	LICENSEE EVENT REPORT
	CONTROL BLOCK: PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION
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CONT	SOURCE LG 0 5 0 0 0 2 4 9 7 0 2 0 8 8 3 3 0 2 1 5 8 3 9 EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10
0 2	During normal unit operation, while conducting U-3 Diesel Generator (D/G) surveil-
0 3	lance test, the Diesel Generator failed to start. Because the 2/3 D/G was out of
0 4	[service for an annual inspection, a GSEP "Unusual Event" was declared and an orderly
0 5	[shutdown was initiated per Tech. Spec. 3.5.F.1. Event was of minimal safety signifi-
0 6	cance since the normal power supply was continuously available. Previous similar
0 7	event was reported by R.O. 82-49/03L on Docket #50-249.
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0 9	SYSTEM CAUSE CODE SUBCODE SUBC
	TO LERINO EVENT YEAR SEQUENTIAL REPORT NO. CODE TYPE NO.
	ACTION FUTURE EFFECT SHUTDOWN HOURS 22 ATTACHMENT NPRO-4 PRIME COMP. COMPONENT METHOD HOURS 22 SUBMITTED FORM SUB. SUPPLIER MANUFACTURER
10	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes
10	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
_	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes
_	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27) The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve
	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will
111	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will continue to be performed monthly. Maintenance work manual will be written to improve air start motor repair procedure. 30 ACIUTY POWER OTHER STATUS 30 NETHOD OF DISCOVERY DESCRIPTION 32 B 31 Diesel Generator
1 1 1 2 1 3 1 3 7 8 A	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will, continue to be performed monthly. Maintenance work manual will be written to improve air start motor repair procedure. 30 ACILITY 120 ACILITY 130 OTHER STATUS 30 OTHER STATUS 30 DISCOVERY DESCRIPTION 32 B 31 Diesel Generator AMOUNT OF ACTIVITY 35 LOCATION OF RELEASE 36 N/A N/A
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1 1 1 2 1 3 1 3 4 4 7 8 8 7 8 A	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27 The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will continue to be performed monthly. Maintenance work manual will be written to improve air start motor repair procedure. 30 31 31 32 33 34 45 45 46 30 30 30 30 30 30 30 30 30 3
1 1 1 2 1 3 A A A A A A A A A A A A A A A A A A	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS ② The probable cause of this event was due to a failure of the air starter motor vanes to engage. The Ingersoll-Rand air-starter motors, air filters, air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will continue to be performed monthly. Maintenance work manual will be written to improve air start motor repair procedure. 30 ACILITY APOWER OTHER STATUS ③ DIESEL GENERATOR ③ N/A B ⑤ TOTHER STATUS ③ DIESEL GENERATOR ③ N/A N/A SO DIESEL GENERATOR ③ N/A SO DIESEL GENERATOR ③ N/A SO PERSONNEL EXPOSLIPES NUMBER OF SECRIPTION ③ N/A PERSONNEL INJURIES NUMBER OESCRIPTION ③ N/A SO DOSCOPPORTED ACT SCORLET
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ATTACHMENT TO LICENSEE EVENT REPORT 83-05/01T-0 COMMONWEALTH EDISON COMPANY (CWE) DRESDEN UNIT 3 (ILDRS 3) DOCKET # 050-249

During normal unit operation, while conducting a Diesel Cenerator (D/G) surveillance test, the Unit 3 D/G failed to start at 0030 hours. Because the 2/3 D/G was out of service for an annual inspection, the Unit 3 D/G was being tested as a part of surveillance requirements for a D/G out of service. When the U-3 D/G failed to start, an orderly shutdown was initiated per Tech. Spec. (3.5.F.l) and a GSEP "Unusual Event" declared. The effect on public safety was minimal since the normal power supply was continuously available. Previous similar occurrence reported by R.O. # (3.5-249) on Docket (3.5-249).

Probable cause of the event was a failure of the air start motor rotor vanes to fully engage. Additionally, more than the expected amount of grease may have inhibited the vane movement. The Ingersoll-Rand airstart motors, air filters, and air regulating valve were replaced and Unit 3 D/G successfully tested. D/G surveillance (DOS 6600-1) will continue to be performed monthly. In addition, a maintenance work manual will be written which will include vane inspection and limits on the amount of grease used.