

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														7 8 9 14 15 25 26 30 31 32														7 8 9 14 15 25 26 30 31 32										7 8 9 14 15 25 26 30 31 32									

01 CONT										CATEGORY										REPORT TYPE										REPORT SOURCE										DOCKET NUMBER														EVENT DATE														REPORT DATE													
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EVENT DESCRIPTION

02 During routine start-up operations, CRD J-11 was found to uncouple and over-																																																																																																			
03 travel when withdrawn to position 48. An insertion to position 46 and subsequent																																																																																																			
04 withdrawal to position 48 showed the drive and the blade to be recoupled. CRD																																																																																																			
05 J-11 was again inserted and withdrawn to position 48, and again the overtravel																																																																																																			
06 alarm annunciated, indicating that the blade and drive had uncoupled. The																																																																																																			

07										SYSTEM CODE										CAUSE CODE										COMPONENT CODE										PRIME COMPONENT SUPPLIER										COMPONENT MANUFACTURER										VIOLATION										(Continued)									
7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48										7 8 9 10 11 12 17 43 44 47 48																			

CAUSE DESCRIPTION

08 As stated previously, symptom and performance evaluations indicate that a																																																																																																			
09 loosened inner filter causes the blade and drive to uncouple at the fully with-																																																																																																			
10 drawn position. Loosening of the filter may have resulted from a combination of																																																																																																			

11										FACILITY STATUS										% POWER										OTHER STATUS										METHOD OF DISCOVERY										DISCOVERY DESCRIPTION										(Continued)									
7 8 9 10 11 12 13 44 45 46										7 8 9 10 11 12 13 44 45 46										7 8 9 10 11 12 13 44 45 46										7 8 9 10 11 12 13 44 45 46										7 8 9 10 11 12 13 44 45 46										7 8 9 10 11 12 13 44 45 46																			

12										FORM OF ACTIVITY RELEASED										CONTENT OF RELEASE										AMOUNT OF ACTIVITY										LOCATION OF RELEASE									
7 8 9 10 11 12 13 44 45										7 8 9 10 11 12 13 44 45										7 8 9 10 11 12 13 44 45										7 8 9 10 11 12 13 44 45																			

PERSONNEL EXPOSURES

13										NUMBER										TYPE										DESCRIPTION									
7 8 9 10 11 12 13										7 8 9 10 11 12 13										7 8 9 10 11 12 13																			

PERSONNEL INJURIES

14										NUMBER										DESCRIPTION									
7 8 9 10 11 12										7 8 9 10 11 12																			

OFFSITE CONSEQUENCES

15										NA									
7 8 9										7 8 9									

LOSS OR DAMAGE TO FACILITY

16										TYPE										DESCRIPTION									
7 8 9 10										7 8 9 10																			

PUBLICITY

17										NA									
7 8 9										7 8 9									

ADDITIONAL FACTORS

18										NA									
7 8 9										7 8 9									

8304050066 770126
PDR ADOCK 05000237
S PDR

19																			
7 8 9										7 8 9									

NAME: Robert Herbert

PHONE: Ext. 265

EVENT DESCRIPTION (Continued)

drive was then inserted and withdrawn a third time to position 48 without incident. Recoupling was verified by cycling the CRD three times; no over-travel alarm or loss of position indication resulted.

On 12/30/76, an on-site review determined that a loosened (unlatched) inner filter caused the blade and drive to uncouple at position 48. It was also determined that the 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. Since the possibility of uncoupling the blade exists only when the drive is withdrawn to position 48, CRD J-11 is considered to be operable. As a precautionary measure, an operating order has been issued to ensure that a coupling check is performed whenever drive J-11 is withdrawn to position 48. Should subsequent uncoupling occur, immediate action will be taken to ensure that the drive's status complies with Tech Spec section 3.3.B.1.

Because the potential for uncoupling the blade exists only at position 48, the safety implications of this event are minimal. Control rod drive/blade uncoupling incidents have occurred several times in the past. (50-237/1976-72)

CAUSE DESCRIPTION (Continued)

improper installation and latching spring fatigue.

Before the end of the next Unit-2 refueling outage, CRD J-11 will be disassembled and inspected. If another primary cause of failure is determined at that time, a supplemental report will be submitted.



Commonwealth Edison
Dresden Nuclear Power Station
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Telephone 815/942-2920

IE FILE COPY

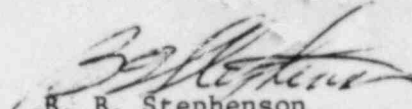
BBS Ltr. #77-66

January 26, 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 50-237/1976-72.
This report is being submitted to your office in accordance with the Dresden
Nuclear Power Station Technical Specifications, Section 6.6.C.


B. B. Stephenson
Station Superintendent
Dresden Nuclear Power Station

BBS:jo

Enclosure

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

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