

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

SYSTEM CODE S G 11
10

CAUSE CODE E 12
11

CAUSE SUBCODE B 13
12

COMPONENT CODE X X X X X X 14
13

COMP. SUBCODE X 15
15

VALVE SUBCODE Z 16
20

VENT YEAR 8 2
21 22

SEQUENTIAL REPORT NO. 0 5 10
24 26

OCCURRENCE CODE 0 3
23 25

REPORT TYPE L
27

REVISION NO. 0
28

EFFECT ON PLANT Z 20
19

SHUTDOWN METHOD Z 21
23

HOURS 0 0 0 0
37 40

ATTACHMENT SUBMITTED Y 22
41

PRIME FORM. SUP. N 26
42

PRIME COMP. SUPPLIER Z 23
43

COMPONENT MANUFACTURER Z 9 9 9 9 2
44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

Isolation damper OVC21YA was found stuck open, this provided a diverting path for "B" supply air to "A" train instead of the control room. WR 16918 was written and completed, operating surv. LOS-VC-M1 was successfully performed and "B" emerg. train declared operable at 1800 hrs on 6/27/82.

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|-------------------------------|----|---------------------|----|--------------------|----|--|----|-----------------------|-------------|
| FACILITY STATUS | | % POWER | | OTHER STATUS | | METHOD OF DISCOVERY | | DISCOVERY DESCRIPTION | |
| B | 28 | 0 | 0 | 0 | 29 | NA | A | 31 | Observation |
| ACTIVITY CONTENT | | RELEASED OF RELEASE | | AMOUNT OF ACTIVITY | | LOCATION OF RELEASE | | | |
| Z | 33 | Z | 34 | NA | 35 | NA | 36 | | |
| PERSONNEL EXPOSURES | | NUMBER | | TYPE | | DESCRIPTION | | | |
| 0 | 0 | 0 | 37 | Z | 38 | NA | 39 | | |
| PERSONNEL INJURIES | | NUMBER | | DESCRIPTION | | | | | |
| 0 | 0 | 0 | 40 | NA | 41 | | | | |
| LOSS OF OR DAMAGE TO FACILITY | | TYPE | | DESCRIPTION | | | | | |
| Z | 42 | NA | 43 | | | | | | |
| PUBLICITY | | ISSUED | | DESCRIPTION | | NRC USE ONLY | | | |
| N | 44 | NA | 45 | NA | 46 | 8207300172 820714 PDR ADOCK 05000373 S PDR | | | |

J. Damron

NOTE

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

Emergency Make Up Train OVC01SB was declared inoperative at 2130 hrs, 6/21/82, when it was noted that the "B" Control Room HVAC System would not attain the required positive pressure. The right half butterfly of the tornado damper (OVC01YB) upstream blade was found closed and would not remain open. This was believed to be the problem causing low ΔP , i.e. inadequate make up air. WR16343 was initiated and completed, making repairs to OVC01YB's linkage; the damper then remained open. Operating surveillance LOS-VC-M1 was begun to demonstrate operability of the train, however, the proper ΔP could not be attained. "B" emergency make up train remained under inoperative status, 6/22/82, for inability to reach the required positive control room pressure.

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE

The Control Room HVAC systems, whether on normal outside air or with filtered emergency make up air, are required to attain and maintain a + 1/8" w.c. in the Control Room. This positive pressure requirement is to prevent infiltration from potentially contaminated areas communicating with the control room. At this point in the plant's life there are no such contaminated areas; therefore, the health, safety and performance of the control room operators was not impaired. Also, the emergency make up train was still available to filter outside air in the event of an outside air high ionization level. The redundant "A" train was always fully operable during the period of "B" train inoperative status, and continued to maintain control room ΔP requirements.

VI. CAUSE

The discharge of the idle redundant control room HVAC train is isolated from the ductwork it shares with its operating counterpart by shut off dampers which energize to open when the train is in operation, spring to close when the train is secured. Isolation damper OVC21YA was found to be stuck open even though the "A" VC train had been secured. This open damper provided a diverting path for "B" train supply air flow into the idle "A" train instead of the control room. The inadequate amount of supply air to the control room was the obvious reason for the low ΔP .

VII. CORRECTIVE ACTION

Upon discovery of the open isolation damper, OVC21YA, it was immediately bumped closed. WR 16918 which was to investigate and repair the physical binding which prohibited this damper from closing was completed.

Operating surveillance LOS-VC-M1 was successfully performed and the "B" emergency make up train was declared operable 1800 hrs, 6/27/82.