



# MISSISSIPPI POWER & LIGHT COMPANY

*Helping Build Mississippi*

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

35 JAN 10 P January 7, 1985

NUCLEAR LICENSING & SAFETY DEPARTMENT

U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta St., N. W., Suite 2900  
Atlanta, Georgia 30323

Attention: Mr. J. P. O'Reilly, Regional Administrator

Dear Mr. O'Reilly:

SUBJECT: Grand Gulf Nuclear Station  
Unit 1  
Docket No. 50-416  
License No. NPF-29  
File: 0260/L-835.0  
Special Report 84-040/0, "Division  
III Diesel Generator Failure to  
Start"  
AECM-85/0001

On December 14, 1984, the Division III Diesel Generator was started for a surveillance but had to be shut down because the stopwatch timing of the start was not recorded as specified in the procedure. At 0330 hours the generator received a second manual start signal in order to rerun the surveillance, but it failed to start.

According to procedure, air discharge valves F041A and F041B were closed to isolate their respective air train from the diesel start system so that the operability of the air start solenoids and check valves of the remaining train could be shown. When the generator received the start signal, the air pressure switches sensed a loss of air due to the depletion of air to the air start logic circuit.

It was discovered that a contributing cause was that air pressure switches 107A and 108A were in series rather than parallel because they had been mislabeled. Even with this condition, there is always enough air in the lines to produce a good first start. If, after the first start, the valves had been opened and then closed again, the second start would have been successful.

The switches are identical, but due to the mislabeling, their location had been transposed on the engines. The actual physical interchange of the switches is not required. During normal standby conditions all air discharge valves are open; therefore, no start would have been affected because of this condition. The pressure switches have been correctly labeled and the wiring has been changed to agree with the correct designation. The generator was returned to service on December 16, 1984 at 1500 hours.

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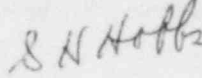
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This was not a valid failure; therefore, the current test interval of the diesel generator remains at fourteen (14) days. This Special Report is submitted pursuant to Technical Specifications 4.8.1.1.3 and 6.9.2.

Yours truly,



L. F. Dale  
Director



EBS/SHH:vog

cc: Mr. J. B. Richard  
Mr. R. B. McGehee  
Mr. N. S. Reynolds  
Mr. G. B. Taylor

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