UPDATED REPORT--PREVIOUS
REPORT DATED 9/18/82

LICENSEE EVENT REPORT

CONTROL BLOCK: | | | | | | (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | I L S C 1 | (2) | 0 0 - 0 0 0 0 0 - 0 0 | (3) | 4 1 0 0 0 | (4) | | | (5)
LICENSEE CODE 9–14 | LICENSE NUMBER 15–25 | LICENSE TYPE 26–30 | CAT 57–58

CON'T
0 1 REPORT SOURCE | L | (6) | 0 5 0 0 0 3 7 3 | (7) | 0 7 2 2 8 2 | (8) | 0 2 0 9 8 3 | (9)
60 | DOCKET NUMBER 61–68 | EVENT DATE 69–74 | REPORT DATE 75–80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 Dampers OVE07YA and OVE09YA would not operate manually. Upon inspection OVE09YA was
0 3 found to have a blown oil seal which could not be rapidly repaired. Probable conse-
0 4 quences were minimal, because another VE train was operational and the subject dampers
0 5 failed to the open position, so that "A" train could have been used in an emergency
0 6
0 7
0 8

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	A A (11)	E (12)	B (13)	V A L V O P (14)	C (15)	X (16)

(17) LER/RO REPORT NUMBER

EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
8 2	—	0 6 7	/	0 3	X	—	1

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
D (18)	(19)	Z (20)	Z (21)	0 0 0 0	Y (23)	N (24)	A (25)	1 2 0 7

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The blown oil seal prevented the unit from operating properly by depressurizing the
1 1 unit the damper actuators were repaired in accordance with work request L17464 and shop
1 2 tested satisfactorily. LIS-VC-03 was performed with satisfactory result, to verify
1 3 proper operation of the dampers manually.
1 4

1 5 FACILITY STATUS: B (28) | % POWER: 0 0 4 (29) | OTHER STATUS (30): NA | METHOD OF DISCOVERY: (31) | DISCOVERY DESCRIPTION (32): NA

1 6 ACTIVITY RELEASED: Z (33) | CONTENT OF RELEASE: Z (34) | AMOUNT OF ACTIVITY (35): NA | LOCATION OF RELEASE (36): NA

PERSONNEL EXPOSURES
1 7 NUMBER: 0 0 0 (37) | TYPE: Z (38) | DESCRIPTION (39): NA

PERSONNEL INJURIES
1 8 NUMBER: 0 0 0 (40) | DESCRIPTION (41): NA

LOSS OF OR DAMAGE TO FACILITY (43)
1 9 TYPE: Z (42) | DESCRIPTION: NA

PUBLICITY
2 0 ISSUED: N (44) | DESCRIPTION (45): | NRC USE ONLY

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I. LER NUMBER: 82-067/03X-1

II. LASALLE COUNTY STATION: Unit 1

III. DOCKET NUMBER: 050-373/374

IV. EVENT DESCRIPTION:

On July 22, 1982, at 1215 hours, the "A" train of the Auxiliary Electric Equipment Room (VE) HVAC system was shut down and taken out of service to repair charcoal filter isolation dampers 0VE07YA and 0VE09YA, in accordance with Work Request L17464. Upon investigation, it was found that a seal in the actuator of damper 0VE09YA had failed. After wiring both dampers open, their "fail-safe" position, the actuators were removed and transported to the Electrical Maintenance shop for repair. No spare seals were held in stores, so rapid repair of the actuator could not be effected. The system was declared inoperable on July 22, 1982, at 1825 hours, in accordance with Technical Specification 3.7.2.

V. PROBABLE CONSEQUENCES OF THE EVENT:

The probable consequences of the event were minimal, based on the following factors:

1) The "B" train of the VE system was fully operable, and was utilized while the "A" train was being repaired.

2) Charcoal filter isolation dampers 0VE07YA and 0VE09YA were wired open, their "fail-safe" position, so that in an emergency situation the "A" train could have been operated, if needed.

During the course of the event a reactor startup was in progress. Upon reviewing the system status, in preparation for the startup, it was determined that the system was technically not inoperable in the configuration it was in, since the "A" train would have performed its function satisfactorily, if required. Consequently, the startup was continued.

The plant was maintained in a safe condition at all times and there was no threat to the health and safety of the public.

VI. CAUSE:

Upon inspection, actuator 0FZ-VE007A (damper 0VE07YA) had no indication of hydraulic oil leakage or electrical malfunction. Actuator 0FZ-VE007B (damper 0VE09YA) was found to have a damaged upper piston seal. This seal isolates the hydraulic piston cylinder from the control plate. Failure of this seal allowed hydraulic oil to escape from the piston cylinder, resulting in de-pressurizing the unit. This de-pressurization returned the damper to its failed state.

VII. CORRECTIVE ACTION:

Both actuators were disassembled, cleaned, repaired as necessary and then reassembled in accordance with Work Request L17464. The actuators were shop tested satisfactorily and reinstalled in the system. Dampers 0VE07YA and 0VE09YA were then tested in accordance with LIS-VC-03, with satisfactory results.

No apparent cause for the failure of damper 0VE07YA could be discovered.

The upper piston seal on damper 0VE09YA failed because of many hours of usage. No generic problem or defect seems evident.

Prepared by: R. E. Tolbert