

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CONTROL BLOCK:

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7	8	9	14						15	25										26	30					57	CAT	58	
LENSEE CODE		LICENSE NUMBER										LICENSE TYPE																	

CON'T

REPORT SOURCE L 6 0 5 0 0 0 2 5 4 7 0 1 1 9 3 3 8 0 2 1 4 8 3 9

60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | At 1300 hours, while performing the monthly HPCI pump operability test, the HPCI
0 3 | motor speed changer would not move from its low speed stop. The HPCI subsystem was
0 4 | declared inoperable and the required surveillance tests were initiated as required
0 5 | in Technical Specification 4.5.C.2. All other ECCS and the RCIC System were
0 6 | operable at the time. The HPCI System could have been operated from the local
0 7 | Turbine control panel if necessary. Reactor safety was not affected as a result
0 8 | of this event.

SYSTEM CODE S F 11		CAUSE CODE B 12		CAUSE SUBCODE C 13		COMPONENT CODE M O T O R X 14		CO 1P. SUBCODE Z 15		VALVE SUBCODE Z 16							
EVENT YEAR 8 3 21 22		SEQUENTIAL REPORT NO. 0 0 2 24 26		OCCURRENCE CODE 0 3 28 29		REPORT TYPE L 30 31		REVISION NO. 0 32									
ACTION TAKEN B 18		FUTURE ACTION Z 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0 0 0 0 22 37 40		ATTACHMENT SUBMITTED Y 23 41		NPRD-4 FORM SUB. N 24 42		PRIME COMP. SUPPLIER N 25 43		COMPONENT MANUFACTURER G 0 3 0 26 44 47	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Excessive friction was caused when the low speed stop post wedged itself against

1 1 the low speed stop collar. The low speed stop post may have been installed too

1 2 high on the moveable linkage collar, which caused gouging into the stationary stop

1 3 collar during normal operation. The low speed stop post was filed down until the

1 4 post merely rested against the stop collar tab. The HPCI pump operability test was

then performed satisfactorily. A subsequent inspection of the Unit Two HPCI

linkage revealed no similar problem.

7 8 9
FACILITY STATUS % POWER OTHER STATUS (30) METHOD OF DISCOVERY DISCOVERY DESCRIPTION (32)

1 5 E (28) 0 9 9 (29) NA B (31) Monthly Operability Test

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 2 33 34 NA

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

45 NA 80

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

PERSONNEL INJURIES		DESCRIPTION	
NUMBER			
1	3	0	0
0	0	0	40
		NA	

7		8		9		11		12	
				LOSS OF OR DAMAGE TO FACILITY					
				TYPE		DESCRIPTION		(43)	
1	9	7	42						
<div style="display: flex; justify-content: space-between;"> FILE 8302280321 830214 </div>									

7 8 9 10 PDR ADOCK 05000254 NRC USE ONLY
 S PDR
 ISSUED DESCRIPTION (45) NA 68 69 70 71 72 73 74 75 76 77 78 79 80
 2 0 44

PHONE: 309-654-2241, ext 173

- I. LER NUMBER: LER/RO 83-02/03L-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 January 19, 1983, at 1300 hours, while performing the monthly HPCI Pump Operability Surveillance, QOS 2300-2, the High Pressure Coolant Injection (HPCI) Motor Speed Changer would not move from its Low Speed Stop. An Electrician was sent to investigate the problem. The HPCI Subsystem was declared inoperable and the HPCI Outage Surveillance was initiated as required in Technical Specification 4.5.C.2. Unit One was in the RUN mode at 814 MWe and 2485 MWt.

VI. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The safety implications of this occurrence were minimal due to the availability of the redundant systems. All of the other Emergency Core Cooling Systems (ECCS), and the RCIC System, were operable at the time of this occurrence. The HPCI Motor Speed Changer could also have been operated manually at the HPCI Turbine if it had been needed. Safe operation of the Reactor was not affected as a result of this occurrence.

VII. CAUSE:

The reason the Motor Speed Changer shaft would not rotate was due to excessive friction caused by the Low Speed Stop post, which may have been installed too high on the linkage collar. The post caused some gouging on the rotating Low Speed Stop collar body instead of merely resting against the collar tab (see attached diagram). The friction between the stop post and stop collar was more than the Motor Speed Changer motor could overcome. The HPCI Turbine and associated controls were manufactured by the General Electric Company.

VIII. CORRECTIVE ACTION:

The immediate corrective action was to manually cycle the Motor Speed Changer. The Motor Speed Changer was then satisfactorily operated three times from the Control Room. Subsequent investigation revealed a lack of clearance between the Low Speed Stop collar body and the corresponding Low Speed Stop post on the linkage collar. This was remedied by filing down the post on the linkage collar to obtain a clearance between the stop collar. The Unit Two Motor Speed Changer and the Unit One and the Unit Two Motor Gear Units were inspected and were found to have adequate clearances to prevent a problem of a similar nature from occurring. No further corrective action is deemed necessary.

