

*Central file*

# INDIANA & MICHIGAN POWER COMPANY

P. O. BOX 18  
BOWLING GREEN STATION  
NEW YORK, N. Y. 10004

November 5, 1979  
AEP:NRC:00283

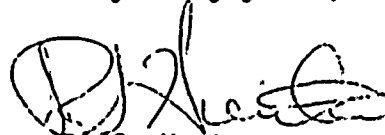
Donald C. Cook Nuclear Plant Unit Nos. 1 and 2  
Docket Nos. 50-315 and 50-316  
License Nos. DPR-58 and DPR-74  
IE Bulletin No. 79-23

Mr. James G. Keppler, Director  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
Region III  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Dear Mr. Keppler:

This letter and its attachment respond to your letter of September 12, 1979 which we received on September 18, 1979 and which transmitted to us IE Bulletin No. 79-23 entitled "Potential Failure of Emergency Diesel Generator Field Exciter Transformer."

Very truly yours,

  
R. S. Hunter  
Vice President

cc: USNRC, Office of I & E - Washington, D.C. 20555  
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Mr. James G. Keppler, Director

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DC-N-6015.3.1  
AEP:NRC:00283

ATTACHMENT TO  
AEP:NRC:00283

Our response is given below for each of the two action items contained in the Bulletin.

RESPONSE TO ACTION ITEM 1:

The potential transformers connected to the diesel generator and to the diesel generator busses are connected grounded wye primary and grounded wye secondary. The diesel generator is connected wye and is grounded through a low impedance fault limiting resistor. The neutrals of the diesel generator and the potential transformers are connected together, which is acceptable since no low impedance path for triple harmonics exists. Since the present neutral connection system is acceptable, no corrective actions are necessary.

RESPONSE TO ACTION ITEM 2:

The Unit 2 AB and CD diesel generators were operated for 2 hours at 3850 KW and at least 22 hours at 3500 KW as part of the pre-operational testing prior to Unit 2 startup. 3850 KW is the 2000 hour rating and 3500 KW is the continuous rating of these diesel generators. The tests were completed on January 30, 1978 for the Unit 2 AB diesel and January 14, 1978 for the Unit 2 CD diesel. Operation of the engine and generator cooling system was acceptable. The units were loaded by paralleling with the auxiliary bus and the resulting voltages and frequencies were within acceptable limits.

The Unit 1 AB and CD diesel engines are identical to the Unit 2 AB and CD diesel engines. The Unit 1 AB and CD diesel engines have not been test operated above their rated load of 3500 KW. The most recent maintenance verification operational tests were for a period of at least 24 hours. A minimum of 4 hours of the test interval was at rated load and for the remainder of the time, the load exceeded half load of 1750 KW. These engines have demonstrated their ability to perform for long term operation. We will perform the requested 24 hour test of 2 hours at 3850 KW, the 2000 hour rating, and 22 hours at 3500 KW, the continuous rating, during the next refueling outage for Unit 1.