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

FILE

June 21, 1978

RECEIVED DISTRIBUTION SERVICES UNIT
1978 JUL 6 AM 8 56
US NRC DISTRIBUTION SERVICES BRANCH

BBS Ltr. #78-993

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 #78-033/03L-0, Docket #050-237 is hereby submitted to your office in accordance with Dresden Nuclear Power Station Technical Specification 6.6.B.2.(c), observed inadequacies in the implementation of administrative or procedural controls which threaten to cause reduction of degree of redundancy provided in reactor protection systems or engineered safety feature systems.

Arthur M Roberts
for B. B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS/deb

Enclosure

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

JUN 26 1978

A002 S/11

NRC FORM 366 (7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01	ILDRS2 (2)	00-00000-00 (3)	41111 (4)	(5)	
	LICENSEE CODE	LICENSE NUMBER	LICENSE TYPE	CAT	

CON'T

01	REPORT SOURCE L (6)	05000237 (7)	052278 (8)	062178 (9)	
		DOCKET NUMBER	EVENT DATE	REPORT DATE	

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 While U-2 was locked in refuel during an outage, a test was performed on U-2 D/G
03 to measure its overshoot and overspeed setpoint. The diesel tripped four times during
04 startup due to overspeed. Since the unit was not at power, this event has little
05 safety significance. Similar events had occurred on U2/3 D/G (LER#77-024/01X-1,
06 77-025/03L-0 & 78-021/03L-0, Docket #050-237). However, this is the first time this event
07 occurred on this diesel unit.
08

09	SYSTEM CODE EE (11)	CAUSE CODE X (12)	CAUSE SUBCODE Z (13)	COMPONENT CODE ZZZZZZ (14)	COMP. SUBCODE Z (15)	VALVE SUBCODE Z (16)		
(17) LER/RO REPORT NUMBER	EVENT YEAR 78	—	SEQUENTIAL REPORT NO. 033	/	OCCURRENCE CODE 03	REPORT TYPE L	—	REVISION NO. 0
	ACTION TAKEN B (18)	FUTURE ACTION X (19)	EFFECT ON PLANT Z (20)	SHUTDOWN METHOD Z (21)	HOURS (22) 0000	ATTACHMENT SUBMITTED Y (23)	NPRD-4 FORM SUB. Y (24)	PRIME COMP. SUPPLIER A (25)	COMPONENT MANUFACTURER E160 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 Gov. speed was found set too high. Further test revealed overspeed trip would occur
11 due to overshoot if speed was set above 63 Hz. The diesel surv. proc. calls for
12 a setting of 61 Hz at end of test. Reason for high settings could not be found,
13 however corrective action will be taken to prevent a recurrence. Supplemental report
14 will be submitted at a later date.

15	FACILITY STATUS H (28)	% POWER 000 (29)	OTHER STATUS (30) NA	METHOD OF DISCOVERY C (31)	DISCOVERY DESCRIPTION (32) Overshoot and Overspeed Setpoint Test
16	ACTIVITY RELEASED Z (33)	CONTENT OF RELEASE Z (34)	AMOUNT OF ACTIVITY (35) NA		LOCATION OF RELEASE (36) NA
17	PERSONNEL EXPOSURES NUMBER 000 (37)	TYPE Z (38)	DESCRIPTION (39) NA		
18	PERSONNEL INJURIES NUMBER 000 (40)	DESCRIPTION (41) NA			
19	LOSS OF OR DAMAGE TO FACILITY TYPE Z (42)	DESCRIPTION (43) NA			
20	PUBLICITY ISSUED N (44)	DESCRIPTION (45) NA			NRC USE ONLY

NAME OF PREPARER Joe Chan PHONE: 421

GPO 917-926

ATTACHMENT TO LICENSEE EVENT REPORT 78-033/03L-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT-2 (ILDRS-2)
DOCKET #050-237

While Unit 2 was locked in refuel during an outage, a test was performed by electrical maintenance to measure the overshooting and overspeed setpoint of Unit 2 diesel generator. The diesel tripped four times on overspeed during start up. Since Unit 2 was in refuel, this event is of little safety significance.

Western Engine representative was called in immediately to investigate this event. He found the governor speed setting was too high. The setting was lowered and the diesel was started with no problem. The governor speed should have been set at 61 Hertz (915 rpm) at the conclusion of the last surveillance test of the diesel according to the diesel surveillance procedure. It is possible that the operator set the speed too high at that time or someone actuated the governor switch sometime prior to starting the diesel for surveillance.

On June 15, 1978, another Western Engine representative was called in to further investigate the problem. It was found that if the governor speed was set at 61 Hertz (915 rpm), the overshoot was to 980 rpm, and at the maximum setting which is 64 Hertz (960 rpm) the overshoot was about 1050 rpm. At a speed setting of 62.5 Hz (940 rpm), the overshooting was to about 1020 rpm. Since the overspeed trip setpoint of this diesel was tested to be 1030 rpm, any speed setting above 63 Hertz would result in overspeed due to the overshooting. Since the maximum range of the frequency meter in the Control Room is 62 Hertz, it is very unlikely that the operator would set the speed above 62 Hertz. The exact reason for the high speed setting cannot be determined at this time, however, all possibilities will be considered while forming adequate remedial corrective actions. All operators were instructed not to set the speed above 61 Hertz while modifications on governor and speed setting switches are being studied. A supplementary report will be submitted when final corrective actions have been taken.

Measurements of overshooting and overspeed setpoint have been performed on the other two diesel generators and resulted in similar values. Therefore any corrective measures to be done on Unit 2 diesel will also be applied to the other two diesel generators.