

LICENSEE: ENTERGY OPERATIONS INC.

SITE: WATERFORD 3

EN NUMBER: 26189

DOCKET: 05000382

EVENT DATE: 10-07-93

RX TYPE: PWR

EVENT TIME: 11:25

VENDORS: CE

NOTIFY DATE: 10-08-93

EMERGENCY CLASS: N/A REGION: 4 STATE: LA

TIME: 14:17

OPS OFFICER: JOHN MacKINNON

10 CFR SECTION: AINB 50.72(b)(2)(iii)(B) POT RHR INOP

UNIT	SCRAM	RX	INIT	INITIAL MODE	CURR	CURRENT MODE
	CODE	CRIT	PWR		PWR	

3	N	Y	100	POWER OPERATION	100	POWER OPERATION
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LICENSEE DETERMINED THAT THEIR MOTOR-OPERATED SHUTDOWN COOLING SYSTEM SUCTION LINE ISOLATION VALVES WERE NOT IN THE CONFIGURATION AS SPECIFIED BY THEIR MANUFACTURER.

PER FAX "ON OCTOBER 7, 1993, WATERFORD 3 DETERMINED THAT MOTOR-OPERATED SHUTDOWN COOLING SYSTEM SUCTION LINE ISOLATION VALVES SI-407A AND -407B WERE NOT IN THE CONFIGURATION SPECIFIED BY THE MANUFACTURER. IN BOTH VALVES, THE KEY WHICH LOCKS THE MOTOR PINION GEAR TO THE MOTOR SHAFT WAS NOT STAKED TO THE MOTOR SHAFT AS REQUIRED BY LIMITORQUE IN MAINTENANCE UPDATE 89-1. ACCORDING TO LIMITORQUE, IF THE KEY IS NOT STAKED, IT CAN SLIDE OUT OF POSITION ALLOWING THE MOTOR TO RUN FREE WHILE NOT TRANSMITTING ANY TORQUE TO THE GEARING OR VALVE STEM. THE KEYS IN BOTH SI-407A AND -407B ARE NOW PROPERLY STAKED TO THE MOTOR SHAFTS. INSPECTION OF THE TWO VALVES DID NOT REVEAL ANY MOVEMENT BY EITHER KEY SO NO ACTUAL VALVE FAILURE OCCURRED. HOWEVER, BECAUSE THIS CONDITION AFFECTED A SUCTION LINE ISOLATION VALVE IN BOTH TRAINS OF THE SHUTDOWN COOLING SYSTEM, THE POTENTIAL EXISTED FOR A FAILURE WHICH COULD HAVE PREVENTED THE FULFILLMENT OF THE SAFETY FUNCTION OF A SYSTEM PROVIDED TO REMOVE RESIDUAL HEAT. IT APPEARS THAT THIS CONDITION HAS EXISTED SINCE THE MOTORS FOR SI-407A AND -407B WERE REPLACED DURING THE FIFTH REFUELING OUTAGE AFTER ANALYSES HAD INDICATED THAT THE TWO MOTORS WERE marginally sized. THE TWO VALVES HAVE PERFORMED SATISFACTORILY DURING QUARTERLY STROKE TESTING. THIS CONDITION WAS DETERMINED TO BE REPORTABLE ON OCTOBER 8, 1993."

LIMITORQUES MAINTENANCE UPDATE 89-1 ONLY APPLIES TO SMB-O AND LARGER ACTUATORS. LICENSEE SAID THAT ALL SAFETY SYSTEM MOTOR-OPERATED VALVES DO NOT HAVE THE ABOVE MENTIONED PROBLEM.

RESIDENT INSPECTOR WAS INFORMED BY THE LICENSEE.