



Commonwealth Edison

One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690

AMB

August 22, 1985

Mr. James G. Keppler
Regional Administrator
U. S. Nuclear Regulatory Commission
Region III
799 Roosevelt Road
Glen Ellyn, IL 60137

Subject: Braidwood Station Units 1 and 2
10 CFR 50.55(e) No. 85-06 Interim 30-day Report
Failure of Diesel Generators to Sustain Adequate Prime
NRC Docket Nos. 50-456/457

Dear Mr. Keppler:

On July 23, 1985, Commonwealth Edison Company notified your office of a potential deficiency reportable pursuant to 10 CFR 50.55(e) regarding 1A and 1B diesel generators' failure to sustain adequate prime during testing at our Braidwood Station. This letter provides additional information concerning this matter and serves as an interim 30-day report until our investigations are complete.

As has been discussed with Messrs. W. Little, D. Williams, M. Farber and A. Dunlop of your office, Commonwealth Edison has been investigating the diesel engine prime problem for some time. However, since mid April 1985, human factors modifications to the Main Control Board and additional work in the Diesel Room have precluded further investigation of the problem.

On May 17, 1985 a temporary sight glass was installed on a check valve upstream of the shaft driven transfer pump in an attempt to further identify the cause of the problem. Until recently this check valve was the prime suspect in our search of a cause.

We have been in close contact with our Byron station since this problem arose. Byron had experienced priming problems in late 1984 but had resolved them by stopping air leaks in the fuel system which had occurred following modifications. Since that time, the Byron diesels have started properly. Recently, we have determined that there is a small difference between Byron and Braidwood in the field routing of the fuel header/injection pumps return line to the day tank.

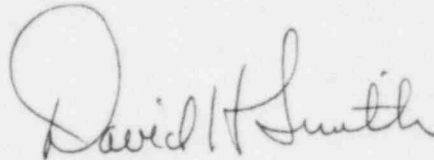
Each of these items will be investigated as a possible cause of the fuel priming problems. In addition, Cooper/Bessemer has proposed a modification to the fuel oil system. This design change is being reviewed.

8509030123 850822
PDR ADOCK 05000456
S PDR

AUG 26 1985 IE27 40

Until the diesels are ready to be operated, we are unable to complete our investigation. We expect to provide additional information within 60 days.

Very truly yours,

A handwritten signature in dark ink, appearing to read "David H. Smith". The signature is fluid and cursive, with a large initial "D".

for A. D. Miosi
Nuclear Licensing Administrator

/klj

cc: NRC Resident Inspector - Braidwood

Director of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

0543K