Commonwealth Edison
LaSalle County Nuclear Station
Rural Route #1, Box 220
Marseilles, Illinois 61341
Telephone 815/357-6761

March 17, 1983

James G. Keppler
Regional Administrator
Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Dear Sir:

Reportable Occurrence Report #83-015/03L-0 Docket #050-373 is being submitted to your office in accordance with LaSalle County 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 or plant shutdown required by a limiting condition for operation.

G. J. Diederich
Superintendent
LaSalle County Station

GJD/GW/rg

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
U.S. NRC Document Management Branch
Inpo-Records Center
File/NRC

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I. LER NUMBER: 83-015/03L-0

II: LASALLE COUNTY STATION: Unit 1

III. DOCKET NUMBER: 050-373

IV. EVENT DESCRIPTION:

On 2-17-83, while testing the "1B' HPCS diesel generator per LOS-DG-M3, the diesel tripped while it was being off-loaded. The diesel was restarted and the diesel speed varied between 400 and 900 RPM. Work requrest L22579 was then initiated to investigate and resolve the problem.

V. PROBABLE CONSEQUENCES OF THE EVENT:

The plant was shutdown at the time of the occurrence, and HPCS was not required to be operable. Therefore, safe plant operation was not affected. However, this event was determined to be a failure, as defined in Regulatory Guide 1.108, Revision 1, August 1977. This is because the diesel would not have come up and maintained the required speed to satisfactorily carry emergency loads.

VI. CAUSE:

The cause for the fluctuating speed was a bad connection at the "Run" solenoid. The solenoid is normally energized during diesel operation. When the solenoid is de-energized, the governor shuts off fuel supply to the diesel, thus shutting it down. The bad connection at the solenoid allowed it to de-energize every few seconds. Thus, the diesel speed varied from 900 RPM (normal) to approximately 400 RPM (the speed to which it would decrease to before the solenoid would re-energize).

VII. CORRECTIVE ACTION:

The solenoid was reconnected under Work Request L22579. The diesel monthly surveillance, LOS-DG-M3, was performed on the diesel on 2-18-83 to prove operability. The other diesels will have their solenoid connections checked to prevent a recurrence of the event. A.I.R. 1-83-76 has been initiated to provide for a periodic check of all the diesels as part of LES-DG-101.

Prepared by: J. J. Hietala