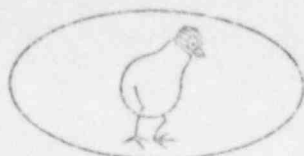


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Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

Address Reply to:

POST OFFICE BOX 767 ★ CHICAGO, ILLINOIS 60690

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

October 16, 1970



Dr. Peter A. Morris
Division of Reactor Licensing
U. S. Atomic Energy Commission

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 the Unit 3 125 V DC battery was found to be discharged and the 125 V DC battery charger inoperable while the plant was at 600 MWe. The battery and battery charger were required to be operable by Section 3.9B of the Technical Specifications.

Problem and Initial Action

On the 12 MN - 8 AM shift of September 15, 1970, the Unit 3 125 V DC battery charger tripped several times. Investigation revealed that the charger was producing maximum amperage and subsequently tripping on thermal overload. Further investigation revealed what appeared to be a cyclic ground on the Unit 3 125 V DC system.

Efforts to locate the cause of the trouble were unsuccessful and by 8:00 a.m. September 15, 1970, it was determined that the battery was discharged and that the battery charger would no longer produce proper voltage. The Unit 3 125 V DC battery and battery charger were declared inoperable at this time. Continued reactor operation was allowed by Section 3.9.B.3 of the Technical Specifications.

The Unit 2 reserve 125 V DC bus was transferred to be supplied from the Unit 2 battery and the 2/3 125 V DC battery charger was placed on the Unit 3 battery to begin recharging it.

October 16, 1970

Investigation and Corrective Action

A thorough investigation revealed a Unit 3 construction wiring error that connected 115 V AC to the 125 V DC at a limit switch. This was corrected immediately.

It is believed that the AC signal caused the battery discharge by three methods:

- a. Blocking the battery charge output.
- b. Tying the battery positive (+) and negative (-) buses together through the AC systems transformer.
- c. Creating a higher than normal driving voltage for normal DC loads.

Trouble shooting of the battery charger revealed a blown control circuit board. This was replaced and the Unit 3 125 V DC battery charger tested satisfactorily on September 17, 1970.

The Unit 3 125 V DC battery reached fully charged status on September 19, 1970. At this time the Unit 3 125 V DC battery and battery charger was declared operable and the battery system returned to normal lineup.

This incident has been reviewed by the Station Review Board and it was concluded that the initial action and corrective actions were proper.

Very truly yours,

H. K. Hoyt *was*
H. K. Hoyt
Superintendent

HKH:dmc