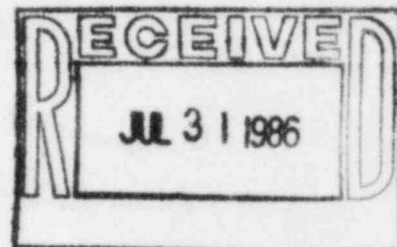


GULF STATES UTILITIES COMPANY

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July 25, 1986
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File Nos. G9.5,
G9.25.1.4

Mr. Robert D. Martin, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011



Dear Mr. Martin:

River Bend Station-Unit 1
Docket No. 50-458

Enclosed is Gulf States Utilities Company's Special Report concerning a failure of Division II Diesel Generator to maintain the prescribed loading during a surveillance test at River Bend Station. This report is submitted pursuant to Technical Specification 4.8.1.1.3 and 6.9.2.

Sincerely,

J. E. Booker
J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

[Signature]
JEB/TFP/DRG/DAS/kt

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

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SPECIAL REPORT

At 0916 on 6/25/86, 2 invalid failures were experienced on the River Bend Station Division II Diesel Generator (DG) while performing surveillance testing. In accordance with Regulatory Guide 1.108 the following information is provided:

Diesel Generator Unit Designation and Number:

Div. II 1EGS*EG1B

Cause of Failure:

While performing the surveillance test (STP) it was noticed by the local operator that the diesel started unloading itself. The control room operator immediately tried to regain load but was unsuccessful, so the engine was manually shut down. Approximately one hour later the engine was started locally for troubleshooting purposes and it maintained full load for approximately 30 minutes with no control problems. Later that day the STP was rerun. After the engine was loaded the operator realized that the "EMERGENCY START RESET", had not been depressed. When this button was depressed, the engine again began unloading. The diesel was immediately reloaded and the STP was completed satisfactorily. Investigation into this problem revealed that due to the design of the pneumatic controls a "RESET" signal inadvertently applies a second emergency start. This causes no problem if done while running unloaded. However, a function of an emergency start signal is to move the governor to a preset (initial starting) position for 15 seconds. This action caused the unloading. While the STP specified that the "Reset" button should be depressed after starting the engine, there was no emphasis to the effect that it should not be depressed while loaded.

Corrective Action Taken:

To correct the inadequate procedures, cautions have been added to the appropriate procedures to emphasize to the operators that if the "Emergency Start Reset" button is depressed while the engine is synchronized to the bus it may cause the engine to return to minimum loading. Additionally, a Modification Request (MR86-1179) has been initiated to correct the inadvertent action of the "Emergency Start Reset" button.

Length Of The Unavailable:

None, the diesel was always available to perform its design function in an emergency situation.

Current Surveillance Test Interval:

7 days (for Div. II only)

Test Interval Conforms To Technical Specification:

Yes

Number of Valid Failures in Previous 100* Valid Tests of All Diesel Generators At River Bend Station:

Three (3)

* 62 valid tests have been performed on all diesel generators at River Bend Station up to and including this test on 6/25/86.