

Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

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Dresden Nuclear Power Station
R.R. #1

Morris, Illinois 60450

December 18, 1970

Dr. Peter A. Morris, Director
Division of Reactor Licensing
U.S. Atomic Energy Commission
Washington, D.C. 20545SUBJECT: LICENSE DPR-19 DRESDEN NUCLEAR POWER STATION UNIT #2 SECTION 6.6.C
OF THE TECHNICAL SPECIFICATIONS

Dear Dr. Morris:

This letter is to report a condition relating to the operation of the station in which control rod drive 34-23 (J-6) was declared inoperable as required by section 3.3.A.2 of the Technical Specifications.

Problem and Initial Action

On November 19, 1970 at 7:35 a.m. control rod drive J-6 failed to move from position 00 with control rod drive pressure. This drive was declared inoperable and disarmed. The drive had been installed during the November 14-18, 1970 scheduled outage.

Investigation and Corrective Action:

Investigation of this drive's problem on November 20 revealed that the drive could be moved if the Asco speed control valves were manipulated and the normal drive pressure increased to 400 psi. Drive operation was again attempted during reactor operations at 490 MW. The drive was freed up and appeared to operate properly after a series of exercises although settling into the notches in the first half of its stroke was somewhat slower than normal. This is indicative of increased friction in the drive mechanism. The drive was stroked several additional times and was scram tested twice. The scram times for 90% insertion were 3.00 and 2.96 seconds. The drive was returned to service at 6:00 p.m. on December 20, 1970.

Drive J-6 was placed in the group of drives which are monitored periodically. It was also decided to remove this drive from the reactor for inspection at the next opportunity.

On December 10, 1970, drive J-6 was removed from the reactor. It was disassembled and inspected on December 16, 1970.

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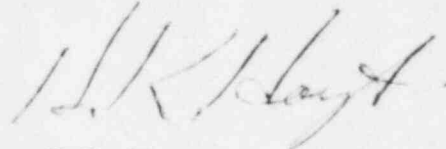
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The cause of the erratic operation and apparent increased friction was found to be a teflon split ring spacer was used in drive reassembly procedure which inadvertently left in the drive during the previous drive overhaul. This type of spacer is no longer used in Unit 2 control rod drives.

The reassembly of overhauled drives will be more closely monitored in the future to prevent this type of occurrence.



H.K. Hoyt
Superintendent

HKH:glt