

Regulatory

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Commonwealth Edison Company

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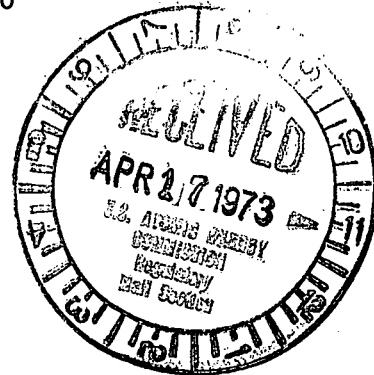
POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690

WPW Ltr.#289-73

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
April 12, 1973

Mr. A. Giambusso
Deputy Director for Reactor Projects
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

50-237



SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION, UNIT #2, SECTION 6.6.C.1 OF THE TECHNICAL SPECIFICATIONS.

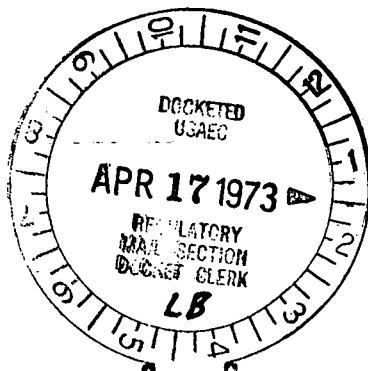
Dear Mr. Giambusso:

This is to report a condition relating to the operation of the unit in which, on March 15, 1973, at 1500 hours, while performing quarterly timing checks on primary isolation valves, motor operated valve 2-2301-5 failed to open after being cycled closed. Motor operated valve 2-2301-5 is the steam line outboard isolation valve for the High Pressure Coolant Injection system (HPCI), and is normally open.

PROBLEM AND INVESTIGATION

While performing quarterly timing checks on the primary isolation valves, motor operated valve 2-2301-5 was cycled closed as part of the test. When attempting to open the valve the breaker tripped, thus preventing the remote mode of valve operation. The breaker was promptly reset and the valve opened, after which the valve was cycled closed and open several times satisfactorily.

Upon investigation it was found that the torque setting for valve seating was set at 2.5 which is higher than the setpoint recommended by the motor operator vendor. No other mechanical or electrical problems were identified during the inspection.



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April 12, 1973

A review of the trip setting for the circuit breaker, which is a Westinghouse two-pole type used in direct current circuits, and the thermal overload rating revealed that the circuit breaker trips after approximately 8 seconds with locked rotor current and the thermal overload trips after 10 seconds.

It is believed that the high setpoint on torque seating caused the valve to jam in its seat resulting in a locked rotor current condition during opening and subsequent breaker trip. This is the first time a Westinghouse type breaker trip has been experienced at the station.

With valve M.O.2-2301-5 in the closed position, it momentarily placed the High Pressure Coolant Injection system out of service until the breaker could be reset. Although M.O.2-2301-5 was momentarily inoperable, other emergency core cooling systems were available.

CORRECTIVE ACTION

The torque setting for valve seating was adjusted from 2.5 to 1. In light of recent problems with motor operated valve breakers, torque switch settings, and thermal overloads, discussions with representatives from our Electrical Engineering Department and the Station are in progress. A program for remedying the breaker, overload, and torque switch setting problems, which have been experienced, will be formulated by June 1, 1973.

Sincerely,

Fred S. Morris
for W. P. Worden
Superintendent

WPW:do

cc: WPW Ltr. File