

LICENSEE EVENT REPORT

CONTROL BL

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(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE
NAME

LICENSE NUMBER

LICENSE
TYPE

EVENT
TYPE

01 I L D R S 2 0 0 -- 0 0 0 0 0 0 - 0 0 4 1 1 1 1 0 3

01 CONT 57 58 59 60 61 66 69 74 75 80

EVENT DESCRIPTION

02 DURING A MONTHLY SURVEILLANCE TEST PRIOR TO UNIT STARTUP, THE UNIT 2/3 DIESEL
03 GENERATOR FAILED TO START ON THE FIRST ATTEMPT. THE UNIT-2 AND UNIT-3 DIESELS WERE
04 AVAILABLE AND OPERABLE. THE UNIT 2/3 DIESEL WAS SUCCESSFULLY STARTED IMMEDIATELY FOL-
05 LOWING THE FAILURE, AND STARTED TWICE CONSECUTIVELY THE FOLLOWING DAY. THE UNIT 2/3 DIE-
06 SEL HAS STARTED NORMALLY ON ELEVEN SUBSEQUENT OCCASIONS. (50-237/1976-33)

07 E E E ENGINE A W O 9 7 N

CAUSE DESCRIPTION

08 THE CAUSE OF FAILURE COULD NOT BE DETERMINED. AN OPERATOR WHO WAS PRESENT AT
09 THE TIME OF FAILURE REPORTED THAT THE DIESEL DID NOT TURN OVER, WHICH INDICATED
10 A PROBLEM IN THE AIR START SYSTEM. ALTHOUGH THE UNIT-2 DIESEL GENERATOR HAS
(SEE ATTACHED SHEET)

11 H 0 0 0 NA B ROUTINE MONTHLY SURVEILLANCE

12 Z Z NA NA

PERSONNEL EXPOSURES

13 0 0 0 Z NA

PERSONNEL INJURIES

14 0 0 0 NA

OFFSITE CONSEQUENCES

15 NA

LOSS OR DAMAGE TO FACILITY

16 Z NA

PUBLICITY

17 NA

ADDITIONAL FACTORS

18 NA

19

NAME: J. B. MARTIN

PHONE: EXT. 421

CAUSE DESCRIPTION (Continued)

experienced numerous air starting difficulties which have since been resolved (see report no. 50-237/1976-39A), no failures of this type have been reported for the Unit 2/3 diesel,

Because of the above-mentioned difficulties with the Unit 2 diesel, the air start motor pinion gears of the Unit 2/3 diesel were examined for signs of burring or abrasion. No defects were evident.

During the last annual inspection, it was found that several carbon steel filter hold-down rods were slightly rusted. The rods were replaced with stainless steel rods, and the diesel was subsequently returned to service. Although the diesel started normally several times following its return to service, it has been postulated that some foreign matter originating from the rusted rods may have temporarily blocked the air start solenoid before being discharged from the system. The fact that the diesel has started normally eleven times since the failure lends credence to the theory of a momentary blockage such as would be caused by foreign matter in the air line.

In order to help determine the cause of failure in the event of a recurrence, the operator in the diesel generator room will use a sequential-event checklist for each start. This checklist will allow operating personnel to more readily identify the cause of failure should the problem recur. The diesel generator, rated at 2500 KW, 4160V, and 900 RPM, was supplied by Western Engine Co. and was manufactured by the Electromotive Division, General Motors Corp.



Commonwealth Edison

Dresden Nuclear Power Station

R.R. #1

Morris, Illinois 60450

Telephone 815/942-2920

BBS Ltr. #76-474

June 22, 1976

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



Enclosed please find Reportable Occurrence number 50-237/1976-33.
This report is being submitted to your office in accordance with the
Dresden Nuclear Power Station Technical Specifications, Section 6.6.B.

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

BBS:jo

Enclosure

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

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