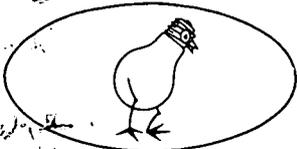


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Commonwealth Edison Company

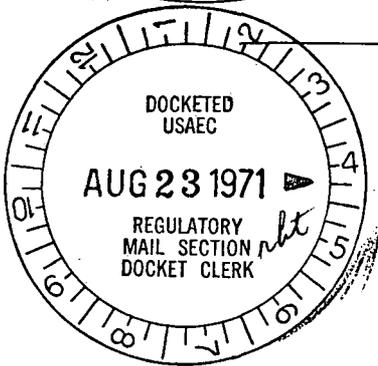
ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

Address Reply to:

POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
August 20, 1971

Regulatory File Cy.



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

SUBJECT: LICENSE DPR-19 AND 25, DRESDEN NUCLEAR POWER STATION UNITS
2 & 3, SECTION 6.6.B.2

Dear Dr. Morris:

This is to report a condition relating to the operation of the station when, following the completion of a successful surveillance test, the Unit 2/3 diesel generator, was found incapable of being restarted. The diesel generator was then declared inoperable.

PROBLEM AND INVESTIGATION

At approximately 2:15 A.M. on August 10, 1971, a Unit 2/3 diesel generator surveillance test was successfully conducted in preparation for a Unit 2 diesel generator routine maintenance outage. Following shutdown of the Unit 2/3 diesel generator, and prior to taking Unit 2 diesel generator out of service, an operator, making routine checks, noted that the air compressors for the diesel start system were running. Further investigation showed that the starting air accumulators were depressurized and that the starting air motor solenoid valve was open. The accumulators were then isolated and repressurized, and a restart of the diesel generator was attempted. The engine failed to start but air was observed to be blowing from the air motor exhaust ports. The Unit 2/3 diesel generator was then declared "inoperable". The Unit 2 diesel generator was left in service and the required surveillance of the low pressure coolant injection subsystems was initiated.

Subsequent investigation revealed that, when the diesel generator was started, the starting air motors had not disengaged when the speed of the diesel reached 200 rpm as designed. The starting motor remained engaged with the "bull ring gear", following the start sequence, thus causing the failure of the starting motor.

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August 20, 1971,

It was concluded that the starting air solenoid had not closed, thus maintaining air pressure on the starting motors which kept them engaged. Inspection of the relay which activates the starting air solenoid valve found the relay in good condition. However, upon disassembly and inspection of the solenoid valve, a very small peice of "grit" was found on the valve seat. The valve seat also had a small "scratch". The foreign material in the solenoid valve is believed to be the cause of the malfunction.

While the diesel generator was down its six month inspection was successfully completed.

CORRECTIVE ACTION

To preclude recurrence,

- (1) The starting air solenoid valve was replaced,
- (2) One of the starting air motors was replaced and the other starting air motor overhauled,
- (3) The starting air supply system was inspected and cleaned.

Following the above repairs the diesel generator was started satisfactorily and declared "operable."

Sincerely,

H. K. Hoyt
H. K. Hoyt *HKS*

HKH:do

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