

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

7 8 9

SYSTEM CODE 11 R B

CAUSE CODE 12 E

CAUSE SUBCODE 13 D

COMPONENT CODE 14 C R D I R V E

COMP. SUBCODE 15 Z

VALVE SUBCODE 16 Z

17 LER/RO REPORT NUMBER

EVENT YEAR 21 8 3

SEQUENTIAL REPORT NO. 24 1 2 1

OCCURRENCE CODE 28 0 3

REPORT TYPE 30 L

REVISION NO. 32 0

ACTION TAKEN 33 X

FUTURE ACTION 34 X

EFFECT ON PLANT 35 Z

SHUTDOWN METHOD 38 Z

HOURS 40 0 0 0 0

ATTACHMENT SUBMITTED 41 Y

NPR-4 FORM SUBL. 42 N

PRIME COMP. SUPPLIER 43 N

COMPONENT MANUFACTURER 47 G 0 8 0

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

ISSUED 20 N 44 DESCRIPTION NA 58 69 8
7 8 9 10
D. B. Winterhoff
PHONE: 815/357-6761

10
NAME OF PREPARER D. R. Winterhoff

PHONE: 815/357-6761

- I. LER NUMBER: 83-121/03L-0
- II. LASALLE COUNTY STATION: Unit 1
- III. DOCKET NUMBER: 050-373
- IV. EVENT DESCRIPTION:

On October 14, 1983 at 1917 hours, control rod drive at core location 30-19 indicated OVERTRAVEL when withdrawn to the "full out" position while performing LOS-AA-W1.

- V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

At the time of the occurrence, LaSalle Unit 1 was in Plant Condition 1, RUN MODE, operating at 716 MWE. 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were mitigated due to Technical Specification 4.1.3.6.b requiring coupling verification each time a control rod is withdrawn to the "full out" position. Also, during this event thermal power was above 30% with RBM operable and the control rod 30-19 was initially "full out" prior to the performance of LOS-AA-W1. Safe operation of the plant was maintained at all times.

- VI. CAUSE:

It has been concluded that control rod drive 30-19 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and misalign the filter such that it contacts the top of the stop piston connector, uncoupling the control rod when withdrawn to the full out position.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with Technical Specification 3.1.3.6.a.1 control rod drive at core location 30-19 was inserted to position "38" then withdrawn to "full out" for verification of coupling. No overtravel alarms were indicated. Observation of the LPRM's during these rod movements insured control rod 30-19 was coupled.

Work requests L25199 and L28034 have been generated to notify maintenance personnel to schedule this control rod drive for inspection during the next refuel outage. Caution Card #1-530-83 was placed on panel 1H13-P603 to make operators aware of this problem. This event is similar to that experienced in LER #83-056, #83-024, and #83-116.

Prepared by: D. R. Winterhoff



Commonwealth Edison
LaSalle County Nuclear Station
Rural Route #1, Box 220
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Telephone 815/357-6761

DMB

November 1, 1983

James G. Keppler
Regional Administrator
Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Dear Sir:

Reportable Occurrence Report #83-121/03L-0 Docket #050-373 is being submitted to your office in accordance with LaSalle County Nuclear Power Station Technical Specification 6.6.B.2.(b), conditions leading to operation in a degraded mode permitted by a limiting condition for operation or plant shutdown required by a limiting condition for operation.

G.J. Diederich
Superintendent
LaSalle County Station

GJD/GW/rg

Enclosure

cc: Director of Inspection & Enforcement
Director of Management Information & Program Control
U.S. NRC Document Management Branch
INPO-Records Center
File/NRC

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