

Regulatory

File Cy.

50-237

Commonwealth Edison Company

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Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
May 5, 1972

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:

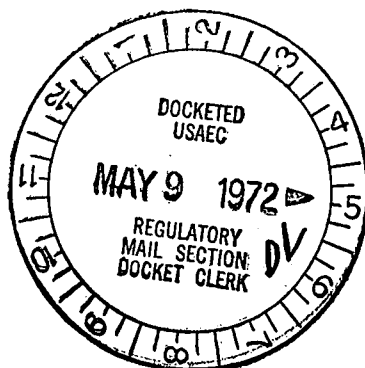
This is to report a condition relating to the operation of the Station, in which Low Pressure Coolant Injection (LPCI) System valve MO-1501-21A would not close as required during LPCI System logic testing.

Incident and Investigation

On April 7, 1972, the Unit #2 reactor was in the midst of a refueling outage with the mode switch in the "refuel" position. LPCI System logic tests were in progress as required by Section 4.5.A.3 of the Technical Specifications. The LPCI logic test procedure calls for manual pick-up of relay 1530-194 in the recirculation loop break detection circuitry. When this relay picks up, it simulates an injection block into the A recirculation loop, closes LPCI valves MO-1501-21A and MO-1501-22A, which are in series, and operates other relays in the logic. All components functioned normally with the exception of valve 1501-21A, which did not close.

Investigation revealed that the wiring which terminates at terminal 6 of relay 1530-194 was not connected. The end of the wire was found to be about 1/4" from the terminal, and the screw was missing.

Relay 1530-194 was last checked on May 11, 1971, and proper operation was verified at that time. A review of plant modifications and maintenance conducted since that date showed that no work was performed on this relay.



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Conclusions and Corrective Action

Since no work had been performed on this relay since its last successful test, it is surmised that the lead to terminal 6 had never been properly connected and that the wire became separated from the terminal in an unknown manner.

Because MO-1501-22A did close as intended, the required protection furnished by this portion of the recirculation loop break detection logic was still available.

The wire was properly connected to terminal 6 and LPCI valve MO-1501-21A was successfully operated.

A check was made on all relays for Unit #2 and Unit #3 in the ECCS logic system to insure that their wires were securely fastened to their terminals.

W. P. Worden

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Superintendent

WPW:FJB:ls

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