



Commonwealth Edison
Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450
Telephone 815/942-2920

D. Sanham
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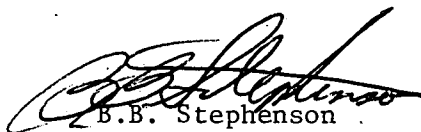
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June 30, 1978

BBS Ltr#78-1014

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 Report #78-026/03L-0, Docket #050-249 is hereby submitted to your office in accordance with 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
Superintendent
Dresden Nuclear Power Station

BBS/kmh

Enclosure

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

JUL 07 1978

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CONTROL BLOCK:

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CON'T

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

PHONE: _____ X-222

ATTACHMENT TO LICENSEE EVENT REPORT 78-026/03L-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT -3 (ILDRS-3)
DOCKET #050-249

During normal, steady state operation, while performing a LPCI valve operability surveillance in accordance with DOS 1500-1, valve M03-1501-28B would start to open or close, then both indicating lights would go out, and the valve motor would stop. After a short wait, the position indicating lights came back on and the valve could be moved again. There was no safety significance because the "A" LPCI containment spray system was operable at all times and Tech Spec 3.5.A.6 states "one loop may be inoperable for thirty days". This event occurred twice as documented in deviation reports D-12-3-78-35 & 43.

After the first occurrence, nothing could be found defective and the valve was successfully cycled three times. After the second occurrence, a defective shaft pin on the limitorque switch was found to be the cause of failure.

The pin was used to hold a pinion in place on the shaft to sense valve torque. When the switch did not open to stop the motor as the valve reached the full open or closed position, the motor tripped on a thermal overload. After the thermal trip, the overload cooled and reset to restore normal operation to the valve. The pin was replaced and no further corrective action was necessary.