



Commonwealth Edison
Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450
Telephone 815/942-2920

SSB

June 15, 1979

BBS Ltr #79-485

James G. Keppler, Regional Director
Directorate of Regulatory Operations - Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Reportable Occurrence Report #79-039/03L-0, Docket #050-237 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.2.(b), conditions leading to operation in a degraded mode permitted by a limiting condition for operation or plant shutdown required by a limiting condition for operation.

for *Arthur M. Roberts*
B.B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:gp

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
File/NRC

7906220365

JUN 19 1979

A002
5/11

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CONT

0	1
7	8

REPORT SOURCE

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

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES. (10)

SYSTEM CODE C B		CAUSE CODE A		CAUSE SUBCODE A		COMPONENT CODE C K T B R K						COMP. SUBCODE E		VALVE SUBCODE Z	
7 8		9 10		11 12		13 14		15 16		17 18		19 20			
LER/RO REPORT NUMBER 7 9		EVENT YEAR 7 9		SEQUENTIAL REPORT NO. 0 3 9		OCCURRENCE CODE 0 3		REPORT TYPE L		REVISION NO. 0					
21 22		23 24		25 26		27 28		29 30		31 32					
ACTION TAKEN X		FUTURE ACTION X		EFFECT ON PLANT B		SHUTDOWN METHOD Z		HOURS 0 0 0 0		ATTACHMENT SUBMITTED N		NPRD-4 FORM SUB. N		PRIME COMP. SUPPLIER A	
33 34		35 36		37 38		39 40		41 42		43 44		45 46		47 48	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

7	8	9											80	
FACILITY STATUS			% POWER			OTHER STATUS (30)			METHOD OF DISCOVERY			DISCOVERY DESCRIPTION (32)		
1	5	E (28)	0	9	6 (29)	NA			B (31)	Operator observation				
7	8	9	10	11	12	13	14	15	16	17	18	19	20	

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

1		2		3		4		5		6		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		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		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		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	

2		0		PUBLICITY		ISSUED		DESCRIPTION		45		NRC USE ONLY									
7	8	9	10	NA																	

NRC USE ONLY

NAME OF PREPARER

Atif A. Ammar

PHONE: _____ 421



Commonwealth Edison
Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450
Telephone 815/942-2920

DSB

June 12, 1979

BBS LTR #79-472

James G. Keppler, Regional Director
Directorate of Regulatory Operations - Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Reportable Occurrence Report #79-034/01T-0, Docket #050-237 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.1.(b), operation of the unit or affected systems when any parameter or operation subject to a limiting condition is less conservative than the least conservative aspect of the limiting condition for operation established in the technical specifications.

for Arthur M. Roberts
B.B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:lbg

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
File/NRC

79 06 200 370

JUN 15 1979

A002
5/1

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

X-421

ATTACHMENT TO LICENSEE EVENT REPORT 79-034/01T-0

COMMONWEALTH EDISON COMPANY (CWE)

DRESDEN UNIT ILDRS2

DOCKET # 050-237

On 5/24/79 with both Units 2 and 3 in steady state operation, the U 2/3 D/G failed to start during a test to prove operability subsequent to finding a LPCI injection valve inoperable. It was observed that the lower bendix gear butted tooth to tooth with the ring gear ie failed to engage. A second start immediately following the failure was successful. Tests performed by maintenance personnel could not repeat the gear abutment. However, on 5/30/79, a similar event occurred when U2/3 D/G failed to start during an operability test following a failure of the U2 D/G to properly shutdown (R.O. #79-37/03L-0). U3 was immediately proven operable and an orderly shutdown of Unit 2 commenced. The safety significance of this event was minimized since offsite power was available at all times.

Both events were caused by the failure to engage of the lower air start bendix gear. Following the first failure on 5/24/79, 2/3 D/G was successfully started three times. The failure could not be duplicated. After the second failure, the lower air start motor was replaced. It was taken apart and inspected, but no abnormality could be found.

Failures of these motors to engage has occurred in the past. As a result of these earlier failures the station contacted the vendor to seek a corrective action to prevent recurrence of the air start motors failing to engage.

As a result of that investigation, a modification is pending to the air start circuitry to add a multiple start feature.

The modified system will function by making several attempts at air start motor engagement, before the starting sequence is locked out. The present system only allows one attempt before the start circuitry locks out on "Failure To Start". Installation of the modification will be completed as soon as all parts are available. The frequency of operability testing for the 2/3 DG has been increased to weekly for one month to assure proper operation. In addition, after each start of the diesel for surveillance testing and until the air start modification is complete, proper alignment of the air start pinions is being verified in accordance with an approved station procedure.