

LICENSEE EVENT REPORT

CONTROL BLOCK:

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 (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 11L L S C 1 2 00-000000-000 3 41000 4 5
7 8 9 14 15 25 26 30 37 CAT 58
LICENSE CODE LICENSE NUMBER LICENSE TYPE

CONT

REPORT SOURCE: 01 L 6 0 5 0 0 0 3 7 3 7 1 1 3 0 8 3 2 1 2 3 0 8 3 9
60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

On 11/30/83, while in cold shutdown, a Local Leak Rate Test was performed on the RHR SDC Inboard Isol. Vlv. 1E12-F009. The allowable leakage for this valve is 6.25 SCFH. However, the actual leakage was estimated at 1680 SCFH. No actual 'as found' leak rate data was obtained since the valve could not be cycled by its normal operation method. The SDC suction line still has the outboard isol. vlv. 1E12-F008 which meets the requirements of App. J. to 10 CFR 50 as an isol. vlv. It is also believed that the vlv. would still function in preventing significant vessel inventory in the event of a line break.

SYSTEM CODE C F 11		CAUSE CODE E 12		CAUSE SUBCODE B 13		COMPONENT CODE V A L V E X 14		COMP. SUBCODE F 15		VALVE SUBCODE D 16	
EVENT YEAR 8 3 21		SEQUENTIAL REPORT NO. 1 5 2 24		OCCURRENCE CODE 0 3 28		REPORT TYPE L 30		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		ATTACHMENT SUBMITTED Y 23	
PRIME COMP. SUPPLIER A 25		NPRD-4 FORM SUB. N 24		COMPONENT MANUFACTURER A 3 9 1 26							

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (2)

1	0	A close examination of the valve internals revealed that the bottom seat ring sealing
1	1	surface was not adequately flat. The minor irregularities between the disc and seat
1	2	sealing surface resulted in the as found leakage. The bottom seat ring was machined
1	3	to assure flatness via W.R. L28423. The valve was re-assembled and satisfactory
1	4	leak rate tests were performed on 12/22/83.

7 8 9 FACILITY STATUS (28) 10 11 12 % POWER (29) 13 14 15 OTHER STATUS (30) 16 17 18 METHOD OF DISCOVERY (31) 19 20 21 DISCOVERY DESCRIPTION (32)

1 5 B 0 0 0 NA B LTS-100-35

7 8 9 ACTIVITY CONTENT (33) 10 11 12 RELEASED OF RELEASE (34) 13 14 15 AMOUNT OF ACTIVITY (35) 16 17 18 LOCATION OF RELEASE (36)

1 6 Z Z NA NA

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

PERSONNEL INJURIES		DESCRIPTION	
NUMBER			
1	2	3	4
0	0	0	40
		NA	

8401060404 831230
PDR ADDCK 05000373

7 8 9 11 12
LOSS OF OR DAMAGE TO FACILITY (43) PDR ADUCK 05000575
TYPE DESCRIPTION S PDR
1 9 2 (42) NA
10
NBC USE ONLY

7 8 9 10 PUBLICITY ISSUED DESCRIPTION (45) NA 68 69 8
(815) 257-6761

NAME OF PREPARER

R. Dus

PHONE: (815) 357-6761

NRC USE ONLY

- I. LER NUMBER: 83-152/03L-0
- II. LASALLE COUNTY STATION: Unit 1
- III. DOCKET NUMBER: 050-373
- IV. EVENT DESCRIPTION:

On 11-30-83, while in Cold Shutdown for a planned outage, a Local Leak Rate Test was performed on the RHR Shutdown Cooling Inboard Isolation Valve 1E12-F009. The allowable leakage for this valve is 6.25 SCFH, however, the actual leakage was estimated at 1680 SCFH.*

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The shutdown cooling suction line still has the outboard isolation valve #1E12-F008 which meets the requirements of Appendix J to 10 CFR 50 as a containment isolation valve. An acceptable leak rate test was recently performed on this valve.

It is believed that despite the excessive leakage past the "F009" valve, the valve would still function in preventing a significant loss of vessel inventory in the event of a line break. It is, therefore, believed that no immediate safety hazards existed, and that the plant was maintained in a safe condition at all times.

VI. CAUSE:

The 1E12-F009 valve is a flex wedge gate valve manufactured by the Anchor-Darling Co. A close examination of the valve internals revealed that the bottom seat ring sealing surface was not adequately flat. The minor irregularities, up to approximately 8 mils, between the disc and seat sealing surfaces resulted in the as found leakage.

VII. CORRECTIVE ACTION

The bottom seat ring was subsequently machined with extreme care to assure flatness via Work Request L28423. The valve was re-assembled and satisfactory air and water Local Leak Rate Tests performed on 12/22/83. The cause of the bottom seat ring's unevenness is not positively known. However, it is believed that it was not flow induced erosion. It is possible that previous lapping may have contributed to the anomaly.

Prepared by: R. S. Dus

* No actual 'as found' air or water Local Leak Rate Test data were obtained since the valve could not be cycled by its normal operation method. (See LER 83-142/03L-0).



Commonwealth Edison
LaSalle County Nuclear Station
Rural Route #1, Box 220
Marseilles, Illinois 61341
Telephone 815/357-6761

DMB

December 30, 1983

James G. Keppler
Regional Administrator
Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Dear Sir:

Reportable Occurrence Report #83-152/03L-0 Docket #050-373 is being submitted to your office in accordance with LaSalle County Nuclear Power Station Technical Specification 6.6.B.2.(b), conditions leading to operation in a degraded mode permitted by a limiting condition for operation or plant shutdown required by a limiting condition for operation.

C E Dargatz

for G. J. Diederich
Superintendent
LaSalle County Station

GJD/GW/rg

Enclosure

cc; Director of Inspection & Enforcement
Director of Management Information & Program Control
U.S. NRC Document Management Branch
INPO-Records Center
File/NRC

JAN 3 1984

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