

LICENSEE EVENT REPORT

CONTROL BLOCK:

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

1 M A P P S 1 2 0 0 0 0 0 0 0 0 0 0 3 4 1 1 1 1 4 5
8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 31 CAT 38

1 REPORT SOURCE L 6 0 5 0 - 0 2 9 3 7 1 2 0 2 7 8 8 1 2 2 7 7 8 9
60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

2 On December 2, 1978, during control rod pattern change and scram testing of CRDs, control
3 rod drives 46-39 and 38-39 could not be scrambled from Reactor Protection System Test
4 and Monitoring Panel C916. Therefore, the requirements of T.S. 3.3.2.c could not be
5 satisfied. The CRDs were inserted and isolated for investigation and repair. The
6 possible consequences were minimized by the insertion of the control rods.
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SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP. SUBCODE VA VE SUBCODE
9 R B 11 E 12 B 13 V A L V E X 14 D 15 E 16
17 LER/RO REPORT NUMBER 7 8 21 22
EVENT YEAR 23
SEQUENTIA REPORT NO. 0 5 5 24 25
OCCURRENCE CODE 0 3 26 27
REPORT TYPE L 28 29
REVISION NO. 0 30 31
ACTION TAKEN A 18 A 19 Z 20 Z 21 0 0 0 0 22
FUTURE ACTION 33 34
EFFECT ON PLANT 35
SHUTDOWN METHOD 36
HOURS 37 38 39 40
ATTACHMENT SUBMITTED 41
NPRD-4 FORM SUB. N 24 N 25
PRIME COMP. SUPPLIER 42 43
COMPONENT MANUFACTURER A 6 1 0 26 44 45 46 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

0 Investigation by I&C found the Scram Pilot Valves not to be bleeding down. Each CRD has
1 two pilots which were removed as an assembly and replaced from stock. The CRDs were
2 then scram tested successfully by operations.
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FACILITY STATUS X 28 0 5 0 29
% POWER 10 11
OTHER STATUS N.A. 30
METHOD OF DISCOVERY B 31
DISCOVERY DESCRIPTION Routine Surveillance Test 32
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Charles J. Mathis

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BOSTON EDISON COMPANY
PILGRIM NUCLEAR POWER STATION
DOCKET NO. 50-293

Attachment to LER 78-055/03L-0

On December 2, 1978, control rod drives 46-39 and 38-39 could not be scrammed from Reactor Protection System Test and Monitoring Panel C916.

Investigation by I&C found the Scram Pilot Valves not to be bleeding down. Each CRD has two pilots which were removed as an assembly and replaced from stock. The CRDs were then scram tested successfully by operations.

On December 4, 1978, the assemblies were dismantled to locate the exact cause. Within each assembly one of the pilots was found to have the nylon spring loaded seat of the core assembly to be broken off and imbedded in the exhaust port preventing any bleed-off of air pressure through it. One of the bad pilots has been sent to the General Electric Company for examination while the other remains on site.

An evaluation of scram times for the past 16 week cycle was conducted in accordance with T.S. 4.3.C.2. This evaluation disclosed that, since September 15, 1978, 144 of the 145 control rod drives had had scram times verified to be within the requirements of T.S. 3.3.2.C.

To prevent future recurrence, a program will be established to replace all pilot heads and buna-N parts such as the diaphragms and body passage gaskets. This program will commence with the next outage (scheduled or unscheduled) as a non-critical path item. Henceforth, these parts will be replaced on a 5 year basis.