

ATTACHMENT TO LICENSEE EVENT REPORT 77-055/03L-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT 2 (ILDRS-2)
DOCKET #050-237

On October 30, 1977, Unit 2/3 diesel generator was taken out of service for a routine surveillance test, in which the turbo-charger was found to be damaged (Reportable occurrence #50-237-77-51). While Mechanical Maintenance was working on the turbo-charger, Electrical Maintenance took the opportunity to replace the coil of the auto start relay. The equipment outage for the relay work was cleared on November 2 before the completion of the turbo-charger maintenance. The functional test on the relay proved relay operability could not be performed at that time. After completion of the turbo-charger maintenance (about 0300 November 2) it was also found that the air start motor was damaged (Reportable occurrence #50-237-77-51), thereby further delaying the relay test until Mechanical Maintenance replaced the air start motor. The inexperienced Electrical Maintenance Foreman responsible for the relay coil replacement was conscientiously concerned about misplacing the work package and did not deliver it to the Shift Engineer when the equipment outage was cleared. The air start motor was replaced shortly afterwards and the operability test on the diesel generator was performed successfully. The diesel generator was then declared operable but the relay functional test had been neglected.

Surveillance tests on the other two diesel units, core spray systems, LPCI and CCSW systems as required by Tech Spec (T.S.4.5.F.1) were performed daily during this maintenance outage. When the diesel generator was declared operable, these surveillance tests were suspended. The following morning (Nov. 3) when the electrician came back, he realized that the relay functional test had not been performed. Consequently, the diesel should not have been declared operable the previous evening. The functional test on the relay was immediately performed and proved to be operable. However, surveillance tests of the containment cooling systems that should have been performed the previous night were overdue.

At the time this event occurred, Unit 2 was in a refueling outage and Unit 3 was at steady-state operation. Safety significance of this event was minimal because both Unit 2 and Unit 3 diesel generators were operable, and also the auto start relay was functioning properly. This is not a repetitive occurrence.

This event was caused by personnel error. The electrical foreman has been instructed to ensure that work packages are delivered to the Shift Engineer when equipment outages are cleared as required by the Quality Assurance Program.

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REGULATORY DOCKET FILE COPY



December 2, 1977

BBS LTR #1122-77

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 "Interim Report" #77-055/03L-0, Docket #050-237 is hereby submitted to your office in accordance with the Dresden Nuclear Power Station Technical Specification 6.6.B.2.(c), observed inadequacies in the implementation of administrative controls which threaten to cause reduction of degree of redundancy provided in engineered safety feature systems.

B.B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:dlz

Enclosure

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

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