

# LICENSEE EVENT REPORT

CONTROL BLOCK: [ | | | | ] 1

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0]	[1]	[I]	[I]	[D]	[R]	[S]	[3]	[2]	[0]	[0]	[0]	[0]	[0]	[0]	[0]	[0]	[0]	[0]	[3]	[4]	[1]	[1]	[1]	[1]	[4]	[ ]	[ ]	[ ]	[ ]	[ ]	[5]
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CON'T

[0]	[1]	[L]	[6]	[0]	[5]	[0]	[0]	[0]	[2]	[4]	[9]	[7]	[0]	[6]	[0]	[1]	[7]	[9]	[8]	[0]	[6]	[0]	[7]	[7]	[9]	[9]
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### EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

[02] During half-core scram testing, CRD G-5 (26-19) became uncoupled from the Control Rod

[03] when withdrawn beyond position "48". NSO inserted CRD to position "46" and recoupled

[04] drive to control rod. He withdrew CRD several times without recurrence of uncoupling.

[05] Minimal safety significance since uncoupling only occurs when control rod fully with-

[06] drawn, and rod was always able to be scrammed or inserted.

[07]

[08]

[0]	[9]	[R]	[B]	[11]	[B]	[12]	[B]	[13]	[C]	[R]	[D]	[R]	[V]	[E]	[14]	[Z]	[15]	[Z]	[16]
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[17]	[7]	[9]	[ ]	[0]	[1]	[3]	[ ]	[0]	[3]	[L]	[ ]	[0]
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### CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[10] Probable cause due to inner filter becoming detached. CRD will be overhauled, utilizing

[11] approved DNPS procedures, at a future outage or the next refueling outage. Continued

[12] performance of the inner filter pull test, instituted after the last rebuild of this

[13] drive, should prevent recurrences.

[14]

[15]	[F]	[0]	[6]	[1]	[30]	[A]	[31]	[Operator Observation]	[32]
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[16]	[Z]	[Z]	[33]	[34]	[35]	[N/A]	[36]	[ ]
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[17]	[0]	[0]	[0]	[37]	[Z]	[38]	[N/A]	[39]
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[18]	[0]	[0]	[0]	[40]	[N/A]	[41]
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[19]	[Z]	[42]	[N/A]	[43]	7906180515
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[20]	[N]	[44]	[N/A]	[45]
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CPO 917-925