

287

NRC FORM 195
(2-76)

U.S. NUCLEAR REGULATORY COMMISSION

DOCKET NUMBER
50-233-249

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FILE NUMBER
INCIDENT REPORT

TO:
J.G. KEPPLER

FROM: COMMONWEALTH EDISON
MORRIS, ILLINOIS
B.B. STEPHENSON

DATE OF DOCUMENT
7/1/77

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7/13/77

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DESCRIPTION
LICENSEE EVENT REPORT FOR R.O.# 77-22, ON 6/5/77
CONCERNING CONTROL ROD DRIVE (CRD) L-5 BECOMING
UNCOUPLED AND OVERTRAVELED WHEN WITHDRAWN TO POSITION
48.

(1P & 2P)

PLANT NAME: DRESDEN # 2
SAB

ENCLOSURE

ACKNOWLEDGED

DO NOT REMOVE

NOTE: IF PERSONNEL EXPOSURE IS INVOLVED
SEND DIRECTLY TO KREGER/J. COLLINS

FOR ACTION/INFORMATION

BRANCH CHIEF:	(DAVIS)	(4)
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CONTROL NUMBER

771940446
ADK

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

W. Laram

Regulatory

File CYA

BBS Ltr. #77-590

July 1, 1977



Mr. James G. Keppler, Regional Director
Directorate of Regulatory Operations - Region III
U. S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, Illinois 60137

Enclosed please find Reportable Occurrence report number 50-237/1977-22.
This report is being submitted to your office in accordance with the Dresden
Nuclear Power Station Technical Specifications, Section 6.6.B.

B. B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:sm

Enclosure

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

JUL 6 1977

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LICENSEE EVENT REPORT

CONTROL BLOCK:

(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE NAME 01 I L D R S 2	LICENSE NUMBER 00-000000-00	LICENSE TYPE 41111	EVENT TYPE 03
7 8 9 14	15 25	26 30	31 32

CATEGORY 01 CGNT	REPORT TYPE L	REPORT SOURCE L	DOCKET NUMBER 050-0237	EVENT DATE 060577	REPORT DATE 070177
7 8 57 58	59 60	61	68 69	74 75	80

EVENT DESCRIPTION

02 During routine startup operations, control rod drive (CRD) L-5 became uncoupled and
03 overtraveled when withdrawn to position 48. This event occurred previously with this
04 rod on April 2, 1977 (Reportable Occurrence Number 50-237/1977-15). CRD L-5 was
05 inserted and electrically disarmed. Reactor startup operations were resumed since
06 the position and core location of control rod L-5 did not adversely affect core

SYSTEM CODE 07 R B	CAUSE CODE E	COMPONENT CODE C R D R V E	PRIME COMPONENT SUPPLIER N	COMPONENT MANUFACTURER G 0 8 0	VIOLATION N	(continued)
7 8 9 10	11	12 17	43	44 47	48	

CAUSE DESCRIPTION

08 This is the twelfth Control Rod Drive (CRD) uncoupling event at Dresden Unit 2 during
09 the past four years. The Inspection of CRD's which have previously experienced this
10 event indicates that improper inner filter installation is probably responsible for

FACILITY STATUS 11 C	% POWER 000	OTHER STATUS NA	METHOD OF DISCOVERY A	DISCOVERY DESCRIPTION NA	(continued)
7 8 9	10 12	13	44 45	46	80

FORM OF ACTIVITY RELEASED 12 Z	CONTENT OF RELEASE Z	AMOUNT OF ACTIVITY NA	LOCATION OF RELEASE NA
7 8 9	10 11	44	45 80

PERSONNEL EXPOSURES

NUMBER 13 000	TYPE Z	DESCRIPTION NA
7 8 9 11	12	13 80

PERSONNEL INJURIES

NUMBER 14 000	DESCRIPTION NA
7 8 9 11	12 80

OFFSITE CONSEQUENCES

15 NA 80

LOSS OR DAMAGE TO FACILITY

TYPE 16 Z	DESCRIPTION NA
7 8 9 10	80

PUBLICITY

17 NA 80

ADDITIONAL FACTORS

18 NA 80

19 80

NAME: Michael Parcell

PHONE: Ext. 265



EVENT DESCRIPTION (continued)

symmetry. At a reactor power above 20%, L-5 was recoupled and withdrawn to position 48 and checked for overtravel. The overtravel check verified CRD L-5 to be recoupled and operable. (50-237/1977-22)

CAUSE DESCRIPTION (continued)

the uncoupling. If the inner filter becomes unlatched, full withdrawal of the control rod to position 48 can result in CRD uncoupling. Symptoms of this event indicate that the same inner filter problem probably exists with CRD L-5.

Since May 1975, the CRD overhaul reassembly procedure has required a 20-30 pound pull test on the inter filter. As a result, CRD's reassembled under this revised procedure have not experienced uncoupling. At the next Unit 2 refueling outage, CRD L-5 will be overhauled and undergo a detailed inspection while being disassembled. If inner filter unlatching is determined to be the problem, C.E.Co. Quality Control will perform future inner filter installation and testing. For a more detailed discussion of the corrective action mentioned above, refer to a recent letter to M.S. Turbak of May 9, 1977, BBS Ltr. #425-77. If the detailed inspection reveals the unlatching to be caused by a different mechanism, a supplemental report will be submitted describing the cause and corrective action that will be taken to prevent reoccurrence of the event in the future.



10-10-10