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Zion Generating Station  
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Zion, IL 60099-2797  
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November 13, 1996

U. S. Nuclear Regulatory Commission  
Document Control Desk  
Washington, DC 20555-0001

Subject: 0B Diesel Driven Fire Pump Inoperable Greater than Seven Days  
Zion Nuclear Power Station Unit 1 and Unit 2  
NRC Docket No. 50-295  
NRC Docket No. 50-304

The enclosed Special Report is being submitted to you pursuant to Zion's Administrative Technical Specifications Section 3.21.2.B, which requires submittal of a special report within thirty days.

Sincerely,

G. K. Schwartz  
Station Manager  
Zion Station

Enclosure: Special Report for Inoperability of the 0B Diesel Driven Fire Pump

cc: A. B. Beach - Region III Administrator  
R. A. Westberg - Interim Zion Senior Resident Inspector  
Office of Nuclear Safety - IDNS  
ComEd Document Control Desk - Licensing

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## Enclosure

### Zion Station Special Report

This report is submitted pursuant to the requirements of Administrative Technical Requirement 3.21.2.B.

On October 10, 1996, the 0B Diesel Driven Fire Pump was declared inoperable due to a battery voltage that was less than 24 volts, operating rounds require the battery voltage to be greater than 24 volts. The battery voltage had settled at approximately 24 volts due to the power supplies for the battery chargers losing power during scheduled work on BUS 249. Power to the chargers was restored on October 16, 1996 and Electrical Maintenance (EM) was requested to perform PT-32 (Containment Spray/Fire Pump Battery Record - Monthly Quarterly Equalize Charge For Fire Pump Batteries) to restore the 0B Diesel Driven Fire Pump to operable. Following the performance of PT-32 on October 17, 1996, it was identified that the specific gravities for all cells of the batteries were out the required acceptance criteria low. Operating was directed to place both battery banks on equalize charge in an attempt to bring the specific gravities up to specifications. Reperformance of the PT-32 on October 18, 1996, found that the specific gravity readings for all the battery bank 1 cells had returned to normal except cell 12 and battery bank 2 all remained out of specification low. Following these results, it was decided by the Electrical System Engineering Group to replace both banks of batteries. Currently both battery banks have been replaced and EM's and Operating are in the process of restoring the 0B Diesel Fire Pump to service.

During the period of October 10, 1996 to present, while the 0B Diesel Driven Fire Pump was unavailable, normal fire protection water was provided by the station service water booster pumps. In the event that fire protection water system fails to maintain adequate pressure backup, supplies will be available in the following sequence:

1. Service Water Booster Pump (normal primary source);
2. 0A Motor Driven Fire Pump;
3. 0B Diesel Driven Fire Pump (unavailable); and
4. Service Water Pumps via check valve 0SW-0008.

The 0A Motor Driven Fire Pump and the Service Water Booster Pumps were available during this event. Alternate means of fire suppression include station fire fighting teams equipped with fire extinguishers and CO<sub>2</sub> carts, and fire hydrants located by the west side of the West Service Building and by the East Training Building. These hydrants are supplied by the City of Zion Fire Water System and are completely independent of Zion Station's Fire Suppression System.

Based on the above considerations, the backup systems are adequate to provide for loss of 0B Diesel Driven Fire Pump. As a result, no special procedures or additional equipment are required.

## ZION SPECIAL REPORT DISTRIBUTION LIST

cc: Station Manager  
Site Engineering Manager  
Operating Manager  
Administrative Operating Engineer  
Fire Marshal  
Regulatory Assurance Supervisor  
Regulatory Services Manager  
Nuclear Licensing Administrator  
Site Quality Verification Director  
Regulatory Assurance File  
Master File