

## LICENSEE EVENT REPORT

CONTROL B

[PLEASE PRINT ALL REQUIRED INFORMATION.]

LICENSEE NAME					LICENSE NUMBER					LICENSE TYPE					EVENT TYPE					
01	I	L	D	R	S	2	00	-	00	00	00	-	00	4	1	1	1	1	0	3
7	8	9			14	15						25	26				30	31	32	

  

CATEGORY		REPORT TYPE	REPORT SOURCE	DOCKET NUMBER					EVENT DATE					REPORT DATE								
01	CONT		L	L	05	0	-	02	3	7	1	0	2	9	7	6	1	1	2	6	7	6
7	8	57	58	59	60	61				68	69				74	75					80	

[illegible]

02	DURING ROUTINE SURVEILLANCE TESTING, THE UNIT-2 DIESEL GENERATOR	80
03	FAILED TO START TWICE. THE REDUNDANT UNIT 2/3 DIESEL GENERATOR	80
04	WAS IMMEDIATELY VERIFIED TO BE OPERABLE.	80
05	(50-237/1976-64)	80
06		80

SYSTEM CODE: 07 EE  
 CAUSE CODE: E  
 COMPONENT CODE: ENGINE  
 PRIME COMPONENT SUPPLIER: A  
 COMPONENT MANUFACTURER: W290  
 VIOLATION: N

## CAUSE DESCRIPTION

08	THE FAILURE WAS CAUSED BY A MALFUNCTIONING SHUTDOWN SOLENOID ON	80
09	THE DIESEL GOVERNOR. THE SHUTDOWN SOLENOID PLUNGER WAS FOUND TO	80
10	BE OUT OF ADJUSTMENT, WHICH PREVENTED THE SHUTDOWN ROD FROM BEING	80
(SEE ATTACHED SHEET)		80

FACILITY STATUS		% POWER	OTHER STATUS	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION
11	E	095	NA	B	NA

FORM OF ACTIVITY RELEASED		CONTENT OF RELEASE		AMOUNT OF ACTIVITY		LOCATION OF RELEASE	
12	2	2		NA		NA	
7 8	9	10 11		44		45	60

## PERSONNEL EXPOSURES

NUMBER				TYPE	DESCRIPTION
13	0	0	0	Z	NA

## PERSONNEL INJURIES

NUMBER				DESCRIPTION	
1	4	0	0	0	NA

## OFFSITE CONSEQUENCES

[illegible]

## LOSS OR DAMAGE TO FACILITY

TYPE		DESCRIPTION
16	Z	NA

## PUBLICITY

17	NA
7 8 9	

## ADDITIONAL FACTORS

1	8	NA	
7	8	9	80

8304050150 761126  
PDR ADCK 05000237  
S PDR

19 7 8 9 PDR ADUCK 05000237 S PDR

NAME: J. B. MARTIN

PHONE: EXT. 421

CAUSE DESCRIPTION (Continued)

picked up. The shutdown solenoid consequently remained de-energized, precluding the start-up of the diesel.

As a result of a similar failure of the Unit-3 diesel in December, 1975, (R.O. report no. 50-249/1975-47), a maintenance procedure was revised to ensure that the tightness of the shutdown rod locknut was checked during each six-month inspection. In order to check the tightness of the locknut, the shutdown latch knob must be removed. It has now been determined that the removal of the latch knob will disturb a setscrew adjustment, which in turn may allow the shutdown rod to vibrate out of adjustment. The Unit-2 failure is believed to be directly related to the procedure change described above. The Unit-3 diesel failure in 1975, the only other incident of this type, is considered to have been an isolated occurrence.

The shutdown solenoid was inspected and readjusted by a vendor representative, and the Unit-2 diesel was successfully tested and returned to service. As soon as practicable, the Unit 2/3 and Unit-3 diesel governor shutdown solenoids will be inspected and, as necessary, readjusted by vendor personnel. The above-mentioned locknut tightness check has been deleted from the six-month inspection procedure to ensure that the shutdown solenoid adjustment remains unchanged. Proper adjustment of the solenoid by means of the existing locknuts and setscrews will preclude failures resulting from operational vibration. The solenoid is a "de-energize-to-shutdown" type as used on model UG-8 governors manufactured by the Woodward Governor Co.



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BBS Ltr. #76-82

November 26, 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 report number 50-237/1976-64.  
This report is being submitted to your office in accordance with the Dresden  
Nuclear Power Station Technical Specifications, Section 6.6.B.

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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