



# Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

Address Reply to:

POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690

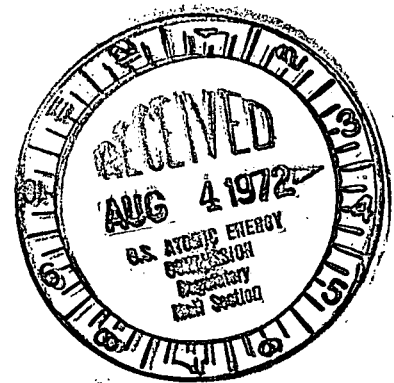
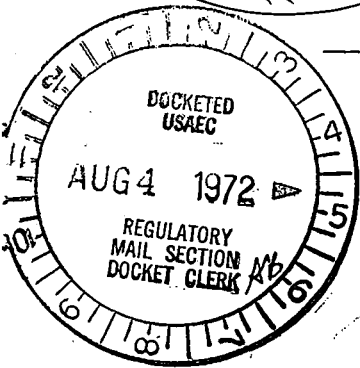
Dresden Nuclear Power Station

R. R. #1

Morris, Illinois 60450

August 1, 1972

50-237



Mr. Edward J. Bloch, Acting Director  
 Division of Reactor Licensing  
 U. S. Atomic Energy Commission  
 Washington, D.C. 20545

Subject: License DPR-19, Dresden Nuclear Power Station  
Unit #2 Section 6.6.B.2 of the Technical Specifications

Dear Mr. Bloch:

This is to report a condition relating to the operation of the station in which on July 24, 1972, the Unit 2 diesel generator failed to operate. Operability of the diesel generator is required by Section 3.9.B.2 of the Technical Specifications.

PROBLEM, INVESTIGATION AND CORRECTIVE ACTION

The Unit 2 reactor was in the "RUN" mode at 800 MWe. An attempt was made to start the Unit #2 diesel generator at 1025 hrs. on July 24, 1972, and place it in a standby running status because of threatening storm conditions. The diesel started and the generator voltage built up normally.

The diesel generator voltage regulator then appeared to shutdown and the cooling water pump was found tripped. The operator then manually secured the diesel generator. A second start attempt provided similar results. The diesel generator was declared inoperable and the required surveillance was conducted.

Investigation revealed a loose connector lug at terminal 25A5 (See Figure 1). Because this lug was not properly connected, the SDR relay de-energized when diesel engine vibration caused the circuit to open intermittently. The SDR relay must be energized in order to have the diesel cooling water pump running. The SDR relay also energizes the VSR relay (generator excitation start relay). De-energizing the VSR relay would cause the voltage regulator to shut down.

The terminal connection became loose because of the way the lugs were positioned on the terminal screw (see Figure 2A). The connectors were positioned one on top of the other. This prevented the screw from being

4282

rw 1458.1

8103110155

Mr. Edward J. Bloch

-2-

August 1, 1972

properly tightened. The connector lugs were then repositioned such that the terminal screw could be securely tightened (See figure 2B). The Unit #3 and Unit #2/3 diesel generators were checked and found satisfactory. Following repairs the Unit 2 diesel generator was tested satisfactory and declared operable at 1705 hrs. on July 24, 1972.

