

CONTROL BLOCK

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

1 N Y I P S 2 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5
8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 33 34 35 36 37 38 39 40

1 REPORT SOURCE 1 L 6 0 5 0 0 0 2 4 7 7 0 9 0 1 8 2 8 1 0 0 1 8 2 9
8 9 60 61 DOCKET NUMBER 62 63 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

2 During normal operation Reactor Containment Fan Cooler Unit #24 was found not to be
3 operating properly. The unit was removed from service for repairs. The redundant fan
4 cooler units were available and the Containment Spray pumps were verified operable
5 in accordance with Tech. Spec. 3.3.B.2.a. There were no other safety implications and
6 the health and safety of the public were unaffected.
7
8

9 SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP. SUBCODE VALVE SUBCODE
S B 11 E 12 B 13 B L O W E R 14 Z 15 Z 16
8 9 10 11 12 13 14 15 16 17 18 19 20
17 LER RO REPORT NUMBER 18 8 2 21 22 23 24 0 3 8 25 26 27 28 0 3 29 30 L 31 32 0 33
ACTION FUTURE ACTION EFFECT ON PLANT SHUTDOWN METHOD HOURS 22 ATTACHMENT SUBMITTED NPD-4 FORM SUB. PRIME COMP. SUPPLIER COMPONENT MANUFACTURER
18 Z 19 A 20 Z 21 0 1 2 0 22 Y 23 N 24 N 25 W 1 2 0 26
34 35 36 37 38 39 40 41 42 43 44 45 46 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

0 The apparent cause of the failure of FCU #24 was a loose outboard fan bearing which
1 resulted in coupling failure. The damaged components and replaced with like and kind.
2 The unit was tested satisfactorily and returned to service. Fan Data: Westinghouse
3 Sturtevant 8554-B, air foil bladed, single inlet 1200 RPM centrifugal fan.
4
5

6 FACILITY STATUS % POWER OTHER STATUS 30 METHOD OF DISCOVERY DISCOVERY DESCRIPTION 32
5 E 28 0 8 5 29 NA LC 31 Visual
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
7 ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT OF ACTIVITY 35 LOCATION OF RELEASE 36
6 Z 33 Z 34 NA
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
8 PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION 39
7 0 0 0 37 38 NA
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
9 PERSONNEL INJURIES NUMBER DESCRIPTION 41
8 0 0 0 40 NA
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
10 OF OR DAMAGE TO FACILITY DESCRIPTION 43
9 42 NA
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
11 PURITY CITY DESCRIPTION 45
10 N 44 NA
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

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PDR ADOCK 05000247
S PDR

NRC USE ONLY

NAME OF PREPARER Gary Hinrichs

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ATTACHMENT

Docket 50-247
LER 82-038/03L-0

Consolidated Edison Co. of N.Y. Inc.
Indian Point Station, Unit 2

During a containment entry under power operation on Wednesday, September 1, 1982 Reactor Containment Fan Cooler Unit #24 was suspected not to be operating properly. The entry team identified an absence of normal condensate on the fan cooler unit cooling coils.

Following the containment entry, the "Common Containment Recirc. Normal Flow Path Low Flow Alarm" was observed for FCU #24. An amperage check on all the fan cooler unit motors was performed as part of the investigation of these conditions. FCU #24 motor had a single phase running current of 70 amps while the other fan cooler units were approximately 100 amps.

The fan cooler unit was placed in the incident mode because the normal outlet valve was suspected to be closed or partially closed. The incident mode allows an alternate flow path. After 15 minutes a decrease of 30°F was observed in containment air temperature. The unit was declared inoperable. In retrospect, it was determined that the temperature drop was due to back flow thru FCU #24 across the temperature probe for this unit.

A subsequent containment entry was made on the morning of September 2, 1982. The motor was found disconnected from the fan and running free with no visible problem. The outboard fan bearing was found off its shaft. Subsequently, after the motor was shut down, the motor turned freely by hand.

Information supplied by Westinghouse Sturtevant Fan Division also indicated there should not be any damage to the motor for the various conditions the motor apparently experienced.

A request for a one time change to the Technical Specification was granted, which permitted the unit to stay in the hot shutdown condition for seven days instead of the two days normally allowed while the repairs to the fan were being made.

The apparent cause of failure to FCU #24 was as follows: the outboard fan bearing became loose, effectively functioning like a boring machine; the loose bearing cut the pillow box until the locknut, bearing, and sleeve came off the shaft, causing the coupling failure. The fan shaft was replaced and new pillow boxes were installed for the inboard and outboard bearings. In addition, a new coupling was installed. All of the damaged components were replaced with like and kind. The bearings were lubricated and the coupling was properly aligned. The fan cooler unit was successfully tested and returned to service.