

**LICENSEE EVENT REPORT (LER)**

FACILITY NAME (1) Zion Station Unit 2										DOCKET NUMBER (2) 0   5   0   0   0   3   0   4										PAGE (3) 1 OF 0   2	
TITLE (4) 2B Diesel Generator Trip																					
EVENT DATE (5)				LER NUMBER (6)				REPORT DATE (7)				OTHER FACILITIES INVOLVED (8)									
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES								DOCKET NUMBER (9)				
0	1	1	5	8	5	0	0	1	0   1   0   7   1   7   8   5								0   5   0   0   0				
OPERATING MODE (5)				THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 5. (Check one or more of the following) (11)																	
1				20.402(a)				20.403(a)				20.73(a)(2)(iv)				73.71(a)					
POWER LEVEL (10)				20.403(a)(1)(i)				20.403(a)(1)(i)				20.73(a)(2)(iv)				73.71(a)					
01919				20.403(a)(1)(ii)				20.403(a)(2)				20.73(a)(2)(iv)				OTHER (Specify in Abstract below and in Text, NRC Form 886A)					
				20.403(a)(1)(iii)				20.73(a)(2)(i)				20.73(a)(2)(v)(I)									
				20.403(a)(1)(iv)				20.73(a)(2)(ii)				20.73(a)(2)(v)(II)									
				20.403(a)(1)(v)				20.73(a)(2)(iii)				20.73(a)(2)(v)(III)									
				20.403(a)(1)(vi)				20.73(a)(2)(iv)				20.73(a)(2)(v)(IV)									
LICENSEE CONTACT FOR THIS LER (12)																					
NAME										TELEPHONE NUMBER											
Michael W. Krysiak										AREA CODE 3   1   2 7   4   6   - 2   0   8   4											
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																					
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC		
X	E	K	D	G	1	C	6	3	4	No											
SUPPLEMENTAL REPORT EXPECTED (14)										EXPECTED SUBMISSION DATE (15)											
YES (If yes, complete expected submission date):										MONTH DAY YEAR											
X NO																					

[illegible]

On January 15, 1985 while testing 2B diesel generator for an "O" diesel generator out of service, 2B diesel generator accelerated to rated speed and voltage, then tripped. Investigations to this date have not determined the cause of the engine trip. 2B diesel generator was returned to service and proven operable.

8507260423 850717  
PDR ADOCK 050000304  
B PDR

1622  
1623

## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

APPROVED OMB NO. 3150-0104

EXPIRES: 8/31/85

FACILITY NAME (1):	DOCKET NUMBER (2):	LER NUMBER (6):			PAGE (3):	
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
Zion Station, Unit 2	0 5 0 0 0 3 0 4 8 5 -	0 0 1 -	0 1	0 2	OF	0 2

TEXT (If more space is required, use additional NRC Form 305A's) (17)

On January 15, 1985 Zion Station Unit 2 was at 99% power. Off-site power was verified. "O" diesel generator was out of service for repairs and PT-11, "Diesel Generator Operability Test", was completed on 2A diesel generator at 0425 hrs. At 0431 hrs while starting 2B diesel generator per PT-11, the engine accelerated to rated speed and voltage, then tripped. A GSEP Unusual Event was declared since 2 of 3 emergency diesel generators were inoperable. All necessary notifications were made.

Initial investigation of 2B diesel generator revealed a "Loss of DC" alarm on the engine control panel. The DC fuses were checked and found normal. The incomplete sequence pushbutton was then actuated and the "Loss of DC" alarm cleared.

2B diesel generator was started locally, performed normally, and was shutdown. 2B diesel generator was then started and loaded from the control room, per PT-11 at 0456 hrs. The diesel generator performed satisfactorily. The PT-11 on 2B diesel generator was completed at 0615 hrs. and the GSEP Unusual Event was secured.

The 62 CLX relay, a suspect timing relay, was tested. The relay's calibration was checked and found within tolerance.

The engine control relays that could cause this type of engine trip were observed working properly during all trouble shooting starts and the next 8 PT-11 tests. This failure is believed to be caused by non-repeatable spurious relay actuation caused by a loose connection or loose relay terminal that was tightened or moved during the troubleshooting manipulation to the control system.

This is the first known failure of this type and the exact cause is unknown. There have been 72 successful PT-11 tests since this engine trip without a failure with the same indications.

No further corrective actions are necessary.



**Commonwealth Edison**  
Zion Generating Station  
Shiloh Blvd. & Lake Michigan  
Zion, Illinois 60099  
Telephone 312/746-2084

July 17, 1985

U. S. Nuclear Regulatory Commission  
Document Control Desk  
Washington, DC 20555

References: 10CFR50

Dear Sir:

The enclosed Licensee Event Report from Zion Generating Station is being transmitted to you as an update to the original, revision 0.

This report is number 85-001-01, Docket No. 50-304/DPR-48.

Very truly yours,

K. L. Graesser  
Station Manager  
Zion Generating Station

KLG/rmm

Enclosure: Licensee Event Report No. 85-001-01

Attachment

cc: J. G. Keppler, NRC Region III Administrator  
M. Holzmer, NRC Resident Inspector  
INPO Record Center  
CECo Distribution List

IE22  
1/1