATOR RTD HIGH TEMP" alarm with stator temperature points 1, 5, and 6 on the local panel in the alarm condition. The alarms were received approximately 20 to 30 seconds after paralleling the diesel generator.

After the diesel was shutdown, local stator temperature readings were obtained and indicated from 130°F to 150°F, well within the 280°F limit. The stator alarms cleared upon reset.

An investigation revealed that the diesel engine was started with the "HIGH/LOW LUBE OIL TEMP" alarm and the "HPCS SYSTEM GROUND" alarm present. The functional test requires the system to be checked locally for proper oil temperature. The oil temperature was found to be 40°C (104°F). The System Operating Instructions (SOI 04-I-01-P81-1) makes no reference to proper oil temperatures. The Control Room Operator was consulted and the 104°F temperature was determined to be normal. The low level lube oil temperature alarm is set at 120°F. The Alarm Response Instruction requires securing the diesel if the lube oil temperature cannot be controlled but does not preclude diesel start.

On July 17, 1982, one day previous to the test, the A immersion heater (Q1P81B003A) to Diesel Generator 13 was replaced. The heater malfunction was discovered on July 2 due to ground fault problems. On July 18, 1982, with the "HPCS SYSTEM GROUND" alarm present, it was elected to start the diesel engine. After shutdown of the engine it was determined that the cause of the alarm was a damaged B immersion heater (Q1P71B003B). The cause of the alarm should have been determined and corrected prior to the diesel engine start. The B heater was replaced and the test completed successfully on July 23, 1982. The settings of the lube oil, jacket water and immersion heaters temperature switches were checked and calibrated where necessary. The cause of the "GENERATOR RTD HIGH TEMP" alarm was apparently due to spurious signals as the generator was being

paralleled to the bus. The event could not have prevented operation in an emergency. The test is considered an invalid test due to operating error in accordance with Regulatory Guide 1.108 C.2.e(2). The event is being reported pursuant to 6.9.1.13.c.

The affected procedures have been reviewed and were determined to be adequate to protect against this incident during surveillance testing. This is submitted as a final report.