

LICENSEE EVENT REPORT

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CONTROL BLOCK: 1

01 11 L O A D 1 2 0 0 2 - 1 0 0 0 1 - 0 0 0 3 4 1 1 1 1 4 5
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

CON'T
01 11 L 0 5 0 0 0 2 5 4 7 0 4 1 4 8 1 8 0 4 2 7 8 1 9
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 At 2200 the unit operator observed valve A0-1-1301-35 to be closed due to a shorted
03 solenoid coil on the valve operator. This caused RCIC to be inoperable. The
04 probable consequences were minimized because HPCI was demonstrated operable and
05 operation was maintained in accordance with Technical Specification 3.5.E.2.
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CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 The cause of this occurrence was a shorted solenoid on valve A0-1-1301-35 which
11 caused the valve to fail closed. The solenoid was replaced and the valve test
12 stroked three times satisfactorily. RCIC was operable at 4:05 a.m. on April 15,
13 1981.
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NRC USE ONLY

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- I. LER NUMBER: LER/RO 81-10/03L-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 April 14, 1981, at 2200, while Unit One was in the RUN mode at 809 MWe and 2489 MWt, the Unit One Operator observed that the outboard Reactor Core Isolation Cooling system (RCIC) steam line drain valve, AO-1-1301-35, was closed. This valve is normally open to drain condensed steam from the line, preventing a water slug from forming and damaging the RCIC turbine during startup. The steam line can still be drained, using a pressure test point between the inboard and outboard valves, to the area sump. A manual isolation valve on a RCIC steam trap also required repacking, so the RCIC system was taken out of service to facilitate repair of these items.

In accordance with Technical Specification 3.5.E.2., the High Pressure Coolant Injection system (HPCI) was tested and proven operable before RCIC was taken out of service. In 1979, two similar failures of the solenoid coil on Unit Two RCIC steam drain line were reported.

VI. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The consequences of this occurrence were minimized because the HPCI system was always available had the need arisen.

VII. CAUSE:

The cause of the valve closure was a shorted coil in the valve operator solenoid (SO-1-1301-35). This is a 120 VDC coil, part number 98-824-7-D, manufactured by ASCO.

VIII. CORRECTIVE ACTION:

Immediate corrective action was to demonstrate the operability of the HPCI system. Work Request Q12065 was issued to replace the solenoid coil, part for part. The valve was test operated three times satisfactorily. The RCIC system was declared operable at 4:05 a.m. on April 15, 1981.