

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0	1	0	H	D	B	S	1	2	0	0	-	0	0	N	P	F	-	0	3	3	4	1	1	1	1	4			5			
7	8	9					14	15										25	26											57	CAT	58
LICENSEE CODE								LICENSE NUMBER																	LICENSE TYPE							

CON'T

0	1
7	8

REPORT SOURCE

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

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | At 1400 hours on 7/25/79 while performing routine preventative maintenance, it was

0 3 | found that #2 condensing unit train (S33-2) of the Control Room Emergency Ventilation

0 4 | System (EVS) would not start. This placed the unit in the Action Statement of T.S.

0 5 | 3.7.6.1. There was no danger to the health and safety of the public or station per-

0 6 | sonnel. Train 1 of the Control Room EVS was available for use if an event requiring

0 7 | EVS operation had occurred. Each EVS train is designed for full capacity.

0 8 | (NP-33-79-99)

SYSTEM CODE S G 11		CAUSE CODE E 12		CAUSE SUBCODE A 13		COMPONENT CODE M O T O R X 14		COMP. SUBCODE Z 15		VALVE SUBCODE Z 16	
EVENT YEAR 7 9 21 22		SEQUENTIAL REPORT NO. 0 8 6 24 26		OCCURRENCE CODE 0 3 28 29		REPORT TYPE L 30		REVISION NO. 0 32		COMPONENT MANUFACTURER T 2 6 5 26 44 47	
ACTION TAKEN X 18		FUTURE ACTION X 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0 0 0 0 22 37 40		ATTACHMENT SUBMITTED Y 23 41	
CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)		NPRD-4 FORM SUB. N 24 42		PRIME COMP. SUPPLIER A 25 43							

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | This occurrence was caused by component failure; one of three thermistors in the com-
1 1 | pressor motor winding had failed opening the circuit thus preventing it from starting.
1 2 | The faulty thermistor was bypassed and the system was successfully tested and declared
1 3 | operable removing the unit from the Action Statement. A new compressor unit will be
1 4 | installed during the next maintenance outage.

8 9
FACILITY STATUS
1 5 E (28)
7 8 9
10 11 12 13
% POWER 1 0 0 (29)
OTHER STATUS (30) NA
44
45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
METHOD OF DISCOVERY (31) B
DISCOVERY DESCRIPTION (32) Preventative maintenance

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 2 8 3 9 4 10 5 11 6 12 7 13 8 14 9 15 10 16 11 17 12 18 13 19 14 20 15 21 16 22 17 23 18 24 19 25 20 26 21 27 22 28 23 29 24 30 25 31 26 32 27 33 28 34 29 35 30 36 31 37 32 38 33 39 34 40 35 41 36 42 37 43 38 44 39 45 40 46 41 47 42 48 43 49 44 50 45 51 46 52 47 53 48 54 49 55 50 56 51 57 52 58 53 59 54 60 55 61 56 62 57 63 58 64 59 65 60 66 61 67 62 68 63 69 64 70 65 71 66 72 67 73 68 74 69 75 70 76 71 77 72 78 73 79 74 80 75 81 76 82 77 83 78 84 79 85 80 86 81 87 82 88 83 89 84 90 85 91 86 92 87 93 88 94 89 95 90 96 91 97 92 98 93 99 94 100

AMOUNT OF ACTIVITY (35)

NA

LOCATION OF RELEASE (36)

NA

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	0	0	0	37	Z	38	NA	39

		PERSONNEL INJURIES		
NUMBER		DESCRIPTION		(41)
1	8	0	0	NA

POOR ORIGINAL

7		8		9		11		12	
TYPE		DESCRIPTION							
1	9	Z	(42)	NA		7908280721		2041 239	

7 8 9 10 PUBLICITY ISSUED DESCRIPTION (45) NRC USE ONLY

2 0 N (44) NA 68 69 80

NRC USE ONLY

DVR 79-120

NAME OF PREPARER James P. Rudolph

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917-926

TOLEDO EDISON COMPANY
DAVIS-BESSE NUCLEAR POWER STATION UNIT ONE
SUPPLEMENTAL INFORMATION FOR LER NP-33-79-99

DATE OF EVENT: July 25, 1979

FACILITY: Davis-Besse Unit 1

IDENTIFICATION OF OCCURRENCE: Train 2 of the Control Room Emergency Ventilation System inoperable

Conditions Prior to Occurrence: The unit was in Mode 1, with Power (MWT) = 2772, and Load (Gross MWE) = 910

Description of Occurrence: At 1400 hours on July 25, 1979, a maintenance repairman found that the No. 2 Condensing Unit Train (S33-2) of the Control Room Emergency Ventilation System (EVS) would not start. This was detected while performing Preventative Maintenance Work Order 79-1911 on the Control Room EVS.

Technical Specification 3.7.6.1 requires both EVS trains to be operable in Modes 1-4. This failure put the station in the Action Statement of Technical Specification 3.7.6.1 which requires the system be restored to operable status within seven days or the unit be in at least hot standby within the next six hours and cold shutdown within the following thirty hours.

Designation of Apparent Cause of Occurrence: The cause of this occurrence is component failure. One out of the three thermistors in the windings of the compressor was faulty. This simulated a high temperature condition in the windings which opened the compressor motor control circuit and prevented it from starting.

Analysis of Occurrence: There was no danger to the health and safety of the public or to station personnel. Train 1 of the Control Room EVS was available for use if EVS operation had been required. Each EVS train is designed for full capacity.

Corrective Action: The compressor was repaired per Maintenance Work Order 79-2571 by jumpering with a resistor across the faulty thermistor terminal. The two remaining thermistors were tested and proven operable. A new compressor will be installed during the next maintenance outage.

The system was successfully tested and declared operable per ST 5076.01, "Control Room EVS Monthly" and Maintenance Work Order 79-1911, "Control Room EVS Quarterly Preventative Maintenance" on July 30, 1979. This removed the unit from the Action Statement of Technical Specification 3.7.6.1.

Further investigation into the cause of the thermistor failure will be done when the compressor is replaced.

Failure Data: There have been no previously reported similar occurrences.

LER #79-086

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