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Address Reply to: Post Office Box 767
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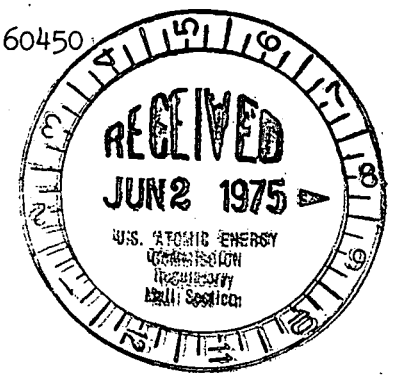
BBS Ltr. #324-75

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
May 23, 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

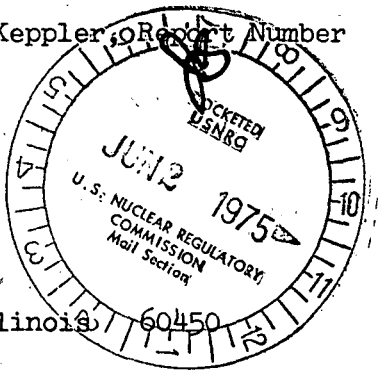
SUBJECT: REPORT OF ABNORMAL OCCURRENCE PER SECTION 6.6.A OF THE TECHNICAL SPECIFICATIONS
U-2 DIESEL GENERATOR STARTING AIR MOTOR FAILURE

References: 1) Regulatory Guide 1.16 Rev. 1 Appendix A

2) Notification of Region III of U. S. Nuclear Regulatory Commission
Telephone: P. Johnson, 1050 hours on May 16, 1975
Telegram: J. Keppler, May 16, 1975

3) Drawing Number M173

4) Letter from B. B. Stephenson to J. Keppler, Report Number 50-237/1975-16



Report Number: 50-237/1975-26

Report Date: May 23, 1975

Occurrence Date: April 15, 1975

Facility: Dresden Nuclear Power Station, Morris, Illinois

IDENTIFICATION OF OCCURRENCE

The Unit-2 diesel generator starting air motors failed to start the diesel engine. This failure represents a condition which could have prevented the intended function of an engineered safety feature system. This incident was not reported initially as the diesel-generator was out of service for unrelated repairs. Subsequent review resulted in declaring it a reportable occurrence.

CONDITIONS PRIOR TO OCCURRENCE

Unit-2 was in the cold shutdown mode during an extended refueling outage.

5943

MAY 27 1975

DESCRIPTION OF OCCURRENCE

On April 15, 1975 the Unit-2 diesel generator starting air motor failed to start the diesel while attempting to return it to service following repairs to the field flashing circuit.

DESIGNATION OF APPARENT CAUSE OF OCCURRENCE (Component Failure)

The diesel generator failure resulted when the air start motors' pinion gears jammed against the teeth of the ring gear preventing proper engagement. A representative from Ingersoll-Rand investigated the problem and concluded that the pilot air pressure used to engage the pinion gears and the ring gear is too high, causing the teeth to jam occasionally.

ANALYSIS OF OCCURRENCE

Unit-2 was in a refueling outage and no work was being done that had potential for draining the core. Therefore, the health and safety of the public were not jeopardized by this occurrence.

CORRECTIVE ACTION

A modification has been suggested by Ingersoll-Rand which involves regulating the pilot air pressure to approximately 80 psig. This will cause the pinion gears to engage more slowly, allowing them to mesh properly. Initiation of this modification is contingent upon a detailed recommendation from Ingersoll-Rand which is expected soon.

FAILURE DATA

This same problem occurred on Unit 2 diesel generator in March of 1975 (No. 50-237/1975-16). At that time, the air start motors were believed to be defective and were returned to the factory. The air start motors are manufactured by Ingersoll-Rand and are rated 247 hp at 200 psi.

B. B. Stephenson
Superintendent

BBS:smp

File/NRC