

Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

Address Reply to:

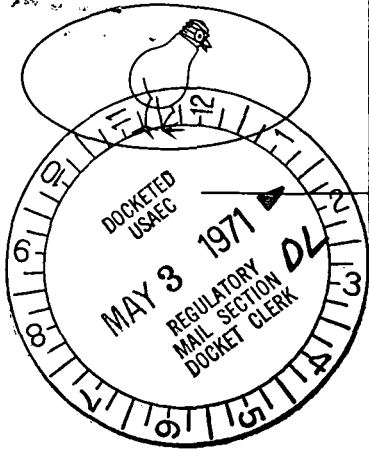
POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690

Dresden Nuclear Power Station

R. R. #1

Morris, Illinois 60450

April 29, 1971



Dr. Peter A. Morris, 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 Dr. Morris:

This is to report a condition relating to the operation of the station, in which the Unit #2 diesel generator failed to start following an automatic initiation signal.

Problem, Investigation and Corrective Action

At 6:10 A.M. on April 19, 1971 Unit #2 diesel generator failed to start from an auto-initiation signal which originated when the control switch was placed in "auto", with the Bus 24 to Bus 24-1 feed breaker in the "open" position. The diesel generator had started and operated satisfactorily during a routine surveillance test performed at 4:32 A.M., April 19, 1971. At the time of the incident Unit #2 was shutdown for refueling.

Inspection of the diesel generator at that time revealed that the starting air supply pressure was low and both starting air compressors were running. The diesel starting motors (air driven) were spinning and exhausting to atmosphere, but not engaged with the diesel ring gear.

The diesel generator control switch was placed in the "off" position and the manual valve in the starting air supply was closed to allow air pressure to build up to normal. At 0645, another attempt to start the diesel generator resulted in similar maloperation of the starting motors. Subsequently, four successful starts were made during the next two shifts in an attempt to determine the cause of the malfunction. Although the malfunction could not be duplicated, on April 21, 1971, the starting air supply lines were disassembled and inspected. A piece of "weld slag" was found in a check valve. The slag was positioned in such a way that it intermittently prevented the check valve from closing. This provided a flow path from the starting air accumulators to the starting motors, causing them to rotate, prior to engaging the ring gear, when diesel generator operation was initiated.

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Dr. Peter A. Morris, Director

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April 29, 1971

The air supply lines, air strainer and valves were blown out and cleaned and the diesel generator successfully started seven times. Similar inspection and cleaning were performed on the starting air supply for the Unit # 2/3 and Unit #3 diesel generators.

Sincerely,

H.K. Hoyt waw

H.K. Hoyt
Superintendent

HKH:gt

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