



Commonwealth Edison  
LaSalle County Nuclear Station  
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U. S. Nuclear Regulatory Commission  
Attention: Document Control Desk  
Washington, D. C. 10555

This special report is submitted in accordance with LaSalle Unit 2 Operating License NPF-18, Appendix A, and Technical Specifications 4.8.1.1.3 and 6.6.c regarding the Unit 2 Diesel Generator (E22.2E22-S001), manufactured by the Electro-Motive Division of General Motors Corporation.

On December 21, 1994, with LaSalle Unit 2 at 100% power, the Unit 2B HPCS Diesel Generator (DG) was being operated per LaSalle Operating Surveillance LOS-DG-M3, "1B(2B) Diesel Generator Operability Test", following a modification associated with the engine's governor. After the engine had reached its rated speed (900 rpm), the Nuclear Station Operator (NSO) began to adjust the speed of the engine's governor to obtain the required frequency to allow engine synchronization to the grid. When these adjustments were made, it was noted by the NSO that the speed of the governor reacted opposite of the given signal (a raise demand signal resulted in actual lowering of speed). This abnormal operation also occurred using the local engine controls in the Diesel Room. The 2B DG was then shutdown for further investigation by System Engineering and Electrical Maintenance Personnel. This failure was not a valid failure in accordance with Regulatory Guide 1.108 and Technical Specification 4.8.1.1.3.

The abnormal operation of the 2B DG governor was caused by a design error made on the governor synchronizing motor during the engine construction period. The investigation of this event revealed that the synchronizing motor for the 2B DG Governor was incorrectly wired during original installation in the 1980's. The wiring problem was corrected at that time by reversing leads in the connector, and the appropriate drawings were revised. This wiring change allowed the synchronizing motor to operate properly.

In December 1994, the synchronizing motor was replaced for the first time since original installation. There was no documentation available to alert the station to the fact that a wiring change would be needed during replacement of the synchronizing motor. The synchronizing motor external circuit has now been modified and drawings are being updated accordingly. On December 22, 1994, the 2B DG was successfully operated in accordance with LOS-DG M3 and declared operable.

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Station Manager  
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DJR/CTK/lja

cc: NRC Region III Administrator  
NRC Senior Resident Inspector  
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