

LICENSEE EVENT REPORT

Attachment to AECM-83/0788

Page 1 of 2

CONTROL BLOCK: ①

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

① ② ③ ④ ⑤
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 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 59 60
M S G G S 1 2 0 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
① ②
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 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 59 60
REPORT SOURCE 1 6 0 5 0 0 0 4 1 6 7 1 1 1 2 9 8 3 8 1 1 2 1 3 8 3 9
DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES ⑩

① ② On November 29, 1983, the HPCS Diesel Generator failed to start when ESF
③ bus 17AC was inadvertently de-energized while transferring power from
④ ESF transformer 12 to ESF transformer 11. The failure is considered the
⑤ third valid failure in the last 100 valid tests. The testing frequency
⑥ has been increased to once per 7 days. The diesel generator was unavail-
⑦ able for 69.3 hours. This is reported pursuant to T.S.6.9.1.12.i and is
⑧ submitted as a final report.

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SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP. SUBCODE VALVE SUBCODE
E E 11 B 12 B 13 C K T B R K 14 E 15 Z 16
EVENT YEAR SEQUENTIAL REPORT NO. OCCURRENCE CODE REPORT TYPE REVISION NO.
8 3 1 8 2 1 0 1 T 0
ACTION TAKEN FUTURE ACTION EFFECT ON PLANT SHUTDOWN METHOD HOURS ATTACHMENT SUBMITTED NRC-4 FORM SUB. PRIME COMP. SUPPLIER COMPONENT MANUFACTURER
C 18 Z 19 Z 20 Z 21 0 0 0 0 Y 23 N 24 N 25 G 0 8 0 26
CAUSE DESCRIPTION AND CORRECTIVE ACTIONS ㉟

① ② The cause of the loss of power was personnel error. The cause of the
③ diesel engine failure was a malfunctioning unit MODE SELECT SWITCH. The
④ switch failed to fully engage into the AUTO position resulting in a
⑤ contact not closing. The switch was replaced. The root cause is attribu-
⑥ ted to the manufacturing of the GE type SBM Model No. 10BP429 switch.

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FACILITY STATUS % POWER OTHER STATUS METHOD OF DISCOVERY DISCOVERY DESCRIPTION
8 28 0 0 0 29 NA A 30 Operational Abnormality
ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT OF ACTIVITY LOCATION OF RELEASE
Z 33 Z 34 NA NA
PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION
0 0 0 37 Z 38 NA
PERSONNEL INJURIES NUMBER DESCRIPTION
0 0 0 40 NA
LOSS OF OR DAMAGE TO FACILITY TYPE DESCRIPTION
Z 42 NA
PUBLICATION ISSUED DESCRIPTION
N 44 NA
8312200484 831213
PDR ADCK 05000416
S PDR
NRC USE ONLY
68 69 80

NAME OF PREPARER: Ron Byrd

PHONE: _____

SUPPLEMENTARY INFORMATION TO
LER 83-182/01 T-0

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

Technical Specification Involved: 3.8.1.2
Reported Under Technical Specification: 6.9.1.12.1

Event Narrative:

At approximately 1400 hours on November 29, 1983, ESF bus 17AC (Division 3) was inadvertently de-energized while attempting to transfer power from ESF transformer 12 to ESF transformer 11. Breakers 152-1903 and 152-1904 from ESF transformer 12 were opened prior to closing breakers 152-1901 and 152-1902 from ESF transformer 11. The operator responsible for performing this evolution was reinstructed.

The HPCS diesel generator (No. 13) failed to start on the loss of power. The cause was due to failure of a contact to close in the unit MODE SELECT SWITCH. The switch was found not fully engaged in the AUTO position. It required an additional 15° rotation to operate all contacts. The switch had last been operated on November 28, during performance of the monthly functional test. The switch is supplied with a spring loaded roller arm which gives positive position action.

The detent wheel internal to the switch detent mechanism was installed by the manufacturer 45° out of position thus giving a positive detent in the middle of the switch rotation between MAINTENANCE and AUTO as opposed to a positive detent at each end of switch rotation. The switch is designed for 90° rotation between stops. The switch is a General Electric SBM Type, Model No. 10BP429. The switch was replaced, tested and the diesel generator was returned to service at 1111 hours on December 2, 1983. The switch is being evaluated for 10CFR part 21 reportability.



MISSISSIPPI POWER & LIGHT COMPANY

Helping Build Mississippi

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

December 13, 1983

NUCLEAR PRODUCTION DEPARTMENT

U. S. Nuclear Regulatory Commission
Region II
101 Marietta St., N.W., Suite 2900
Atlanta, Georgia 30303

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-13
File 0260/L-835.0
Failure of HPCS Diesel
Generator to Start
LER 83-182/01 T-0
AECM-83/0788

On November 29, 1983, the HPCS Diesel Generator failed to start when ESF bus 17AC was inadvertently de-energized while transferring power from ESF transformer 12 to ESF transformer 11. The failure is considered the third valid failure in the last 100 valid tests. This is reported pursuant to Technical Specification 6.9.1.12.1. This is a final report. Attached is LER 83-182/01 T-0 with Supplementary Information.

Yours truly,

L. F. Dale
Manager of Nuclear Services

EBS/SHH:sap
Attachment

cc: Mr. J. B. Richard (w/a)
Mr. R. B. McGehee (w/o)
Mr. T. B. Conner (w/o)
Mr. G. B. Taylor (w/o)

Mr. Richard C. DeYoung, Director (w/a)
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