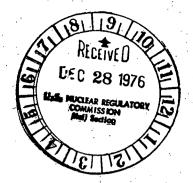


## Commonwealth Edison

Dresden Nuclear Power Station R.R. #1 Morris, Illinois 60450 Telephone 815/942-2920

## Regulatory Docket File



BBS Ltr. #76-888

December 17, 1976

Mr. James G. Keppler, Regional Director Directorate of Regulatory Operations - Region III U. S. Nuclear Regulatory Commission 799 Roosevelt Road Glen Ellyn, Illinois 60137

Enclosed please find an update report to Reportable Occurrence report number 50-249/1976-24. This report is being submitted to your office in accordance with the Dresden Nuclear Power Station Technical Specifications, Section 6.6.B.

B. B. Stephenson

Station Superintendent

Dresden Nuclear Power Station

BBS:jo

Enclosure

cc: Director of Inspection & Enforcement

Director of Management Information & Program Control

File/NRC



13037

-	UPDATE REPORT
· (* ·	LICENSEE EVENT REPORT PREVIOUS REPORT DATES 11/8/70
	CONTROL BLOCK: [PLEASE PRINT ALL REQUIRED INFORMATION]
*	T 6  LICENSEE EVENT NAME LICENSE NUMBER TYPE TYPE
01 7 8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
01 7 8	
08	EVENT DESCRIPTION  FOLLOWING REFUELING OUTAGE SURVEILLANCE TESTING OF THE UNIT-3
7 8	DIESEL GENERATOR, AN ATTEMPT WAS MADE TO ADJUST ENGINE SPEED
7 8 04	FROM THE CONTROL ROOM PRIOR TO SYNCHRONIZING BUS 34-1 TO STA-
7 B	1710N POWER, IT WAS DISCOVERED AT THIS TIME THAT ENGINE SPEED COULD
7 8 06	NOT BE REGULATED FROM THE CONTROL ROOM. THE LOCAL CONTROL STATION
7 .8	9 PRIME (SEE ATTACHED SHEET) 80 SYSTEM CAUSE COMPONENT COMPONENT
07	CODE CODE COMPONENT CODE SUPPLIER MANUFACTURER VIOLATION  [E]E [E] V G I N E A W 2 9 0 W
7 8	9 10 11 12 17 43 44 47 48  CAUSE DESCRIPTION
08	THE LOSS OF CONTROL ROOM SPEED ADJUSTMENT CAPABILITY WAS CAUSED
7 8 09	BY A LOOSE WIRE ON THE DIESEL GOVERNOR CONTROL CIRCUIT. THE WIRE
	TERMINAL LUG APPARENTLY LOOSENED AS A RESULT OF OPERATIONAL VIBRATION
7 8	9 FACILITY STATUS % POWER OTHER STATUS DISCOVERY DISCOVERY DESCRIPTION
[11]	[H] [O O O D   NA   B   NA   B   NA   B   NA   B   NA   B   NA   B   B   NA   B   B   NA   B   B   B   B   B   B   B   B   B
, ,	FORM OF . ACTIVITY CONTENT
1[2]	[Z] $[Z]$ $[NA]$ $[NA]$
7 8	9 10 11 44 45  PERSONNEL EXPOSURES 46
13	NUMBER TYPE DESCRIPTION  OOO Z  NA
7 8	9 11 12 13 80 PERSONNEL INJURIES 80
14	NUMBER DESCRIPTION
	000
7 8	9 11 12 80
	9 11 12 80  OFFSITE CONSEQUENCES    NA   80  LOSS OR DAMAGE TO FACILITY
15	9 11 12 80  OFFSITE CONSEQUENCES  NA  9 LOSS OR DAMAGE TO FACILITY TYPE DESCRIPTION
	9 11 12 80  OFFSITE CONSEQUENCES    NA
15	9 11 12 80  OFFSITE CONSEQUENCES    NA   9
15 7 8 16 7 8	9 11 12 80  OFFSITE CONSEQUENCES    NA
15 7 8 16 7 8	9 11 12 80  OFFSITE CONSEQUENCES    NA   9

## EVENT DESCRIPTION (Continued)

was used to unload and shut down the diesel generator. The automatic starting and loading capability of the diesel generator was not impaired by this failure. The Unit 2/3 diesel generator was available and operable. (50-249/1976-24)

## CAUSE DESCRIPTION (Continued)

Following this failure, all governor terminal lugs on the Unit-2, Unit-3, and Unit 2/3 diesel generators were checked for tightness. Additionally, the governor terminal lugs on the Unit-3 diesel were permanently soldered in place. Since the governor terminal lugs on the Unit-3 diesel alone have exhibited a tendency to loosen, a periodic tightness check of the lugs on all three diesel governors will ensure that any recurring problem is identified in a timely manner. The diesel governor is a model UG-8 unit manufactured by the Woodward Governor Company.