

LICENSEE EVENT REPORT

Attachment to AECM-83/81

Page 1 of 2

CONTROL BLOCK:

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(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 | 1 | 1 | 4 | 5

7 8 9 14 15 25 26 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58

LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT 58

CON'T

REPORT SOURCE 0 1 7 8 L 6 0 5 0 0 0 4 1 6 7 0 1 0 5 8 3 8 0 2 0 4 8 3 9
60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | On January 5, 1983, with the plant in shutdown, Diesel Generator 11 was started for
0 3 | a maintenance check. Forty-five seconds into the run, it tripped on high bearing
0 4 | temperature. The signal cleared immediately and there was no indication of hot
0 5 | bearings so it was started again. After 13 minutes under load the local operator
0 6 | indicated that crankcase pressure was rising. The diesel was then unloaded and
0 7 | secured. The event is reported pursuant to T.S.4.8.1.1.3.

08 | _____ 8

SYSTEM CODE [E][E] (11)		CAUSE CODE [X] (12)		CAUSE SUBCODE [Z] (13)		COMPONENT CODE [E][N][G][I][N][E] (14)				COMP. SUBCODE [Z] (15)		VALVE SUBCODE [Z] (16)					
EVENT YEAR [8][3] (22)		SEQUENTIAL REPORT NO. [0][1][8] (26)		OCCURRENCE CODE [9][9] (29)		REPORT TYPE [X] (31)		REVISION NO. [0] (32)									
ACTION TAKEN [E] (18)		FUTURE ACTION [Z] (19)		EFFECT ON PLANT [Z] (20)		SHUTDOWN METHOD [Z] (21)		HOURS [0][0][0][0] (22)		ATTACHMENT SUBMITTED [Y] (23)		NPRD-4 FORM SUB [N] (24)		PRIME COMP. SUPPLIER [A] (25)		COMPONENT MANUFACTURER [D][0][5][5] (26)	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | A sensor on the rear main bearing was loose and was allowing air to vent off the
1 1 | pneumatic logic system. This caused both the bearing temperature alarm and the
1 2 | high crankcase pressure alarm. Based on this and Reg. Guide 1.108.C.2.e.2, this is
1 3 | a non-valid test. The sensor was reworked and the diesel performed satisfactorily.

1 4

7 R 8

8 9
FACILITY STATUS (28) 1 5 B 0 0 0 29 % POWER 10 11 12 13 OTHER STATUS (30) NA 44 METHOD OF DISCOVERY (31) A 45 46 DISCOVERY DESCRIPTION (32) Operational Abnormality 8

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 Z 33 Z 34 NA

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

NA

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

PERSONNEL INJURIES		DESCRIPTION	
NUMBER			
1	2	0	0
0	0	0	40
		NA	

8	9	11	12		
LOSS OF OR DAMAGE TO FACILITY			(43)	8302140093 830204	
TYPE DESCRIPTION				PDR ADOCK 05000416	
1	9	Z	(42)	NA	S PDR

8 9 10
PUBLCITY
ISSUED DESCRIPTION (45)
2 0 N 44 NA
NRC USE ONLY

NAME OF PREPARER Original signed by M. Scott Freeman

PHONE: _____

SUPPLEMENTARY INFORMATION TO
LER 83-018/99 X-0

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: 4.8.1.1.3

Event Narrative:

Start No. 18 for the Division I Diesel was attempted on January 5, 1983. Forty-five seconds into the run the diesel tripped on high bearing temperature. The signal cleared immediately and there was no indication of any hot bearings so the diesel was started again. After 13 minutes under load the local operator indicated that crankcase pressure was rising, the diesel was then unloaded and secured.

Investigation revealed that the temperature sensor on the rear main bearing was loose. This allowed air to vent off the pneumatic logic system and cause both the bearing temperature alarm and the crankcase pressure alarm. It has also been determined that the operator read in error the crankcase pressure gauge with a quick glance. It is easy to mistake positive pressure and vacuum.

Based on the above investigation it has been determined that the start constitutes a non-valid failure, (Rep. Reg. Guide 1.108 C.2.e.2). Therefore, the diesel test frequency remains at 31 days. MWO 130105 was written to rework the defective sensor. Once the sensor was fixed the diesel performed satisfactorily.