



Commonwealth Edison
Dresden Nuclear Power Station
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REGULATORY DOCKET FILE COPY

December 15, 1977

BBS LTR #1161-77



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

Reportable Occurrence Report #77-053/03L-0, Docket #050-249 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.2.(b), conditions leading to operation in a degraded mode permitted by a limiting condition for operation.

B.B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:dlz

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
File/NRC

DEC 19 1977

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ATTACHMENT TO LICENSEE EVENT REPORT 77-053/03L-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT 3 (ILDRS-3)
DOCKET # 050-249

While Unit 3 was at steady-state operation, an operability surveillance was performed on the Unit 3 diesel generator prior to taking the Unit 2/3 diesel out of service for inspection. The diesel was started, synchronized, and loaded to 2400 Kw. Shortly thereafter the D/G overload alarm was received. Load was reduced to 2300 Kw and the alarm was cleared.

The overload relay was locally checked and operability verified. No overload condition existed. Moments later the failure to start alarm was received. Also, the D/G trouble alarm came up and the diesel tripped. However, the diesel output breaker remained closed. It was opened manually. The diesel generator local panel indicated these alarms: "D/G Fail to Start", "D/G cooling water pump failure or lock out", "D/G motoring", and "Target 64Fl on the Ground Detector". The safety significance of this event is minimal because both off-site power and the redundant diesel generator were available.

It was found that the set screw on the frequency generator coupling was loose which would lead to the failure sequence as described above. Apparently it was caused by vibration. This set screw was replaced by three shorter set screws locked together to prevent them from working loose. The last set screw was also peened to prevent future loosening of these set screws. The diesel was started and ran successfully.

However, seven days later, a similar failure occurred (LER #50-054/01T-0, Docket #50-0249). It was then found that a capacitor on the speed sensing board had shorted out. Since a capacitor failure can be of intermittent nature, this capacitor failure might be a cause of this event. The defective capacitor was replaced as described in LER #50-054/01T-0 and the engine was run successfully. Since the recommended life time of this type of capacitor is five years, this particular capacitor on all 3 diesel generators will be replaced every five years. Surveillance of the capacitors has been put on the station computer surveillance schedule.