



Commonwealth Edison
Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450
Telephone 815/942-2920

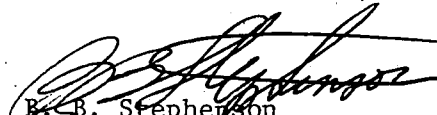
DSB

22 May, 71979

BBS LTR #79-413

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

Reportable Occurrence Report #79-024/03L-0, Docket #050-237 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.2.(b), conditions leading to operation in a degraded mode permitted by a limiting condition for operation or plant shutdown required by a limiting condition for operation.


E. B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:lbg

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
File/NRC

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MAY 29 1979

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Commonwealth Edison

DEVIATION REPORT

DVR NO. _____
 STA UNIT YEAR NO.
 D - 12 - 2 - 79 - 43

PART 1 TITLE OF DEVIATION: Monthly surveillance of U-2 diesel generator
 OCCURRED DATE: 0155 4-24-79 TIME

SYSTEM AFFECTED: 6600 Diesel Generator System
 PLANT CONDITIONS: MODE S/D PWR(MWT) - LOAD(MWE) -
 TESTING: YES NO

DESCRIPTION OF EVENT: Upper starting motor pinion gear failed to engage while performing DOS 6600-1

DESCRIPTION OF CAUSE: Unknown at this time.

OTHER APPLICABLE INFORMATION: On second start, upper starting motor pinion gear was slow to engage

EQUIPMENT FAILURE: YES NO
 DR NO. N/A WR NO. 2966
 RESPONSIBLE SUPERVISOR: R. Holman DATE: 4-24-79

PART 2 OPERATING ENGINEERS COMMENTS: Minimal safety significance. Mode switch in shutdown and 2/3 redundant D/G operable.

TYPE OF DEVIATION REPORTABLE OCCURRENCE <input type="checkbox"/> 14 DAY <input type="checkbox"/> 10CFR21 <input checked="" type="checkbox"/> 30 DAY NOTIFICATION 6.6.B.2.b	EVENT OF POTENTIAL PUBLIC INTEREST <input type="checkbox"/>	TECH SPEC VIOLATION <input type="checkbox"/>	NON-REPORTABLE OCCURRENCE <input type="checkbox"/>	ANNUAL REPORTING YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	SAFETY-RELATED WR ISSUED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
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REPORTABLE OCCURRENCE NUMBER 79-24-03L-0	ACTION ITEM NO. N/A	PROMPT ON-SITE NOTIFICATION B. B. Stephenson 5/11/79 TITLE DATE TIME _____ DATE _____ TIME _____
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24-HOUR NRC NOTIFICATION <input type="checkbox"/> TPH N/A REGION III DATE TIME <input type="checkbox"/> TGM N/A REGION III & DOL DATE TIME	PROMPT OFF-SITE NOTIFICATION F. A. Palmer 5-11-79 11:09 TITLE DATE TIME J. R. Gilliom 5-11-79 11:09 TITLE DATE TIME
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RESPONSIBLE COMPANY OFFICER INFORMED OF 10CFR21 CONDITIONS AND THEIR REPORT TO NRC _____ TITLE DATE TIME

REVIEW AND COMPLETED: John W. Wujciga 4/25/79
 OPERATING ENGINEER DATE

ACCEPTANCE BY STATION REVIEW AS REQUIRED: _____
 DATE: 5/23/79
 RESOLUTION APPROVED AND AUTHORIZED FOR DISTRIBUTION: _____
 STATION SUPERINTENDENT DATE: 5/23/79

LICENSEE EVENT REPORT

CONTROL BLOCK:

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 I L D R S 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5

CON'T REPORT SOURCE L 0 5 0 0 0 2 3 7 7 0 4 2 4 7 9 8 0 5 2 4 7 9 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

02 While Unit 2 was shutdown for refueling, U2 D/G failed to start during normal surveil-
03 lance. When upper bendix gear did not engage. Subsequent starts were successful.
04 Since Unit 2 was shutdown, safety significance of this event is minimal. Recent
05 failure to start reported in RO #78-50, 79-14, 79-22/50-237. These failures appear
06 to have resulted from same cause.

09 SYSTEM CODE EE 11 CAUSE CODE A 12 CAUSE SUBCODE C 13 COMPONENT CODE M O T O R X 14 COMP. SUBCODE X 15 VALVE SUBCODE Z 16

17 LER/RO REPORT NUMBER 7 9 21 22 23 24 26 27 28 29 30 31 32 33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

10 Air lines to upper air start motor were found to be reversed. Air start motor re-
11 placed and air lines be properly routed. Maintenance personnel were instructed of
12 error. Diagram of proper air line routing will be added to maintenance procedure for
13 air start motor replacement.

15 FACILITY STATUS H 28 % POWER 0 0 0 29 OTHER STATUS N/A 30 METHOD OF DISCOVERY B 31 DISCOVERY DESCRIPTION N/A 32

16 ACTIVITY CONTENT Z 33 Z 34 AMOUNT OF ACTIVITY N/A 35 LOCATION OF RELEASE N/A 36

17 PERSONNEL EXPOSURES 0 0 0 37 Z 38 DESCRIPTION N/A 39

18 PERSONNEL INJURIES 0 0 0 40 DESCRIPTION N/A 41

19 LOSS OF OR DAMAGE TO FACILITY Z 42 DESCRIPTION N/A 43

20 PUBLICITY N 44 DESCRIPTION N/A 45

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