



Commonwealth Edison

Dresden Nuclear Power Station

R.R. #1

Morris, Illinois 60450

Telephone 815/942-2920

REGULATORY DOCKET FILE COPY

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November 2, 1978

BBS Ltr. #78-1444

James G. Keppler, Regional Director  
Directorate of Regulatory Operations - Region III  
U.S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, IL 60137

Reportable Occurrence "Update" Report 77-054/03X-1, Docket #050-237 is hereby submitted to your office to update the cause description and final corrective actions taken to prevent recurrence. This event was reported to your office under Dresden 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.

B.B. Stephenson  
Station Superintendent  
Dresden Nuclear Power Station

BBS/deb

Enclosure

cc: Director of Inspection & Enforcement  
Director of Management Information & Program Control  
File/NRC

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ATTACHMENT TO LICENSEE EVENT REPORT 77-054/03X-1  
COMMONWEALTH EDISON COMPANY (CWE)  
DRESDEN UNIT-2 (ILDRS-2)  
DOCKET #050-237

During Unit 2 refueling outage, control rod drive (CRD) H-5 overtraveled indicating uncoupling when withdrawn to position 48 during functional testing. CRD H-5 was recoupled and coupling verified in accordance with the requirements of T.S.3.3.B.1. CRD uncoupling had minimal safety significance since it occurred only when the rod was withdrawn to position 48. This was the first uncoupling of CRD H-5. Five other CRD's had previously uncoupled since the 1975 Unit 2 refueling outage (reportable occurrences: 50-237/1977-14, 15, 22 & 29; 50-237/1976-68; 72).

On November 9, 1977 CRD H-5 was disassembled and inspected per Control Rod Drive Inspection and Maintenance Procedure DMP 209. To assure a comprehensive inspection a special operating procedure (SOP 216) was prepared and followed.

Upon inspection it was found that the inner filter was unlatched. In addition the distance between the CRD flange and the end of the fully seated uncoupling rod was abnormally long (173.406 + 0.562"). The abnormal length coupled with an unlatched inner filter resulted in the uncoupling of the CRD.

As part of the revised reassembly procedure, C.E.Co. Quality Control personnel performed the inner filter installation and the reduced 20-30 pound pull test. In Feb., 1978 the Control Rod Drive Inspection and Maintenance procedure DMP 209 was further changed to permit Maintenance Personnel to install the inner filter. This change occurred due to previously existing Management-Union work agreements. However, Quality Control Personnel will verify proper installation of the inner filter and continue to conduct the 20-30 pound pull test. The revised procedure coupled with improved Quality Control coverage of CRD overhaul and reassembly are believed to be adequate to prevent future similar events.