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Zion Generating Station
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ZRA97030

July 25, 1997

U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

Subject: Valid Failure of the 2B Emergency Diesel Generator Zion
Nuclear Power Station Unit 2 NRC Docket No. 50-304

The enclosed Special Report from Zion Generating Station is being transmitted to you to report the valid failure of the 2B Emergency Diesel Generator (EDG) that occurred on June 25, 1997. Zion Stations Technical Specifications Surveillance Section 4.15.1.B.5 requires submittal of a special report within thirty days whenever a valid or invalid failure of an EDG occurs.

Respectfully,

A handwritten signature in dark ink, appearing to read "R. Starkey", is written over the typed name.

R. Starkey
Plant General Manager
Zion Station

Enclosure

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cc: NRC - Region III Administrator
NRC - Zion Senior Resident Inspector
Illinois Department of Nuclear Safety
IDNS Resident Inspector
Inpo Record Center

Enclosure
Zion Station Special Report

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This Special Report is submitted in accordance with Zion Technical Specifications Surveillance 4.15.1.B.5.

This Special Report describes one failure which has been determined to be valid per Regulatory Guide 1.108 section C.2.e.

This was the sixth valid failure of the 2B Emergency Diesel Generator (EDG) in the last one hundred (100) valid demands. The current test frequency is 31 days. This test frequency is in accordance with Zion Technical Specification Table 4.15-2. During this event the 2B EDG was unavailable from 1905 hours until 2255 hours on June 25, 1997, a total of 2 hours and 50 minutes.

The initial conditions were: 2B EDG was operable and in standby condition with Zion Station Unit 2 in mode 5; 2B EDG starting air Train "B" was Out-Of-Service (OOS) for periodic maintenance; starting air Train "B" was taken OOS at 0320 hours on 24 June, 1997 under OOS # 970006196 but no maintenance work had actually been performed.

On June 25, 1997 at 1905 hours the 2B EDG Starting Air Train "A" failed when the air compressor dryer 4 way selector valve stuck causing the compressor to be dead headed. This failure caused the compressor third stage relief valve to lift. Therefore, the Train "A" air start system could not perform as designed.

The Zion Station EDGs require starting air for engine starting and a continuous supply of starting air while running. Although the starting air receiver pressure did not drop below the value needed to assure the EDG would start, the EDG could not have performed its design function and was declared inoperable because both trains of starting air (A&B) were inoperable.

The OOS for the 2B EDG starting air Train "B" was cleared, the train was tested satisfactorily, and at 2255 hours on June 25, 1997, it was returned to service and was operable. The 2B EDG starting air Train "A" dryer 4 way selector valve was repaired, the train was tested satisfactorily, and at 0230 hours on July 3, 1997, it was returned to service and was operable.

At the time of this failure, Zion Unit 2 was in mode 5, the 0 EDG was inoperable for planned maintenance, however, the 2A EDG was operable and in standby throughout this event.