

Regulatory

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Commonwealth Edison Company

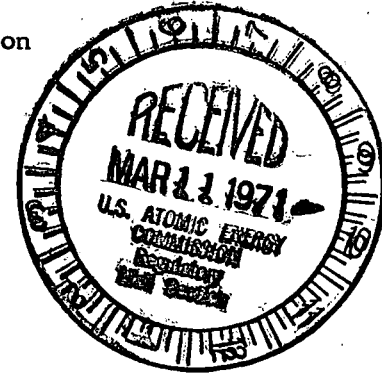
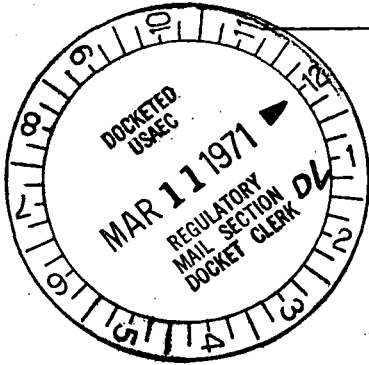
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Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450

March 8, 1971



Dr. Peter A. Morris, Director
Division of Reactor Licensing
U.S. Atomic Energy Commission
Washington, D.C. 20545

SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION UNIT 2, SECTION 6.6.B.2 OF THE TECHNICAL SPECIFICATIONS

Dear Dr. Morris:

This is to report a condition relating to a loss of electrical power to the Low Pressure Coolant Injection (LPCI) System, which rendered it incapable of performing its intended safety function as required by Section 3.5.A of the Technical Specifications.

The condition occurred during a startup program test (Startup Test Procedure 33) in which a planned generator trip and reactor scram was performed in conjunction with a simulated loss of all offsite power. The power loss to the LPCI System was temporary and affected only the electrical supply to the systems injection valves. It did not prevent the normal readiness of the LPCI injection pumps had they been required for injection of coolant to the reactor nor the operability of the injection valves from the manual operating mode.

Description

A simulated loss of power test was performed on February 26, 1971. One of the purposes was to demonstrate the correct performance of the station electrical supply system during the loss of the main generator and all offsite power.

Following the planned generator trip, the electrical feed from emergency Bus 29 to Motor Control Centers (MCC's) 29-7/28-7 tripped on Bus 29 undervoltage. The automatic transfer of electrical feed from the sister Bus 28 to MCC 29-7/28-7 did not occur. The control room operator was unable to reclose the feed from Bus 29 to MCC 29-7/28-7. An equipment operator was dispatched to reset the undervoltage trip lockout at Bus 29. After the undervoltage trip was reset, power was manually restored to MCC 29-7 and 28-7 from Bus 29.

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March 8, 1971



The electrical feed to the LPCI System Injection Valves (2-1501-21 A,B and 2-1501-22 A,B) from MCC 29-7/28-7 was interrupted for approximately 20 minutes following the initial trip. During this 20 minute period, the core spray system remained operable and the LPCI System was not called upon to operate.

Investigative Action

Examination of the MCC 29-7/28-7 supply breakers from Buses 29 and 28 revealed the following:

1. The supply breakers from Bus 29 had opened.
2. The supply breaker from Bus 28 closed, but the breaker at MCC 28-7 did not close due to a blown 10 ampere fuse in the breaker control circuit. The breaker position had been verified prior to the test and the fuse apparently blew when the breaker received a closing signal from the power transfer logic.

In addition, a wiring error was discovered in the power supply transfer circuit that caused the MCC 29-7/28-7 power supply to transfer almost immediately, rather than on a time delay.

Corrective Action

The power supply control circuit was repaired and operationally tested with satisfactory results. During this testing the breaker at MCC 28-7 was cycled repeatedly without blowing the control power fuse.

Because we have been unable to duplicate the blown fuse, we believe it must have been defective.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "H. K. Hoyt".

H. K. Hoyt
Superintendent

HKH:dmc

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