

MBB

Iowa Electric Light and Power Company  
March 24, 1980  
DAEC - 80 - 162

Mr. James G. Keppler, Director  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission - Region III  
799 Roosevelt Road  
Glen Ellyn, IL 60137

Subject: Licensee Event Report No. 80-010  
(14 day)

File: A-118a

Dear Mr. Keppler:

In accordance with Appendix A to Operating License DPR-49, Technical Specifications and Bases for Duane Arnold Energy Center and Regulatory Guide 10.1, please find attached a copy of the subject Licensee Event Report. (Total of 3 copies transmitted).

Very truly yours,



Daniel L. Mineck  
Chief Engineer  
Duane Arnold Energy Center

Docket 50-331

attachment

DLM/DWT/n

cc: Director, Office of Inspection and Enforcement (40)  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Director, Management Information and Program Control (3)  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

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**CONTROL BLOCK:**

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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REPORT SOURCE

60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80				
	6	0	5	0	0	0	3	3	1	7	0	3	1	0	8	0	3	0	3	2	4	8	0	9

DOCKET NUMBER

EVENT DATE

REPORT DATE

## EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During annual surveillance testing of relief valves, three relief valves  
0 3 | were found to have out of specification as-found setpoints. One R/V was  
0 4 | 2 psi low, one R/V 20 psi high, and one R/V 12 psi high. The setpoint  
0 5 | requirements are listed in T.S. section 2.2.1.B. One similar event re-  
0 6 | port was submitted (RO Report 78-18) since installation of the Target  
0 7 | Rock relief valves in 1977. The out of spec. setpoints would not degrade  
0 8 | the vessel overpressure protection system capability.

SYSTEM CODE S F 11		CAUSE CODE E 12		CAUSE SUBCODE B 13		COMP. SUBCODE P 15		VALVE SUBCODE B 16	
EVENT YEAR 8 0		SEQUENTIAL REPORT NO. 0 1 0		OCCURRENCE CODE 0 1		REPORT TYPE T		REVISION NO. 0	
ACTION TAKEN B 18		FUTURE ACTION Z 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0 0 0 0	
ATTACHMENT SUBMITTED Y 23		NPRO-4 FORM SUB. N 24		PRIME COMP. SUPPLIER L 25		COMPONENT MANUFACTURER T 0 2 0			

## CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Cause unknown. Licensee and test facility representative investigations  
1 1 determined that dirt and moisture found on the valve seats were contribu  
1 2 ting factors but did not produce a definitive cause for the out of speci  
1 3 fication setpoints. The pilot assemblies were cleaned and reworked as  
1 4 required and retested satisfactorily.

7 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

FACILITY STATUS (1) 5 (28) H (29) 0 0 0 (30) NA (31) B (32) Surveillance Test

% POWER OTHER STATUS METHOD OF DISCOVERY DISCOVERY DESCRIPTION

ACTIVITY CONTENT  
RELEASED OF RELEASE AMOUNT OF ACTIVITY (35)

1 6 7 33 7 34 NA

7 8 9 10 11 44

LOCATION OF RELEASE (36)

NA

45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

PERSONNEL EXPOSURES										
NUMBER		TYPE		DESCRIPTION						
1	7	0	0	0	37	7	38	NA		

PERSONNEL INJURIES		80
NUMBER	DESCRIPTION	
1 2	40 NA	

		8	9		11	12	
		LOSS OF OR DAMAGE TO FACILITY (43)					
		TYPE		DESCRIPTION			
1	9	7	(42)	NA			

PUBLICITY		ISSUED		DESCRIPTION		NARC USE ONLY	
2	0	N	44	NA			

**NRC USE ONLY**

NAME OF PREPARER D. W. Tooker

PHONE: 319-851-5611

DUANE ARNOLD ENERGY CENTER

Iowa Electric Light and Power Company

LICENSEE EVENT REPORT-Supplemental Data

Docket No. 050-0331

Licensee Event Report Date: March 24, 1980

Reportable Occurrence No: 80-010

Event Description:

During surveillance testing of pressure relief valves, three of the main steam relief valves were found to have out of specification as-found setpoints. All six main steam relief valves and one main steam safety relief valve were tested. The following is a tabulation of the test results for those relief valves with out of specification as-found setpoints:

<u>Valve Number</u>	<u>Pilot Assembly Serial Number</u>	<u>Required Setpoint</u>	<u>As-Found Setpoint</u>
PSV-4400	176	1110 $\pm$ 11 PSI	1097 PSI
PSV-4407	199	1100 $\pm$ 11 PSI	1123 PSI
PSV-4405	141	1080 $\pm$ 11 PSI	1111 PSI

Also while testing the main steam relief valves, second stage seat stellite material to base material separation was discovered on one of the three valves which had in specification as-found setpoints (pilot assembly serial number 226). The second stage seat of valve #226 was removed and a new stellite insert was installed. The valve was cleaned, reassembled, and subsequently tested satisfactorily.

The testing was performed at Wyle Laboratories in Huntsville, Alabama while DAEC was in a normal refueling outage. One similar event report has been submitted (See RO Report 78-18) since the installation of Target Rock Model 67F-6x10 pressure relief valves in 1977.

Cause Description

Cause unknown. While dirt and moisture found on the valve seats are thought to be contributing factors, licensee and test facility representation investigations did not produce a definitive cause for the out of specification setpoints.

DUANE ARNOLD ENERGY CENTER

Iowa Electric Light and Power Company

LICENSEE EVENT REPORT-Supplemental Data

Docket No. 050-0331

Licensee Event Report Date: March 24, 1980

Reportable Occurrence No: 80-010

Corrective Action

Corrective action taken for the three valves found with out of specification setpoints were as follows:

Relief Valve Serials #176  
and #141

The pilot assembly was disassembled and inspected. No cause for the out of specification setpoints was positively identified, however, dirt found on the seating surfaces is a likely contributing factor. The pilot and second stage seats were lapped. All valve parts were cleaned, the pilot assembly was reassembled, and the valves were subsequently satisfactorily tested.

Relief Valve Serial #199

The pilot assembly was disassembled and inspected. No cause for the out of specification setpoint was positively identified. The valve marginally passed during subsequent testing but the valve was reworked. The pilot and second stage seats were lapped and all valve parts were cleaned. The pilot assembly was reassembled and tested satisfactorily.