

50-237

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

FILE NUMBER
INCIDENT REPORT

TO: J.G. KEPPLER

FROM: COMMONWEALTH EDISON
MORRIS. ILLINOIS
BBB. STEPHENSON

DATE OF DOCUMENT

7/1/77

DATE RECEIVED

7/7/77

☒ LETTER
☐ ORIGINAL
☒ COPY☐ NOTORIZED
☒ UNCLASSIFIED

PROP

INPUT FORM

NUMBER OF COPIES RECEIVED

100

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UNCOUPLED AND OVERTRAVELED WHEN WITHDRAWN TO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)

ACKNOWLEDGED

PLANT NAME: DRESDEN
SAB

DO NOT REMOVE

ENCLOSURE

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

FOR ACTION/INFORMATION

BRANCH CHIEF:

W/3 CYS FOR ACTION

LIC. ASST.:

W/7 CYS

ACRS 16 CYS HOLDING/SENT

Davis

Diss

45 CYS SENT

INTERNAL DISTRIBUTION

REG FILE

NRC PDR

I & E (2)

MIPC

SCHROEDER/IPPOLITO

HOUSTON

NOVAK/CHECK

GRIMES

BUTLER

HANAUER

TEDESCO/MACCARY

EISENHUT

BAER

SHAO

VOLLMER/BURGH

KREGER/J. COLLINS

EXTERNAL DISTRIBUTION

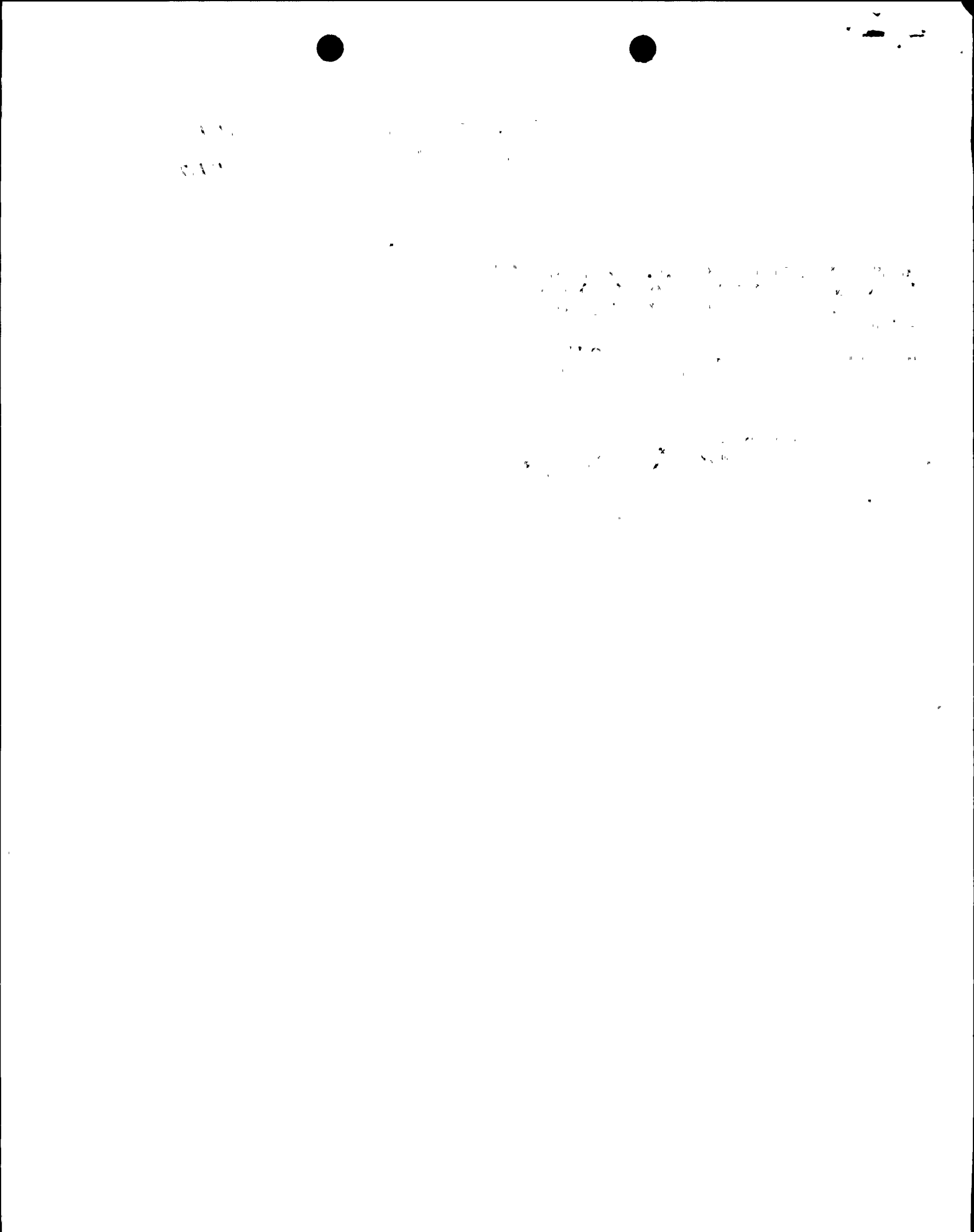
LPDR: *Monahan*

TIC:

NSIC:

CONTROL NUMBER

771930448





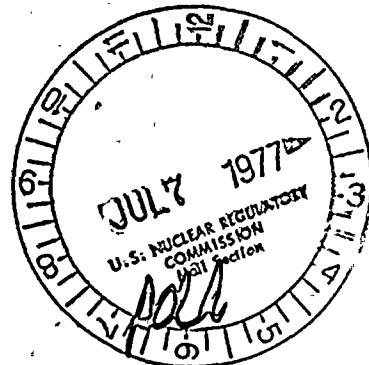
Commonwealth Edison
Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450
Telephone 815/942-2920

BBS Ltr. #77-590

Regulatory

JUL 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

771930448



12-1-1

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LICENSEE EVENT REPORT

CONTROL BLOCK:

[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME										LICENSE NUMBER										LICENSE TYPE					EVENT TYPE		
01	I	L	D	R	S	2				0	0	-	0	0	0	0	0	-	0	0	4	1	1	1	1	0	3
7	8	9				14				15										25	26				30	31	32

CATEGORY		REPORT TYPE	REPORT SOURCE	DOCKET NUMBER							EVENT DATE					REPORT DATE							
