

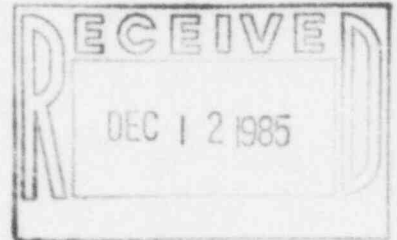


KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER
VICE PRESIDENT - NUCLEAR

December 9, 1985

Mr. R.D. Martin, Regional Administrator
U.S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011



KMLNRC 85-265
Re: Docket No. STN 50-482
Subj: Special Report 85-014

Dear Mr. Martin:

The enclosed Special Report is submitted pursuant to Technical Specifications 3.3.3.9 and 6.9.2.

Yours very truly,

John A. Barling
for Glenn L. Koester
Vice President - Nuclear

GLK:see

Attachment

xc: PO'Connor (2), w/a
JCummins, w/a

85-1110

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SPECIAL REPORT 85-014

LOOSE-PART DETECTION SYSTEM INOPERABLE CHANNEL

This Special Report is being submitted pursuant to Technical Specification 6.9.2 and Technical Specification 3.3.3.9, Action Statement a, concerning a Loose-Part Detection System Channel which has been inoperable for more than thirty days.

On October 29, 1985, at approximately 1555 CDT, Channel 8 of the Loose-Part Detection System was declared inoperable. Channel 8 had been exhibiting signs of erratic behavior, and had been the source of numerous spurious alarms particularly during plant startups while Steam Generator feedwater was being manually controlled. On October 29, during the process of troubleshooting the source of the spurious alarms, a determination was made that the Channel was inoperable. The Channel 8 accelerometer is located on the lower support flange of Steam Generator "B".

During subsequent troubleshooting efforts, no problems were identified in the processing cabinet circuitry or in the cable upstream of the charge converter. It is currently postulated that the problem is either in the charge converter, in the cable between the accelerometer and the charge converter, or in the accelerometer itself. Due to the plant being at power and at normal operating temperature, further troubleshooting has not been possible.

Further investigations will be conducted and repairs made as necessary when plant conditions are appropriate for a sufficient period of time or during the first refueling outage.

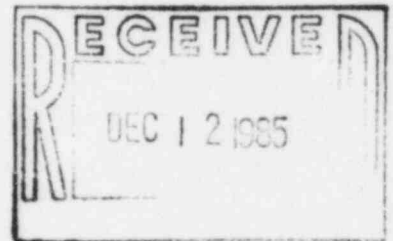


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