



**Commonwealth Edison**

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BBS Ltr. #378-75

Dresden Nuclear Power Station

R. R. #1

Morris, Illinois 60450

June 18, 1975

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



SUBJECT: REPORT OF ABNORMAL OCCURRENCE PER SECTION 6.6.A OF THE TECHNICAL SPECIFICATIONS  
FAILURE OF THE UNIT-2 DIESEL GENERATOR TO START

- References: 1) Regulatory Guide 1.16 Rev. 1 Appendix A
- 2) Notification of Region III of U. S. Nuclear Regulatory Commission  
Telephone: Mr. Knopf, 1700 hours on June 12, 1975  
Telegram: Mr. J. Keppler, 1245 hours on June 13, 1975
- 3) Drawing Number M173
- 4) Letter from B. B. Stephenson to J. G. Keppler on June 13, 1975  
(Report No. 50-237/1975-37)

Report Number: 50-237/1975-39

Report Date: June 18, 1975

Occurrence Date: June 12, 1975

Facility: Dresden Nuclear Power Station, Morris, Illinois

IDENTIFICATION OF OCCURRENCE

The Unit-2 diesel generator failed to start during a surveillance run.

CONDITIONS PRIOR TO OCCURRENCE

Unit-2 was at a steady-state power level of 1127 MWt and 346 MWe.

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Inquiry

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DESCRIPTION OF OCCURRENCE

At approximately 0119 hours on June 12, 1975 the Unit-2 diesel generator failed to start twice in the four times it was tested.

DESIGNATION OF APPARENT CAUSE OF OCCURRENCE

The exact cause for the Unit-2 diesel generator starting failures is not known at this time. Several attempts were made to locate the source of the failures with a factory representative on hand. Problems have been encountered with the air start motors; consequently, they have been closely observed during numerous start-up tests.

One possible cause of failure is the time delay relay (TD-2) which trips the diesel if it has not attained 200 rpm within 15 seconds. Although this relay has functioned properly during testing, an intermittent failure could account for the starting problems.

Another problem with the diesel has been high crankcase pressure trips during testing. A factory representative has attributed this high pressure to the numerous starts and low-load runs conducted while attempting to locate the starting problems. Loose gaskets on the top deck covers were found to be causing the trips. Although high crankcase pressure is not a reportable incident, there is no doubt that excessive starting of the diesel generator should be avoided. In any event, the proper personnel will be on hand during normal surveillance runs to evaluate any further problems.

ANALYSIS OF OCCURRENCE

The Unit 2/3 diesel generator, LPCI, and Core Spray were immediately determined to be operable as required in the Technical Specifications. The health and safety of the public were not jeopardized by this occurrence.

CORRECTIVE ACTION

This incident is a recurrence of a previously reported problem (Report No. 50-237/1975-37) and is still under investigation.

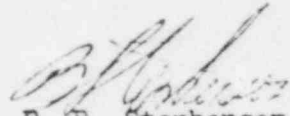
When the cause has been determined, suitable action will be taken and a follow-up letter submitted.

FAILURE DATA

The Unit-2 diesel generator has had several recent starting failures of a similar nature. Previous failures occurred on June 4, 1975 (Report No. 50-237/1975-37), April 15, 1975 (Report No. 50-237/1975-26), and on March 17, 1975 (Report No. 50-237/1975-16).

June 20, 1975

The diesel generator was manufactured by Electro-Motive Division, General Motors Corporation. It is rated at 2500 KW, 4160 V and 900 RPM.

  
B. B. Stephenson  
Superintendent

BBS:JEM:smp

File/NRC