

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CON'T

| | |
|---|---|
| 0 | 1 |
| 7 | 8 |

REPORT SOURCE

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|----|---|---|---|---|---|---|---|---|------------|----|---|---|---|---|---|----|----|---|-------------|---|---|---|----|
| L | 6 | 0 | 5 | 0 | 0 | 0 | 3 | 3 | 3 | 7 | 1 | 2 | 0 | 4 | 7 | 8 | 8 | 1 | 2 | 2 | 7 | 7 | 8 | 9 |
| 60 | 61 | | | | | | | | | 68 | 69 | | | | | | 74 | 75 | | | | | | 80 |
| DOCKET NUMBER | | | | | | | | | | EVENT DATE | | | | | | | | | | REPORT DATE | | | | |

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

| | | |
|---|---|-----------------------|
| 0 | 2 | Please See Attachment |
| 0 | 3 | |
| 0 | 4 | |
| 0 | 5 | |
| 0 | 6 | |
| 0 | 7 | |
| 0 | 8 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|----------------------|----|--------------------|-----------------|----|----|--------------------------------|----|----|-------------------------------|----|------------------------|----------------------|----|----|------------------|--------------------|----|-------------------|--------------------|----|----|----|----|
| 09 | | SYSTEM CODE I A | | 11 | CAUSE CODE A | | 12 | CAUSE SUBCODE C | | 13 | COMPONENT CODE I N S T R U | | | | | | 14 | COMP. SUBCODE S | | 15 | VALVE SUBCODE Z | | 16 | | |
| 7 | 8 | 9 | 10 | | 11 | | 12 | | 13 | | | | | | 14 | | | 15 | | | 16 | | | | |
| 17 | | LER/RO REPORT NUMBER | | EVENT YEAR 7 8 | | 21 | 22 | SEQUENTIAL REPORT NO. 0 9 3 | | 24 | 25 | 26 | OCCURRENCE CODE 0 3 | | 28 | 29 | REPORT TYPE L | | 30 | REVISION NO. 0 | | 32 | | | |
| 33 | | ACTION TAKEN X | | FUTURE ACTION G | | 34 | 35 | EFFECT ON PLANT Z | | 36 | 37 | 38 | 39 | SHUTDOWN METHOD Z | | 40 | 41 | HOURS 0 0 0 0 | | 42 | 43 | 44 | 45 | 46 | 47 |
| 33 | | 18 | | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | | 25 | | 26 | | 27 | | 28 | | 29 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | | 42 | | 43 | | 44 | | 45 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | | | | | | | | | | | | |

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

| 10 | | Please See Attachment | |
|----|---|-----------------------|--|
| 1 | 1 | | |
| 1 | 2 | | |
| 1 | 3 | | |
| 1 | 4 | | |

FACILITY STATUS (28) H (30) 30
 % POWER (29) 0 0 0
 OTHER STATUS (31) NA
 METHOD OF DISCOVERY (32) B
 DISCOVERY DESCRIPTION (33) Surveillance Test
 ACTIVITY CONTENT
 RELEASED OF RELEASE (34) Z
 AMOUNT OF ACTIVITY (35) NA
 LOCATION OF RELEASE (36) NA
 PERSONNEL EXPOSURES
 NUMBER (37) 0 0 0
 TYPE (38) Z
 DESCRIPTION (39) NA
 PERSONNEL INJURIES
 NUMBER (40) 0 0 0
 DESCRIPTION (41) NA
 LOSS OF OR DAMAGE TO FACILITY
 TYPE (42) Z
 DESCRIPTION (43) NA
 PUBLICITY
 ISSUED (44) N
 DESCRIPTION (45) NA
 7901030143
 NRC USE ONLY

NAME OF PREPARER W. Verne Childs

PHONE: 315-342-3840

During the conduct of testing in preparation for startup following the 1978 Refueling and Maintenance outage, a wiring error was found on the 10% closure position switch for inboard MSIV B (29-AOV-80B). The error was discovered during conduct of Operation Surveillance Test F-ST-II titled MSIV Limit Switch Instrument Function Test which was being performed to meet the requirements of Technical Specification Appendix A, Tables 3.1-2 and 4.1-2.

Similar switches on the other seven (7) MSIV's were also tested and found satisfactory thus the safety function (scram) would have been available from the other seven (7) channels of instrumentation.

Each valve position switch is actually two (2) switches and investigation revealed that wiring to the two (2) switches had been inadvertently reversed when the switches were reassembled following work on the MSIV. Following correction of the wiring error, F-ST-II was completed with satisfactory results. The maintenance procedure will be revised to provide for tagging or marking switch leads prior to disconnecting.