

LICENSEE EVENT REPORT

CONTROL BLOCK: 1

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

1 1 L L S C 1 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 0 0 0 ! 4 1 5

REPORT SOURCE L 6 0 5 0 0 3 7 3 7 0 3 1 2 8 3 2 0 4 1 1 8 3 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

1 2 On March 12, 1983, at 1630 hours Control Rod Drive at core location 18-15 indicated

1 3 overtravel when withdrawn to "full out" position for startup. LSCS Unit 1 was in

1 4 Plant Condition 2 operating sub-critical. The consequences of a rod drop accident were

1 5 mitigated due to T.S. 4.1.3.6.b and BPWS adherence.

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SYSTEM CODE R B 11 CAUSE CODE E 12 CAUSE SUBCODE B 13 COMPONENT CODE C R D R V E 14 COMP. SUBCODE Z 15 VALVE SUBCODE Z 16

LER/RO REPORT NUMBER 17 EVENT YEAR 8 3 SEQUENTIAL REPORT NO. 0 2 4 OCCURRENCE CODE 0 3 REPORT TYPE L REVISION NO. 0

ACTION TAKEN X 18 FUTURE ACTION X 19 EFFECT ON PLANT Z 20 SHUTDOWN METHOD Z 21 HOURS 0 0 0 0 ATTACHMENT SUBMITTED Y 23 NPRD-4 FORM SUB. N 24 PRIME COMP. SUPPLIER N 25 COMPONENT MANUFACTURER G 0 8 0 26

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

1 0 It is believed the drive became uncoupled as a result of inner filter retainer spring

1 1 damage caused by excessive crud buildup and/or undue force applied directly to the

1 2 filter. The CRD was immediately recoupled and work request written to inspect CRD at

1 3 next possible outage.

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FACILITY STATUS B 28 % POWER 0 0 0 29 OTHER STATUS NA 30 METHOD OF DISCOVERY A 31 DISCOVERY DESCRIPTION During Normal Withdrawal 32

ACTIVITY CONTENT Z 33 RELEASED OF RELEASE Z 34 AMOUNT OF ACTIVITY NA 35 LOCATION OF RELEASE NA 36

PERSONNEL EXPOSURES NUMBER 0 0 0 37 TYPE Z 38 DESCRIPTION NA 39

PERSONNEL INJURIES NUMBER 0 0 0 40 DESCRIPTION NA 41

LOSS OF OR DAMAGE TO FACILITY TYPE Z 42 DESCRIPTION NA 43

PUBLICITY ISSUED N 44 DESCRIPTION NA 45

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NRC USE ONLY

- I. LER NUMBER: 83-024/031-0
- II. LASALLE COUNTY STATION: Unit 1
- III. DOCKET NUMBER: 50-373
- IV. EVENT DESCRIPTION:

On March 12, 1983, at 1630 hours control rod drive at core location 18-15 indicated "Overtravel" when withdrawn to the "full out" position for Reactor Startup.

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

At the time of the occurrence LaSalle Unit 1 was in Plant Condition 2, operating sub-critical. The consequences of a Rod Drop accident were mitigated due to Technical Specification 4.1.3.6.b requiring coupling verification each time a control rod is withdrawn to the "full out" position, and by maintaining low incremental rod worths by adherence to the Banked Position Withdrawal Sequence (BPWS). Safe operation of the plant was maintained at all times.

VI. CAUSE:

It has been concluded that Control Rod Drive 18-15 became uncoupled as a result of inner filter retainer spring damage caused by excessive crud buildup and/or an undue force applied directly to the filter. If the inner filter is not properly engaged and locked to the stop piston connector, normal control rod drive maneuvering can separate and misalign the filter such that it contacts the top of the stop piston connector, uncoupling the control rod when withdrawn to the "full out" position.

VII. CORRECTIVE ACTION:

In accordance with Technical Specification 3.1.3.6.a.1 control rod drive at core location 18-15 was immediately inserted then withdrawn to "full out" for verification of coupling. No overtravel alarm was indicated. Work Request L23843 has been generated to notify maintenance personnel of Control Rod 18-15 overtravel condition and to schedule this control rod drive for inspection during the next refuel outage.

Prepared by: Dale Winterhoff