01	CCNT	L	L	0	5	0	-	0	2	3	7	0	6	0	5	7	7	0	7	0	1	7	7
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
7 8 9 80
03 overtraveled when withdrawn to position 48. This event occurred previously with this
7 8 9 80
04 rod on April 2, 1977 (Reportable Occurrence Number, 50-237/1977-15). CRD L-5 was
7 8 9 80
05 inserted and electrically disarmed. Reactor startup operations were resumed since
7 8 9 80
06 the position and core location of control rod L-5 did not adversely affect core
7 8 9 80
PRIME

CAUSE DESCRIPTION

08 This is the twelfth Control Rod Drive (CRD) uncoupling event at Dresden Unit 2 during
7 8 9 80
09 the past four years. The Inspection of CRD's which have previously experienced this
7 8 9 80
10 event indicates that improper inner filter installation is probably responsible for
7 8 9 80 (continued)

FACILITY STATUS	% POWER	OTHER STATUS	METHOD OF DISCOVERY	: DISCOVERY DESCRIPTION
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11	C	0	0	0	NA	A	NA
7	8	9	10	11	12	13	80
FORM OF ACTIVITY RELEASED		CONTENT OF RELEASE		AMOUNT OF ACTIVITY		LOCATION OF RELEASE	
12	Z	Z	NA	NA	NA	NA	NA
7	8	9	10	11	12	13	80

PERSONNEL EXPOSURES

NUMBER			TYPE	DESCRIPTION
13	0	0	0	2 NA

PERSONNEL INJURIES

NUMBER			DESCRIPTION	
14	0	0	0	NA

OFFSITE CONSEQUENCES

[illegible]

LOSS OR DAMAGE TO FACILITY

TYPE			DESCRIPTION
16	Z		NA

PUBLICITY

17	NA
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ADDITIONAL FACTORS

18	NA
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NAME: Michael Parcell

PHONE: Ext. 265

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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 inner 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.

