



Commonwealth Edison
Quad-Cities Generating Station
Post Office Box 216
Cordova, Illinois 61242
Telephone 309/654-2241

NJK-74-383

November 15, 1974



Mr. John F. O'Leary, Director
Directorate of Licensing Regulation
U. S. ATOMIC ENERGY COMMISSION
Washington, D. C. 20545

REFERENCE: Quad-Cities Nuclear Power Station
Docket No. 50-254, DPR-29
Appendix A. Section 6.6.B.2.b.

Dear Mr. O'Leary:

Enclosed please find the following Unusual Event Report for Quad-Cities Nuclear Power Station.

This report is submitted to you in accordance with the requirements of Technical Specification 6.6.B.2.

Very truly yours,

COMMONWEALTH EDISON COMPANY
QUAD-CITIES NUCLEAR POWER STATION

N. J. Kalivianakis
Station Superintendent

NJK/RP/dkp

cc: Region III, Directorate of Regulatory Operations
J. S. Abel

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inquiry

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REPORT DATE: 11-15-74.

DEVIATION DATE: 10-17-74

IDENTIFICATION OF UNUSUAL EVENT:

Unit 1 IPM #18 is stuck in the shuttle tube in the core.

CONDITIONS PRIOR TO UNUSUAL EVENT:

Reactor in shutdown mode.

DESCRIPTION OF UNUSUAL EVENT:

IRM #18 detector was removed on 10-16-74 to replace the drive tube. The detector was reinstalled in the new drive tube and was found to be inoperative. On 10-17-74 the fuel handlers attempted to remove the faulty detector when it became stuck in the shuttle tube. The detector was unable to be removed and was left in the core since it is within its normal boundary. Tech Specs do allow one IRM per channel to be bypassed.

APPARENT CAUSE OF UNUSUAL EVENT:

Equipment failure - the IRM detector became stuck in the shuttle tube. It is possible that the coupling between the shuttle tube and the drive tube was over tightened and caused the o-ring to be forced into the tube area. This may have caused a restriction which caused the insulation on the detector to become torn and bound when installing the detector.

ANALYSIS OF UNUSUAL EVENT:

Safety of the reactor is not affected. However, if another IRM in the same channel becomes inoperative Unit 1 will have to operate in the IRM region with a half-scrum. Seven of the eight IRM's are operational at this time.

CORRECTIVE ACTION:

A new shuttle tube has been ordered. When the shuttle tube has arrived the IRM and its associated shuttle tube will be replaced during an outage on Unit 1.

FAILURE DATA:

This is the first time that this has happened at QCNPS, therefore, there is no failure data available at this time.