

## (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

PHONE: 309-654-2241 Ext. 175

- I. LER NUMBER: LER/RO 79-26/03L-0
- II. LICENSEE NAME: Commonwealth Edison Company, Quad-Cities Nuclear Power Station
- III. FACILITY NAME: Unit One
- IV. DOCKET NUMBER: 050-254
- V. EVENT DESCRIPTION: On September 14, 1979, while shutting down Unit One for a scheduled maintenance outage, the quarterly MSIV closure timing surveillance (QOS 250-4) was performed. While performing the test, outboard MSIV A0-1-203-2C would not indicate fully closed in the Control Room during repeated attempts to close the valve. A visual inspection confirmed that the valve was only partially closing; thus exceeding the maximum allowable closure time of five seconds for any one MSIV as stated in Technical Specification Table 3.7-1. The other seven MSIVs were tested satisfactorily. The inboard "C" steam line valve IC MSIV was closed to isolate the steam line, in accordance with Technical Specification 3.7.D.2.

There have been three previous occurrences in which an MSIV failed to close in less than five seconds. However, this is the first instance in which a valve failed to fully close since the new pilot valve assemblies were installed by modifications M-4-1(2)-73-134.
- VI. PROBABLE CONSEQUENCES OF THE OCCURRENCE: The main steam isolation valves are required to close in less than five seconds to prevent fuel rod rupture in the event of a steam line break outside the containment. A0-1-203-1C, the inboard MSIV on "C" steam line, closed in 4.9 seconds. This is within the required closure time and would have isolated the steam line in less than five seconds had a Group 1 Primary Containment isolation signal occurred. Since the redundant valve operated properly, this event did not affect safe operation of the plant.
- VII. CAUSE: The cause of this occurrence is attributed to equipment failure. Upon investigation, it appeared that an air pilot valve was sticking and preventing a full closure stroke of the MSIV. Air was blown into the exhaust port of the pilot valve in an attempt to loosen the valve. The MSIV was then given a closure signal and it fully closed satisfactorily. The air pilot valve was disassembled and inspected. No unusual wear or particulate contamination was discovered which could be attributed to the failure. The MSIV pneumatic control manifold assembly is manufactured by Automatic Valve Corporation and is model C5512.
- VIII. CORRECTIVE ACTION: The pneumatic pilot valve was replaced and 2C MSIV was stroked to assure correct operation. It was retimed at 3.9 seconds, which is within the Technical Specification limits.