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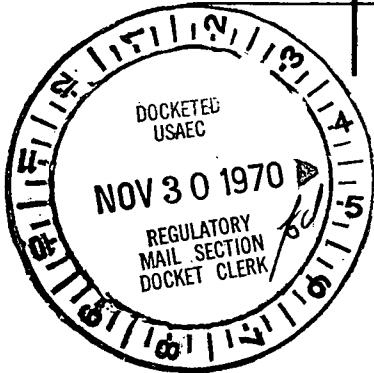
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# Commonwealth Edison Company

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POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690



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

November 27, 1970



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.C.1 OF THE TECHNICAL SPECIFICATIONS

Dear Dr. Morris:

This is to report a condition relating to the operation of the station in which control rod drives exceeded the 7.00 second maximum insertion time as required for 90% insertion as specified by section 3.3.C.2 of the Technical Specifications.

### Problem, Investigation and Corrective Action

On October 28, 1970, scram testing of 20 selected control rod drives was initiated. Results of testing revealed that one drive, J-9, had a 90% insertion scram time of greater than 7.00 seconds. Based on the test results, it was decided to scram test all control rod drives, and J-9 was declared inoperable and electrically disarmed. Scram testing of all drives was completed on October 31, 1970. The results indicated that, in addition to drive J-9, drive H-10 also had a scram time in excess of 7.00 seconds and it was declared inoperable. Also, seven other drives had 90% insertion scram times which exceeded 3.6 seconds. In accordance with our December 15, 1969, letter to you, signed by Peter S. VanNort, a tabulation of all drives with 90% insertion scram times in excess of 3.6 seconds is attached. The average scram time for all operable control rod drives was 2.78 seconds.

On November 14, 1970, the unit was shutdown for a scheduled maintenance outage. At that time, drives J-9 (34-35), H-10 (30-39), F-1 (22-03), G-4 (26-15) and J-6 (34-23) were replaced with overhauled drives.

Following startup on November 18, 1970, a 25 drive surveillance program, similar to that required in the Dresden 3 Technical Specifications, was initiated. Twenty-five drives, selected randomly in the core were scram tested on November 21, 1970. In addition to the 25 randomly selected

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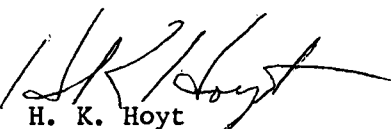
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drives, the five replacement drives were scam tested. One drive, D-2 (14-07), had a 90% travel scam time of 4.30 seconds and all others were less than 3.6 seconds. The average scam time of the 30 drives tested was 2.67 seconds.

Data Collected 10/28/70 to 10/31/70

<u>Control Rod Drive</u>	<u>10%</u>	<u>50%</u>	<u>90%</u>
J-9* (34-35)	0.50	3.38	8.41
H-10*(30-39)	0.51	3.50	7.60
C-4 (10-15)	0.43	2.37	5.20
D-2 (14-07)	0.43	2.31	5.20
E-2 (18-07)	0.44	2.28	4.80
E-4 (18-15)	0.44	2.14	4.75
F-1* (22-03)	0.46	2.54	5.04
G-4* (26-15)	0.48	3.47	6.78
J-6* (34-23)	0.49	3.23	6.44

\*These drives were replaced with overhauled drives during the November 14, 1970, shutdown.

  
H. K. Hoyt  
Superintendent

HKH:dmc