

LICENSEE EVENT REPORT

DATE-PREVIOUS REPORT

DATE 12/15/77

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
8 9 14 15 25 26 30 57 CAT 58

CON'T
 01 | REPORT SOURCE | L | 0 | 5 | 0 | 0 | 0 | 2 | 3 | 7 | 1 | 2 | 0 | 2 | 7 | 7 | 8 | 0 | 4 | 2 | 0 | 7 | 8 | 9
60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | While performing operability test on Unit 2 D/G, the engine turned over momentarily
 03 | until air receiver low pressure terminated the starting sequence. Second attempt
 04 | yielded the same result. Fuel oil priming pump and fuel injector control lever were
 05 | then actuated and checked to be normal. The fuel filter was switched to the idle
 06 | filter. Three successive start attempts were successful, even with filter switched to
 07 | the initial one. Safety significance is minimal because off-site power was available.

SYSTEM CODE E E (11)	CAUSE CODE E (12)	CAUSE SUBCODE A (13)	COMPONENT CODE E N G I N E (14)	COMP. SUBCODE Z (15)	VALVE SUBCODE Z (16)
LER/RO REPORT NUMBER 7 7 (17)	EVENT YEAR 7 7 (21)	SHUTDOWN METHOD Z (21)	SEQUENTIAL REPORT NO. 0 7 0 (24)	OCCURRENCE CODE 0 1 (28)	REPORT TYPE X (30)
ACTION TAKEN B (18)	FUTURE ACTION X (19)	EFFECT ON PLANT Z (20)	HOURS 0 0 0 0 (22)	ATTACHMENT SUBMITTED Y (23)	PRIME COMP. SUPPLIER A (25)
				NPRD-4 FORM SUB. Y (24)	COMPONENT MANUFACTURER W 0 9 7 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | Because reason for failure to start was indeterminable at the time, the frequency of
 11 | the diesel generator operability surveillance was increased from monthly to weekly to
 12 | provide additional information concerning diesel generator performance. On 1/3/78,
 13 | the event reoccurred (LER #78-001/03L-0), Docket #050-237 and a loose wire was found
 14 | on terminal 25A5. The wire was tightened. All connections will be checked annually.

FACILITY STATUS H (28)	% POWER 0 0 0 (29)	OTHER STATUS NA (30)	METHOD OF DISCOVERY B (31)	DISCOVERY DESCRIPTION Operability Surveillance (32)
ACTIVITY CONTENT Z (33)	RELEASED OF RELEASE Z (34)	AMOUNT OF ACTIVITY NA (35)	LOCATION OF RELEASE NA (36)	

PERSONNEL EXPOSURES NUMBER 0 0 0 (37)	TYPE Z (38)	DESCRIPTION NA (39)
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PERSONNEL INJURIES NUMBER 0 0 0 (40)	DESCRIPTION NA (41)
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LOSS OF OR DAMAGE TO FACILITY TYPE Z (42)	DESCRIPTION NA (43)
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PUBLICITY ISSUED DESCRIPTION N (44)	DESCRIPTION NA (45)	NRC USE ONLY 	
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GPO 91-7-926

ATTACHMENT TO LICENSEE EVENT REPORT 77-070/01X-1
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT 2 (ILDRS-2)
DOCKET #050-237

While Unit 2 was locked in refuel and Unit 2/3 diesel generator cooling water pump was out of service, an operability surveillance was performed on Unit 2 diesel generator. Both air start motors engaged and the diesel turned over until low pressure on the air receiver terminated the starting sequence. The "Fail to Start" and "Engine start air pressure low or lock out" alarms came up. Apparently the engine did not receive any fuel. Another start attempt failed and yielded the same alarms. Subsequently Unit 2 reactor mode switch was locked in shutdown. Several things were then done before a third starting attempt was made. These were:

- (1) The fuel oil priming pump was momentarily actuated to check fuel oil pressure which was found normal.
- (2) The dual fuel oil filter was switched over to the idle filter.
- (3) The lay shaft lever that controls fuel injector racks was actuated to see if it has been in its normal position during the two unsuccessful start attempts.

After all these, an attempt was made to start the diesel. It started and ran successfully. Several more successive attempts were successfully made, even with the fuel filter switched back to the filter that was initially in service.

The diesel was inoperable for a short period of time, during which off-site power was available and no control rod movement was in progress. Therefore, the safety significance of this event was minimal.

The cause of this failure was indeterminable at the time. The frequency of the diesel generator operability surveillances was subsequently increased from monthly to weekly to provide additional information concerning diesel generator performance.

On January 3, 1978, a similar Reportable Occurrence occurred (LER #78-001/03L-0), Docket #050-237, and a loose wire was found on terminal 25A5 in the local control panel. The loose wire was connected to the governor shutdown solenoid and is believed to have caused both failures. There were three lugs at that terminal, tightened down by a screw. The screw was found to be tight; however, one of the lugs was loose. The screw was not stripped. Apparently it was stuck by improper setup of the lugs. Further investigation revealed that one of the three wires led to an open end. It was then removed from the terminal. Wire tightness will continue to be checked in the annual maintenance inspection.



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April 20, 1978

BBS LTR #443-78

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 Update Report #77-070/01X-1, Docket #050-237 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.1.(b), operation of the unit or affected systems when any parameter or operation subject to a limiting condition is less conservative than the least conservative aspect of the limiting condition for operation established in the technical specifications.

B. B. Stephenson
 B. B. Stephenson
 Station Superintendent
 Dresden Nuclear Power Station

BBS:cac

Enclosure

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

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