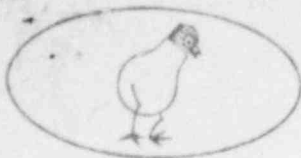


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Commonwealth Edison Company

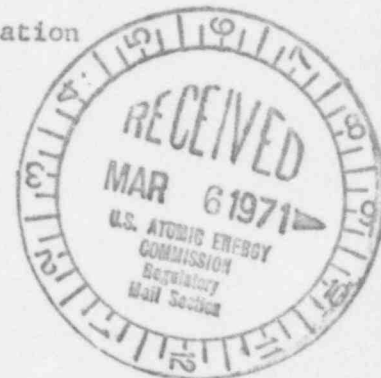
72 WEST ADAMS STREET * CHICAGO, ILLINOIS

Address Reply to:

POST OFFICE BOX 767 * CHICAGO, ILLINOIS 60690

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450

March 2, 1971



Dr. Peter A. Morris, Director
Division of Reactor Licensing
U.S. Atomic Energy Commission
Washington, D.C. 20545

SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION UNIT #2, SECTION 6.6.C.1 OF THE TECHNICAL SPECIFICATIONS

Dear Dr. Morris:

This is to report a condition relating to the operation of the station in which, on February 3, 1971, 2/3 "A" Standby Gas Treatment System malfunctioned.

Problem, Investigation, and Corrective Action

Unit #2 was operating and the instrument bus was being switched from auxiliary power to normal power. During this transfer, a spurious initiation of the Standby Gas Treatment System occurred. Standby Gas Treatment System train 2/3 "A" was in primary and started but immediately tripped. "B" train, which was in standby, started following the trip of 2/3 train and operated satisfactorily.

Investigation revealed that the end bells had come off of the 2/3 "A" train discharge damper motor operator (MO-2/3-7505-A), preventing the damper from opening completely.

The damper was manually closed and the motor operator taken out of service electrically. All other components remained in service in the event that 2/3 "A" train Standby Gas Treatment System was needed for operation in a manual mode.

Following replacement of the motor end bells a check on motor operator current, (connected to the damper and also disconnected) indicated that the motor was drawing excessive amperage indicating a defective motor. Further inspection following disassembly revealed the rotor shaft to be bent causing the excessive amp-erage condition.

S/O R/Staff 3/7/71
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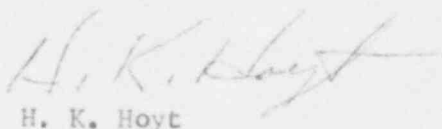
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March 2, 1971

The damaged motor operator was rebuilt and returned to service February 4, 1971. Subsequent test operation of the 2/3 "A" train Standby Gas Treatment System was initiated and all components of this train operated satisfactorily.

This same motor operator had malfunctioned on January 5, 1971. Following repair, the operator was returned to service and was operated normally on seven occasions up to the date of the failure noted in this letter. As a result of this latest malfunction, the new operator ordered following the January 5, 1971, malfunction will be installed as a replacement as soon as it is delivered and the present motor operator discarded.


H. K. Hoyt
Superintendent

HKH:WPW:dmc