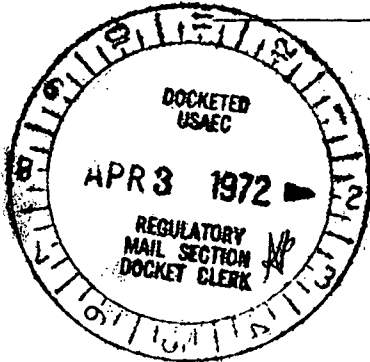


Commonwealth Edison Company

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
March 30, 1972



Dr. Peter A. Morris, Director
Division of Reactor Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

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SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION UNIT #2 SECTION 6.6.C.1 OF THE TECHNICAL SPECIFICATIONS.

Dear Dr. Morris:

This is to report a condition relating to the operation of the station in which the Unit #2 diesel failed to start during a surveillance test.

Problem and Investigation

At 0400 on March 2, 1972, a surveillance test of the Unit 2 diesel generator was initiated prior to removing the Unit 2/3 diesel generator from service for its annual inspection. The reactor was in the refuel mode with fuel handling operations in progress, requiring diesel operability per section 3.9.D of the Technical Specifications. During the surveillance tests, the Unit #2 diesel failed to start. A second attempt to start the diesel was made from the control room with an operator at the diesel to observe operation. The air pressure was 230 psig, this is a normal value but the air start motors were unable to turn the engine over fast enough to start the diesel.

At 0800, a maintenance crew went to the diesel with an operator and started the diesel locally. The diesel started normally, then dropped off in speed as if it had been stopped, then recovered its speed and ran normally. At the time of the drop in RPM, the fail to start light came up on the panel. The diesel was then switched to remote control and started normally from the control room. The diesel was shutdown and again started normally from the control room.

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March 30, 1972

The lower air starting motor was subsequently removed and replaced with a new one. The old starter was disassembled and inspected. All that was found was a defective rear bearing, which is not believed to have been the cause of the air motors failing to start the engine.

At 1520, the Unit #2 diesel was returned to service and again started successfully from the control room.

Corrective Action

A new air starter was installed as previously stated and the diesel was tested with satisfactory results.

Sincerely,

W. P. Worden

W. P. Worden
Superintendent

WPW:do