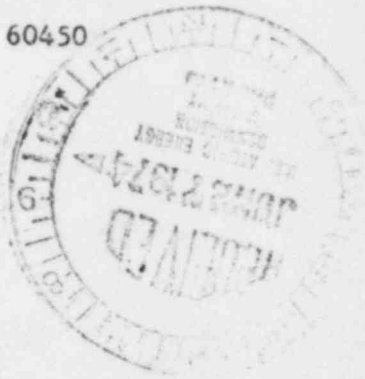
Commonwealth Edison
One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690

BBS Ltr.#453-74

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
June 21, 1974



Mr. J. F. O'Leary, Director
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

50-249

SUBJECT: LICENSE DPR-25, DRESDEN NUCLEAR POWER STATION, UNIT #3, REPORT OF ABNORMAL OCCURRENCE PER SECTION 6.6.B.1 OF THE TECHNICAL SPECIFICATIONS.
FAILURE OF MAIN STEAM LINE DRAIN VALVE 3-220-2.

Reference: Notification of Region III of AEC Regulatory Operations
Telephone: Mr. F. Maura, 1315 hours on June 17, 1974
Telegram: Mr. J. Keppler, 1610 hours on June 17, 1974

Dear Mr. O'Leary:

This letter is to report a condition relating to the operation of the unit at about 0400 hours on May 22, 1974. At that time, the supply breaker for main steam line drain valve 3-220-2 tripped repeatedly. This malfunction is contrary to section 3.7.D.1 of the Technical Specifications which requires that all isolation valves listed in Table 3.7.1 be operational during power operations.

PROBLEM

On May 22, 1974 main steam line drain valve 3-220-2 failed to operate correctly. While closing the valve in order to perform local leak rate testing, the supply breaker tripped repeatedly. Several breaker resets were required before the valve could be fully closed. At the time of the occurrence, the reactor mode switch was in the "Refuel" position, with thermal power at zero megawatts.

INVESTIGATION

An investigation into the cause of the breaker trip revealed that the problem was associated with the valve motor. The motor was then removed and inspected. The inspection revealed the armature windings were burnt and shorted.

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CORRECTIVE ACTION

The immediate corrective action taken was to reset the breaker and attempt operation until the valve reached the fully closed position.

Additional corrective action was taken after it was determined that the valve motor was faulty. To correct the condition and to return the valve to service, a replacement motor was installed. The failed motor was then sent out to be repaired. Since this is the first failure of this type in regards to this valve, the corrective action taken at this time is considered satisfactory.

EVALUATION

The failure of the 3-220-2 valve to operate properly did not place the safety of the plant or public in jeopardy. At the time of the occurrence, the unit was in the refuel mode and thermal power was zero. Also at the time the 3-220-2 valve failed open, the upstream isolation valve 3-220-1 was operable. In addition, all safety systems were operable at the time of the failure.

Sincerely,

B. B. Stephenson
Superintendent

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