



**Commonwealth Edison**  
 72 West Adams Street, Chicago, Illinois  
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*Dcd*

April 14, 1989

PRIORITY ROUTING	
First	Second
RA	ISC
DRB	PTC
DHP	SEI
DES	<i>DES</i>
DSS	<i>DSS</i>
DRBA	RAI
	RAO

*ALB+1*

FILE *112*

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

Subject: **Braidwood Station Unit 2**  
**Diesel Generator 1DG01KB Failure**  
NRC Docket No. 50-457

Reference: (a) NUREG-1276, Technical Specification,  
 (b) October 28, 1988, S.C. Hunsader 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 invalid test failure experienced on diesel generator 2DG01KB.

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 matter to this office.

Very truly yours,

S.C. Hunsader  
 Nuclear Licensing Administrator

/scl:0081T:1

cc: S. Sands-NRR  
 Resident Inspector-Braidwood  
 NRC-Document Control Desk

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~~*IE01*~~  
*11*

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 PDR ADDCK 05000457  
 S PNU

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## 2B D/G INVALID FAILURE REPORT

On February 15, 1989, at 2039, the 2B Diesel Generator was started in performance of the Monthly Operability Surveillance 2BwOS 8.1.1.2.a-2 using a manual SI signal. A strip chart recorder was connected at the local control panel to record the starting time. Local indication showed that the Diesel Generator came up to speed, voltage and frequency, but immediately thereafter, the voltage and frequency indications malfunctioned. The Diesel Generator run was then manually terminated. Due to three identical situations occurring previously on the 2A Diesel Generator when using a strip chart recorder, the secondary potential transformer fuse, which is located just upstream of the strip chart connections, was inspected. The fuse was found blown and was replaced. A continuity check of the strip chart recorder indicated no dead grounds. A second start attempt was performed at 2125 and produced identical results. The fuse was again replaced and the strip chart recorder connections were removed from the local control panel. The surveillance was restarted at 2139 using stopwatches to time the Diesel Generator start. The Diesel Generator operated as designed and the surveillance was completed at 2259. A Modification Request has been initiated to engineer and install terminal points for strip chart connections which will be electrically isolated from the Diesel Generator circuitry. This failure has been attributed to an intermittent short in the strip chart recorder and has been determined to be invalid in accordance with Regulatory Guide 1.108, Section C.2.e.2.

The 2A and the 2B Diesel Generator are currently being tested monthly in accordance with Technical Specification 4.8.1.1.2. The 2A Diesel Generator has had 3 valid failures in its 42 valid tests since the completion of pre-operational testing. The 2B Diesel Generator has had no valid failures in its 22 valid tests since the completion of pre-operational testing.