

~~50-237~~ 50-237

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

814411

FILE NUMBER
INCIDENT REPORT

TO:
Mr. James G. Keppler

FROM:
Commonwealth Edison Company
Morris, Ill.
B. B. Stephenson

DATE OF DOCUMENT
4/29/77

DATE RECEIVED
5/23/77

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1 signed

DESCRIPTION

DO NOT REMOVE
ACKNOWLEDGED

PLANT NAME:
Dresden Unit No. 2

RJL

(1-P)

ENCLOSURE

Licensee Event Report (RO 50-237/1977-15) on 4/2/77 concerning control rod drive L-5 being found to uncouple and overtravel when withdrawn to position 48....

(2-P)

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

FOR ACTION/INFORMATION

BRANCH CHIEF:	ZIEMANN
W/3 CYS FOR ACTION	
LIC. ASST.:	DIGGS
W/1 CYS	
ACRS 16 CYS REPORT SENT	AS CAT B

INTERNAL DISTRIBUTION

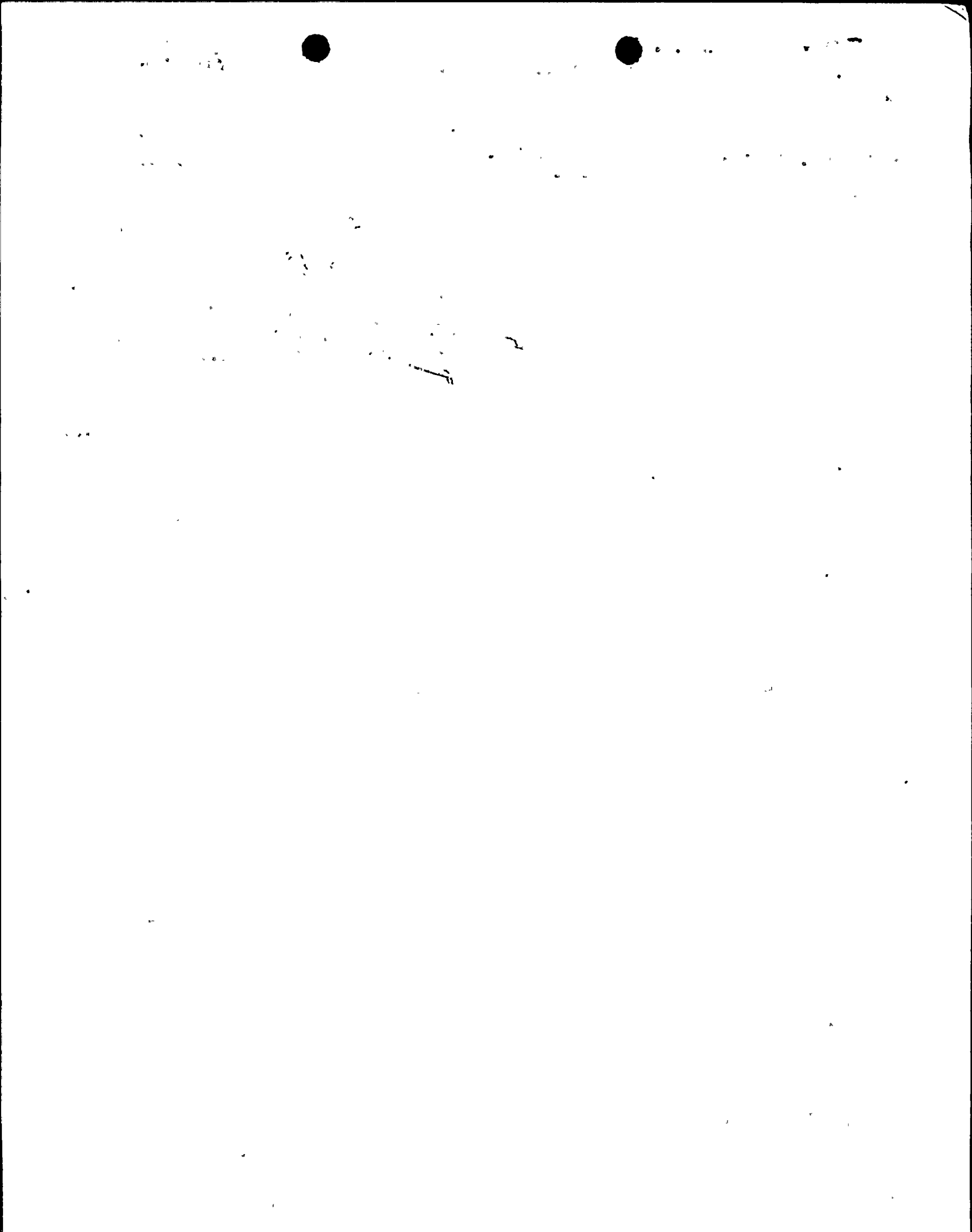
REG FILE				
NRC-PDR				
I & E (2)				
MIPC				
SCHROEDER/IPPOLITO				
HOUSTON				
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GRIMES				
BUTLER				
HANAUER				
TEDESCO/MACCARY				
EISENHUT				
BAER				
SHAO				
VOLLMER/BUNGH				
KREGER/J. COLLINS				

EXTERNAL DISTRIBUTION

LPDR: Morris Ill.	
TIC:	
NSIC:	

