



ENTERGY

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November 11, 1992

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U.S. Nuclear Regulatory Commission
Mail Station P1-137
Washington, D.C. 20555

Attention: Document Control Desk

Subject: Grand Gulf Nuclear Station
Unit 1
Docket No. 50-416
License No. NPF-29
Special Report 92-007
Invalid Failure of Emergency Diesel Generator 11 Due
to Start Light Not Illuminating upon Start

GNRO-92/00135

On October 13, 1992, Operations personnel prepared to perform a functional test of Emergency Diesel Generator (EDG) 11 in accordance with Surveillance Procedure 06-OP-1P75-M-0001.

Section 5.2.8.a of the above procedure requires the local operator to verify the EDG starts and accelerates to at least 441 RPM within ten seconds. The local operator uses a stopwatch to time the interval between the illumination of the red START SIGNAL indicating light and the local tachometer indicating the desired value.

The EDG was started in accordance with the above procedure and achieved rated RPM. However the START SIGNAL indicating light did not illuminate upon start of the EDG. Therefore the local operator was unable to verify EDG acceleration as required by procedure.

Prior to a load attempt, EDG 11 was manually shutdown to determine the cause of the condition. A troubleshooting work order was initiated to investigate the cause of the light not illuminating.

The start light circuit is parallel to a relay which sends a signal to the General Electric Transient Analysis Recorder System (GETARS). During the start, GETARS received its normal signal; this gave technicians reasonable assurance that the upstream pressure switch 1P75N094A was operating properly. Technicians also checked the light socket.

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During troubleshooting, no abnormal conditions were identified. It is believed that the bulb which was installed at the time of the start was blown and was subsequently changed. There were indications at the local panel that several light bulbs had been changed.

Following the investigation, a simulated EDG run was performed. The start light illuminated as designed. On October 15, 1992, the EDG 11 functional test was successfully completed.

EDG 11 was intentionally shut down for an abnormal condition which would not have ultimately resulted in EDG damage or failure. This condition would not have rendered the EDG incapable of performing its intended safety function. Therefore this occurrence is considered an invalid failure of the EDG unit.

Yours truly,

WTC/RR/

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cc:

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