



Commonwealth Edison
 1400 Opus Place
 Downers Grove, Illinois 60515

100

March 11, 1992

MAIL ROOM ROUTING

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

bug + 1

FILE

Mr. A. Bert Davis
 Regional Administrator
 U.S. Nuclear Regulatory Commission
 Region III
 799 Roosevelt Road
 Glen Ellyn, Illinois 60137

Subject: Braidwood Station Unit 1
 Diesel Generator 1DG01KA Failure
 NRC Docket No. 50-456

Reference: (a) NUREG-1276, Technical Specification
 (b) March 4, 1992, T.W. Simpkin letter
 to A.B. Davis

Dear Mr. Davis:

Section 4.8.1.1.3 of reference (a) requires that all diesel generator failures, valid or non-valid, be reported to the NRC pursuant to Specification 6.9.2. The enclosure provides the report that addresses one valid failure of the 1DG01KA diesel generator. The criteria used to determine valid tests and failures is taken from section C.2.e of Regulatory Guide 1.108.

Reference (b) is the most recent report addressing diesel generator failures, submitted per Section 4.8.1.1.3.

Please direct any questions concerning this submittal to this office.

Very truly yours,

Terrance W. Simpkin

T.W. Simpkin
 Nuclear Licensing Administrator

cc: R. Pulsifer - NRR
 B. Clayton - RIII
 Resident Inspector - Braidwood
 NRC Document Control Desk

MAR 13 1992

IF22
 110
 DEOT

672/6

160149
 9203190090 920311
 PDR ADDCK 05000456
 S PDR

Braidwood Unit 1, Train A Diesel Generator Valid Failure
February 12, 1992

On Wednesday, February 12, 1992 at 0753 hours, the Braidwood Unit 1, Train A (1A) Diesel Generator (DG) was started in accordance with Braidwood Unit 1 Operating Surveillance Procedure (1BwOS) 8.1.1.2.a-1, Unit 1 Train A Diesel Generator Operability Monthly (Staggered) and Semi-Annual (Staggered) Surveillance, for a monthly operability run. The 1A DG failed to attain rated speed and voltage within 10 seconds as required by Technical Specification (TS) 4.8.1.1.2.a.4. The 1A DG was declared inoperable and the applicable TS 3.8.1.1 Limiting Condition for Operation Action Requirements (LCOARs) were entered.

Subsequent troubleshooting revealed an air leak in the air control system which positions the fuel racks into the "full fuel" position when a start signal is initiated. The air leak was repaired. A post-maintenance verification run was performed which resulted in the 1A DG attaining rated speed and voltage in 8.8 seconds as measured by a stopwatch and 8.0 seconds as measured by a strip chart recorder.

At 1450 hours the 1A DG was started in accordance with 1BwOS 8.1.1.2.a-1 for an operability run. The 1A DG attained rated speed and voltage in 7.27 seconds as measured by a stopwatch and 7.35 seconds as measured by a strip chart recorder. The remainder of the surveillance was completed without incident. At 1845 hours, the 1A DG was declared operable and all applicable TS 3.8.1.1 LCOARs were terminated.

This failure of the 1A DG was determined to be a valid failure in accordance with Regulatory Guide 1.108 Section C.2.e. This failure puts the 1A DG on an increased test frequency schedule of at least once per week until seven consecutive failure free demands have been performed and the number of failures in the last twenty valid demands is reduced to one or less.

As of February 28, 1992, the 1A DG has had two valid failures and the Braidwood Unit 1 Train B (1B) DG has had three valid failures in the last one hundred Braidwood Unit 1 DG demands.