

287
50-233-249

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FILE NUMBER

INCIDENT REPORT

TO:
J.G. KEPPLERFROM: COMMONWEALTH EDISON
MORRIS, ILLINOIS
B.B. STEPHENSON

DATE OF DOCUMENT

7/1/77

DATE RECEIVED

7/13/77

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☒ ORIGINAL
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PROP

INPUT FORM

NUMBER OF COPIES RECEIVED

1 SIGNED

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UNCOUPLED AND OVERTRAVELED WHEN WITHDRAWN TO POSITION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:
W/ 3 CYS FOR ACTION
LIC ASST.:

(DAVIS) (4)

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EXTERNAL DISTRIBUTION

LPDR: [Signature]
TIC:
NSIC:
ACRS (16) SENT AS CAT. B

CONTROL NUMBER

771940446

1944

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

W. L. Latham

Regulatory

File Cys

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

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

771940446

LICENSEE EVENT REPORT

CONTROL BLOCK:

1	2	3	4	5	6

[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

CGNT		CATEGORY		REPORT TYPE	REPORT SOURCE	DOCKET NUMBER							EVENT DATE					REPORT DATE							
01				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						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03 overtraveled when withdrawn to position 48.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

7 8 9			SYSTEM CODE		CAUSE CODE		COMPONENT CODE					PRIME COMPONENT SUPPLIER		COMPONENT MANUFACTURER				VIOLATION		(continued)	
07			R	B	E		C	R	D	R	V	E	N		G	0	8	0	N		
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
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

							(continued)								
FACILITY STATUS		% POWER			OTHER STATUS		METHOD OF DISCOVERY		DISCOVERY DESCRIPTION						
11	C	0	0	0	NA		A		NA						

FORM OF ACTIVITY RELEASED		CONTENT OF RELEASE	AMOUNT OF ACTIVITY	LOCATION OF RELEASE
1	2	Z	NA	NA

PERSONNEL EXPOSURES

NUMBER				TYPE	DESCRIPTION
1	3	0	0	0	Z NA

PERSONNEL INJURIES

NUMBER			DESCRIPTION
14	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

[illegible]

19

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 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.

