

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 2 3 4 5 6 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 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 2 3 4 5 6 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 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

CON'T

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 On 11/17/82 with the Unit in Startup Mode, the "B" Emergency Makeup Control Room

0 3 ventilation fan failed to start during the performance of LOS-VC-M1. The "A" Emer-

0 4 gency ventilation fan was started per Tech. Spec. 3.7.2 in conjunction with the

0 5 normal VC HVAC System. The health and safety of plant personnel was maintained at

0 6 all times.

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0 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 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

SYSTEM CODE: S G (11)

CAUSE CODE: A (12)

CAUSE SUBCODE: E (13)

COMPONENT CODE: X X X X X X X (14)

COMP. SUBCODE: X (15)

VALVE SUBCODE: Z (16)

EVENT YEAR: 8 2 (17)

SEQUENTIAL REPORT NO.: 1 5 1 (18)

OCCURRENCE CODE: 0 3 (19)

REPORT TYPE: L (20)

REVISION NO.: 0 (21)

LER/RO REPORT NUMBER: 17 (22)

ACTION TAKEN: B (23)

FUTURE ACTION: G (24)

EFFECT ON PLANT: C (25)

SHUTDOWN METHOD: Z (26)

HOURS: 0 0 0 3 (27)

ATTACHMENT SUBMITTED: Y (28)

NPRD-4 FORM SUB.: 1 4 (29)

PRIME COMP. SUPPLIER: A (30)

COMPONENT MANUFACTURER: Z 9 9 9 (31)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Investigation showed that the outlet damper shaft of the "B" train was bent and the

1 1 bearing housing cap was broken. When the linkage was initially installed it appears to

1 2 have been misaligned. The damper was removed to effect repairs and temporary duct work

1 3 installed until the damper was reinstalled. "B" train passed LOS-VC-M1 after being

1 4 repaired.

1 5 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 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

FACILITY STATUS: B (28)

% POWER: 0 0 0 (29)

OTHER STATUS: NA (30)

METHOD OF DISCOVERY: B (31)

DISCOVERY DESCRIPTION: LOS-VC-M1 (32)

ACTIVITY CONTENT RELEASED OF RELEASE: Z (33)

AMOUNT OF ACTIVITY: NA (34)

LOCATION OF RELEASE: Na (35)

PERSONNEL EXPOSURES NUMBER: 0 0 0 (36)

TYPE: Z (37)

DESCRIPTION: NA (38)

PERSONNEL INJURIES NUMBER: 0 0 0 (39)

DESCRIPTION: NA (40)

LOSS OF OR DAMAGE TO FACILITY TYPE: Z (41)

DESCRIPTION: NA (42)

PUBLICITY ISSUED: N (43)

DESCRIPTION: NA (44)

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PDR ADOCK 05000373
S PDR

NAME OF PREPARER: K. Wittenburg

PHONE: 357-6761

NRC USE ONLY

- I. LER NUMBER: 82-151/03L-0
- II. LASALLE COUNTY STATION: Unit 1
- III. DOCKET NUMBER: 050-373
- IV. EVENT DESCRIPTION:

On 11/17/82 with the unit in Startup Mode, the "B" Emergency Makeup Control Room Ventilation Fan failed to start during the performance of LOS-VC-M1. Technical Specification 3.7.2 prevents the unit from going to the run condition.

- V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The "A" Emergency Makeup Control Room Ventilation Fan was started per T.S. 3.7.2 in the pressurization mode, in conjunction with the normal VC HVAC system. The health and safety of plant personnel was maintained at all times.

- VI. CAUSE:

The outlet damper of the "B" train failed to open. Investigation found that the damper shaft was bent and the bearing housing cap was broken. This damage was apparently caused by a misalignment on the linkage when it was initially installed.

- VII. CORRECTIVE ACTION:

Work Request L19787 was written and the damper was removed to complete the repairs. Temporary duct work was installed and the damper position limit switches were jumpered to allow the train to run if needed. LOS-VC-M1 was performed satisfactorily to prove the operability of the "B" Emergency Makeup Ventilation System after the damper was reinstalled. This is believed to be an isolated incident.

Prepared by: K. Wittenburg