

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Cooper Nuclear Station										DOCKET NUMBER (2) 0 5 0 0 0 2 9 6 1 OF 0 2										PAGE (3) 1 OF 0 2	
TITLE (4) HPCI Inoperability Due To An Oil Leak In The Turbine Hydraulic Control System																					
EVENT DATE (5)			LER NUMBER (6)				REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)											
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES			DOCKET NUMBER(S)									
0 7	3 1	9 2	9 2	0 1 4	0 0 0	8 3 1	9 2					0 5 0 0 0									
OPERATING MODE (9) N		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 1. (Check one or more of the following) (11)																			
POWER LEVEL (10) 0 5 5		20.402(e)				20.405(e)				50.73(a)(2)(iv)			73.71(b)								
		20.405(a)(1)(ii)				50.36(e)(1)				X 50.73(a)(2)(v)			73.71(c)								
		20.405(a)(1)(iii)				50.36(e)(2)				50.73(a)(2)(vi)			OTHER (Specify in Abstract below and in Text, NRC Form 366A)								
		20.405(a)(1)(iv)				50.73(a)(2)(i)				50.73(a)(2)(vii)(A)											
		20.405(a)(1)(v)				50.73(a)(2)(ii)				50.73(a)(2)(viii)(B)											
		20.405(a)(1)(vi)				50.73(a)(2)(iii)				50.73(a)(2)(ix)											
LICENSEE CONTACT FOR THIS LER (12)																					
NAME Donald L. Reeves, Jr.								TELEPHONE NUMBER AREA CODE 4 0 2 8 2 5 - 3 8 1 1													
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																					
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC												
B	B J	X C V R	2 9 0	Y																	
SUPPLEMENTAL REPORT EXPECTED (14)																					
YES (If yes, complete EXPECTED SUBMISSION DATE)								X NO		EXPECTED SUBMISSION DATE (15)											
										MONTH DAY YEAR											

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

On July 31, 1992, at 1:30 a.m., the High Pressure Coolant Injection (HPCI) System was declared inoperable due to a severe oil leak from the diaphragm area of the Mechanical/Hydraulic Overspeed Trip Auto Reset Control Assembly. On July 30, during the prior shift, operation of the HPCI Auxiliary Oil Pump in accordance with the normal weekly surveillance test schedule had been completed. No oil leakage had been noted at that time. At the time when the system was declared inoperable, the plant was operating at approximately 55 percent power (425MWe).

Upon disassembly of the valve, two one-quarter inch through-wall slits about one inch apart were found on the edges of the diaphragm. The diaphragm had been replaced during the 1991 Refueling Outage and is replaced every refueling outage per the Preventive Maintenance program. An inspection of the diaphragm revealed that the slits resulted from "working" the diaphragm material where no fabric reinforcement material existed.

The valve assembly was replaced. The HPCI Overspeed Hydraulic Reset Timing Calibration and Functional Test was satisfactorily completed. The HPCI System was returned to standby service and declared operable. The manufacturer, Robertshaw Controls, will be contacted regarding the failure.

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LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 600 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-530), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1)

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TEXT (If more space is required, use additional NRC Form 366A's) (17)

A. Event Description

On July 31, 1992, at 1:30 a.m., the High Pressure Coolant Injection (HPCI) System was declared inoperable due to an oil leak from the diaphragm area of the Mechanical/Hydraulic Overspeed Trip Auto Reset Control Assembly. The condition was found during a tour of the area by the Reactor Building Station Operator. On July 30, during the prior shift, operation of the HPCI Auxiliary Oil Pump in accordance with the normal weekly surveillance test schedule had been completed. No oil leakage had been noted at that time.

B. Plant Status

Operating at approximately 55 percent power (425MWe).

C. Basis for Report

Inoperability of the HPCI System, available train safety system, reportable in accordance with 10CFR50.73(a)(2)(v).

D. Cause

Manufacturing defect. Upon disassembly of the valve, two one-quarter inch through-wall slits about one inch apart, were found on the edge of the diaphragm. The diaphragm had been replaced on October 23, 1991, during the 1991 Refueling Outage, and is scheduled for replacement every refueling outage per the Preventive Maintenance program. An inspection of the diaphragm revealed that the slits resulted from "working" the diaphragm material where no fabric reinforcement material existed.

E. Safety Significance

The most limiting accident requiring operation of the HPCI System is the small break Loss of Coolant Accident (LOCA). For accident analysis purposes, HPCI is assumed to be inoperable. Therefore, the response of the plant to the small break LOCA would have been as predicted in the latest accident analysis.

F. Safety Implications

The plant response to the small break LOCA analysis is most severe with the plant in operation at full power. At the time when HPCI was declared inoperable, the plant was in operation at 55 percent power.

G. Corrective Action

The valve assembly was replaced. The HPCI C speed Hydraulic Reset Timing Calibration and Functional Test was satisfactorily completed and the HPCI System was returned to standby and declared operable. The manufacturer, Robertshaw Controls, will be contacted regarding the failure.

H. Similar Events

None.