CONTROL NUMBER

771440148





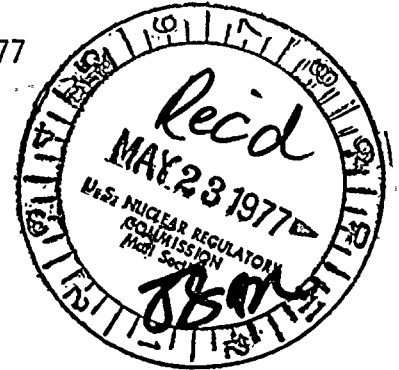
Commonwealth Edison
 Dresden Nuclear Power Station
 R.R. #1
 Morris, Illinois 60450
 Telephone 815/942-2920

D. Lantorn

BBS Ltr. # 77-379

April 29, 1977

Regulatory Docket File



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 50-237/1977-15. 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

B. B. Stephenson
 Station Superintendent
 Dresden Nuclear Power Station

BBS/skm

Enclosure

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

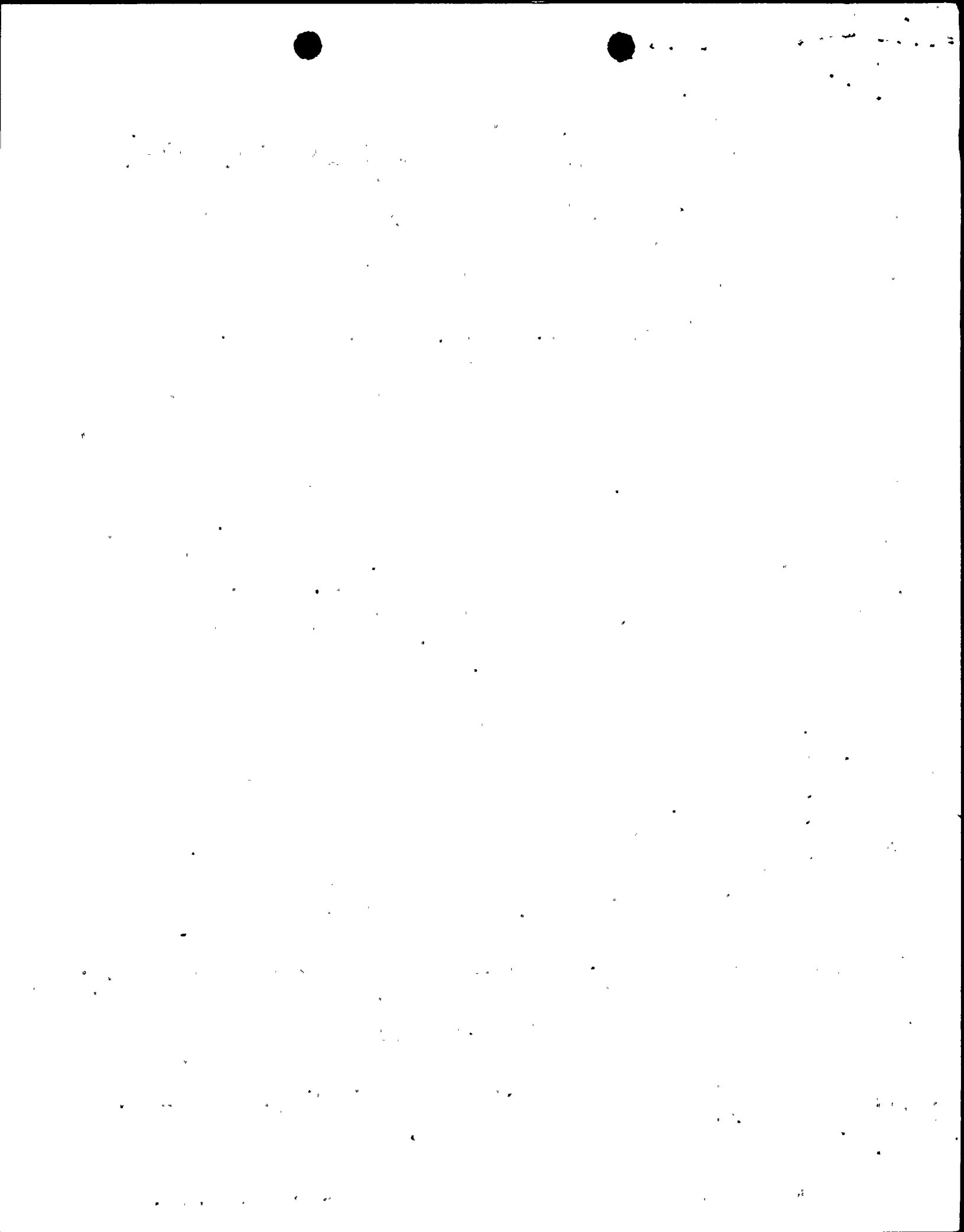
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MAY 4 1977



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EVENT DESCRIPTION (continued)

was withdrawn to position 48 and checked for overtravel. The overtravel check proved satisfactory, verifying that CRD L-5 was recoupled and operable.
(50-237/1977-15)

CAUSE DESCRIPTION (continued)

and latching spring fatigue. It has been determined that a loosened filter cannot exert sufficient pressure to uncouple the blade except when the drive is fully withdrawn to position 48; upon insertion, the blade and drive automatically recouple. Because the potential for uncoupling the blade exists only when the drive is fully withdrawn, the safety implications of this event are minimal.

As a precautionary measure, an operating order has been issued to ensure that a coupling check is performed whenever drive L-5 is withdrawn to position 48. During the next Unit-2 refueling outage, CRD L-5 will be disassembled and inspected. If another primary cause of failure is determined at that time, a supplemental report will be submitted. Control rod drive/blade uncoupling incidents have occurred several times in the past.

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PROCESSING UNIT

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