Sincerely,

*W.P. Worden*

W. P. Worden  
Superintendent

WPW:sds

4282

1438.2

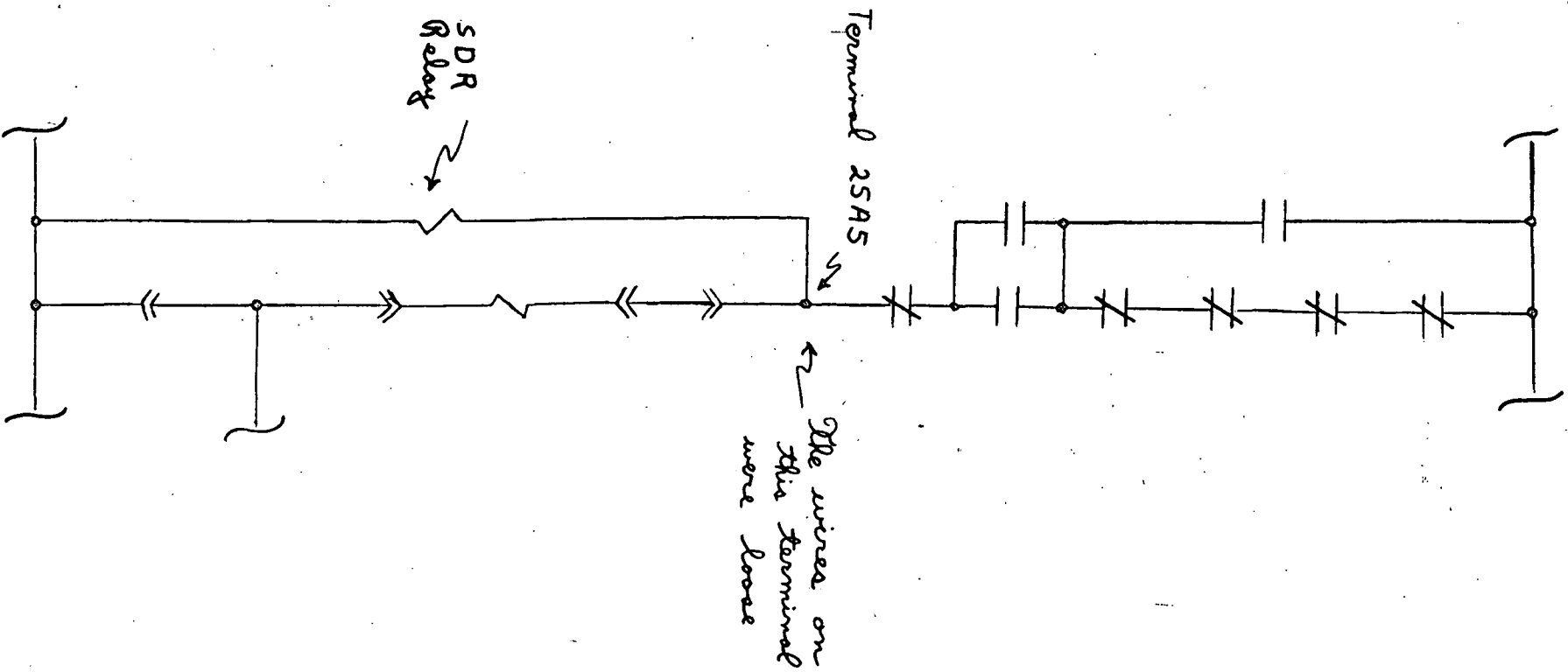


Fig. 1

4282

1438,3

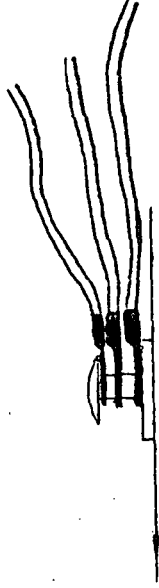


Fig. 2A

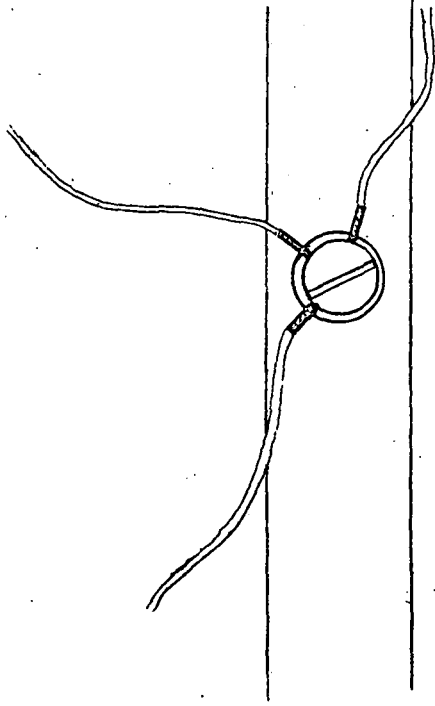


Fig. 2B