

LICENSEE EVENT REPORT

LER 82-14/3L

CONTROL BLOCK:

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(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0	1	V	T	V	Y	S	1	2	0	0	-	0	0	0	0	0	-	0	0	3	4	1	1	1	1	4			5		
7	8	LICENSEE CODE						14	LICENSE NUMBER												25	LICENSE TYPE					30	CAT			58

CON'T

REPORT SOURCE: 01 L 6 0 5 0 0 0 2 7 1 7 0 6 1 5 8 2 8 0 7 1 4 8 2 9

DOCKET NUMBER: 60 61 68 69 74 75 80

EVENT DATE: 68 69 74 75 80

REPORT DATE: 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 When returning RWCU to service, the outboard isolation valve V12-18 would not open.

0 3 The operator manually took the valve off its seat, reset the overload and the valve

0 4 opened normally. Ten minutes later, RWCU pumps tripped and indication for V12-18

0 5 was lost. The system was then isolated per T. S. 4.7.D.2. There were no conse-

0 6 quences to the health and safety of the public. No similar events have been reported

0 7 to the Commission.

0 8

7 8 9 80

0 9		SYSTEM CODE S 9 D 10 (11)		CAUSE CODE E 11 (12)		CAUSE SUBCODE B 12 (13)		COMPONENT CODE V 13 A 14 L 15 V 16 E 17 X 18 (14)				COMP SUBCODE E 19 (15)		VALVE SUBCODE D 20 (16)	
(17) LER RD REPORT NUMBER		EVENT YEAR 8 21 22		— 23		SEQUENTIAL REPORT NO. 0 24 1 25 4 26		— 27		OCCURRENCE CODE 0 28 3 29		REPORT TYPE L 30		— 31	
ACTION TAKEN A 17 (18)		FUTURE ACTION H 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21 (21)		HOURS 0 22 0 23 0 24		ATTACHMENT SUBMITTED Y 25 (23)		NPRD-4 FORM SUB Y 26 (24)		PRIME COMP. SUPPLIER A 27 (25)	
— 32		— 33		— 34		— 35		— 36		— 37		— 38		— 39	
— 40		— 41		— 42		— 43		— 44		— 45		— 46		— 47	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 This event was most probably caused by the cooling of the RWCU line and jamming the

1 1 valve. This, in turn, opened the thermal overloads and burned out the motor. Cor-

1 2 rective action was to replace the motor, inspect the breaker, and return the system

1 3 to operation.

1 4

FACILITY STATUS % POWER OTHER STATUS (30) METHOD OF DISCOVERY DISCOVERY DESCRIPTION (32)

1 5 E (28) 1 0 0 (29) NA A (31) Operator Observation

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 Z 33 Z 34

AMOUNT OF ACTIVITY (35)

NA

LOCATION OF RELEASE (36)

NA

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

PERSONNEL INJURIES		NUMBER		DESCRIPTION	
1	5	0	0	40	NA

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8207260240 820714
PDR ADOCK 05000271
S PDR

ISSUED DESCRIPTION (45)

2 0 N (44)

NRC USE ONLY

NAME OF PREPARER Warren P. Murphy

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VTVYS1
05000271
LER 82-14/3L

Event Description and Probable Consequences

When returning RWCU to service, the outboard isolation valve V12-18 would not open. The valve had cooled sufficiently while closed such that the gate was jammed into the seat. The operator found the thermal overload tripped, but it could not be reset immediately. The operator then manually took the valve off the seat. Approximately one half hour later, the thermal overload was reset and the outboard isolation valve fully opened electrically and RWCU was placed in service. About ten minutes later, the operator noticed a RWCU pump trip and loss of indication from V12-18. The system was then isolated per T. S. 4.7.D.2. Investigation revealed that the breaker feeding V12-18 had tripped and the motor had failed. There were no consequences to the public health and safety.

Cause Description and Corrective Action

The initial cooling of the outboard valve most probably caused the valve to jam into the seat and, when flagged open, tripped the thermal overload. It is believed that this operation stressed the motor sufficiently to induce a ground fault on the negative lead to the motor although this was not immediately apparent and did not prevent valve operation. This fault eventually induced a breakdown in the motor insulation which caused the circuit breaker to trip long after the valve had been operated. The overload is on the positive lead and did not open. The immediate corrective action was to replace the motor and inspect the circuit breaker. The valve was then fully tested and the RWCU System returned to service. Further corrective action, currently in progress, instructs the operators to close one other isolation valve in the line per T. S. 4.7.D.2 before attempting to manually open an inoperable isolation valve. V12-18 is a 4", 1500 lb. gate valve manufactured by the Wm. Powell Co., Model #11323WE with a Limitorque SMB-000, 125 VDC motor operator.