

LICENSEE EVENT REPORT

CONTROL BLOCK: _____ (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01	I	L	D	R	S	2	0	0	-	0	0	0	0	0	0	0	0	0	4	1	1	1	1	4	5	
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
LICENSEE CODE						LICENSE NUMBER						LICENSE TYPE						57 CAT 58								

01	L	0	5	0	0	0	2	3	7	0	2	1	8	8	1	0	3	1	0	8	1				
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
REPORT SOURCE		DOCKET NUMBER						EVENT DATE						REPORT DATE											

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | During refueling outage, while performing a functional test of safety related hy-

03 | draulic snubbers per Tech. Spec. 4.6.I, snubbers at drywell locations #4 and #8

04 | (Recirc. System), #32 and #33 (Target Rock Discharge) and #29 (HPCI) failed the

05 | bench test. Safety and health implications were minimal because there have been no

06 | significant seismic events requiring the shock arresting capability of the snubbers

07 | and redundant ECCS systems were available. Similar occurrence: RO #78-038/03L-0.

08 | _____

09	S	H	E	X	S	U	P	O	R	T	D	Z										
7	8	9	10	11	12	13	14	15	16	17	18	19	20									
SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE				COMP. SUBCODE		VALVE SUBCODE										
17	8	1	—	0	1	0	—	0	1	T	—	0										
LER/RO REPORT NUMBER		EVENT YEAR		SHUTDOWN METHOD		SEQUENTIAL REPORT NO.		OCCURRENCE CODE		REPORT TYPE		REVISION NO.										
18	Z	19	Z	20	Z	21	0	0	0	0	22	Y	23	Y	24	X	25	B	2	0	9	26
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER		COMPONENT MANUFACTURER						

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | Failed snubber #4 is believed to be due to rough handling during removal, resulting

11 | in a major loss of fluid prior to testing. Failed snubbers #8, 29, 32, and 33 are

12 | believed to be caused by environmental conditions in the drywell that promote fluid

13 | leakage and snubber degradation. All drywell hydraulic snubbers are being replaced

14 | with mechanical snubbers.

15	H	0	0	0	N/A	B	Functional Test Observation
7	8	9	10	11	12	13	14
FACILITY STATUS		% POWER			OTHER STATUS		METHOD OF DISCOVERY
16	Z	Z	N/A	N/A	N/A	N/A	N/A
7	8	9	10	11	12	13	14
ACTIVITY CONTENT		AMOUNT OF ACTIVITY			LOCATION OF RELEASE		
17	0	0	0	Z	N/A	N/A	N/A
7	8	9	10	11	12	13	14
PERSONNEL EXPOSURES		DESCRIPTION					
18	0	0	0	N/A	N/A	N/A	N/A
7	8	9	10	11	12	13	14
PERSONNEL INJURIES		DESCRIPTION					
19	Z	N/A	N/A	N/A	N/A	N/A	N/A
7	8	9	10	11	12	13	14
LOSS OF OR DAMAGE TO FACILITY		DESCRIPTION					
20	N	N/A	N/A	N/A	N/A	N/A	N/A
7	8	9	10	11	12	13	14
PUBLICITY ISSUED		DESCRIPTION					

NAME OF PREPARER Randy Speroff

PHONE: 815-942-2920

ATTACHMENT TO LICENSEE EVENT REPORT 81-010/01T-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT ILDRS-2
DOCKET # 050-237

In accordance with Dresden Technical Specification 4.6.I, a visual inspection of all safety related snubbers contained in Table 3.6.1 and a functional test of 10% of the safety related hydraulic snubbers were performed during the Unit 2 refueling outage to verify snubber operability.

The visual inspection of all safety related snubbers resulted in a total of six hydraulic snubbers with inadequate fluid levels requiring a bench test to verify operability. Because of the indications from the visual inspection, three of the six hydraulic snubbers were bench tested by being included in the work request package for the 10% functional test. The remaining three hydraulic snubbers were bench tested under a separate work request package.

Snubbers #29, #32 and #33 were bench tested as required by the visual inspection procedure on March 2, 1981. Snubber #29, which is located on the High Pressure Coolant Injection Line 3-2305-10", is believed to have failed due to the inadequate fluid level discovered during the visual inspection. Snubbers #32 and #33, which are located on the Target Rock Safety Relief Valve Discharge Line 2-3019A-8", are believed to have failed due to inadequate fluid levels discovered during the visual inspection.

As required by the Technical Specifications, a functional test was performed on 10% of the safety related hydraulic snubbers on February 18, 1981. Snubbers #25 and #30, which were identified as having inadequate fluid levels per the visual inspection procedure, passed the bench test thus confirming their operability. Snubbers #4 and #8 which were the remaining part of the 10% functional test, failed the bench test. A work request was initiated to remove an additional 10% sample for each failed snubber as required by the Technical Specifications. The eight additional hydraulic snubbers were subsequently bench tested for operability and all functioned satisfactorily.

Snubber #4, which is located on the A Recirculation Pump Motor, is believed to have failed due to loss of the hydraulic fluid during removal and storage prior to the functional test. Snubber hydraulic fluid indications during the visual inspection conducted earlier showed adequate fluid level for operation.

Snubber #8, which is located on the B Recirculation Pump Bowl, was found to have questionable operability per the visual inspection conducted earlier. The functional test resulted in the snubber locking up. The snubber is also believed to have failed due to inadequate fluid level found during the visual inspection.

The loss of hydraulic fluid is a reoccurring problem. Environmental conditions in the drywell, such as heat, humidity, vibration and radiation all contribute to snubber failures by promoting the loss of hydraulic fluid and snubber part degradation. The number of hydraulic snubber failures has indicated the need to change the type of snubber from a hydraulic to a mechanical type. The change would eliminate failures caused by loss of fluid, seal deterioration and changes in fluid viscosity. As previously reported, Dresden Station is removing the Bergen-Paterson hydraulic snubbers. They are being replaced with mechanical snubbers manufactured by the Pacific Scientific Co. during the Unit 2 refueling outage.

The application of the five snubbers that failed was to provide protection for the described components against seismic disturbances. Safety and health implications were minimal because there was no significant need for seismic protection during the operating cycle and redundant ECCS systems were available.



Commonwealth Edison

DEVIATION REPORT

DVR NO.	STA	UNIT	YEAR	NO.
D-12-2-81-22				

PART 1 TITLE OF DEVIATION Visual Inspection Resulting in D2 Drywell Snubber Failures Per Bench Test	OCURRED 3/2/81 9:20 AM DATE TIME
---	--

SYSTEM AFFECTED N/A	PLANT CONDITIONS MODE Shutdown PWR(MWT) 0 LOAD(MWE) 0	TESTING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
------------------------	--	--

DESCRIPTION OF EVENT
Visual inspection per DTS 020-1 revealed snubbers #29, #32 & #33 to be of questionable operability. Subsequent bench tests revealed snubbers would not properly lock-up or stroke.

DESCRIPTION OF CAUSE
Inadequate fluid level as found during visual inspection.

OTHER APPLICABLE INFORMATION
Drywell Hydraulic snubbers to be replaced with mechanical snubbers manufactured by Pacific Scientific.

EQUIPMENT FAILURE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DR NO. N/A	WR NO. N/A	Randy D. Speroff RESPONSIBLE SUPERVISOR	3/2/81 DATE
--	---------------	---------------	--	----------------

PART 2 OPERATING ENGINEERS COMMENTS
All three snubbers will be replaced with Pacific Scientific mechanical snubbers prior to cycle 8 operation.

TYPE OF DEVIATION REPORTABLE OCCURRENCE <input checked="" type="checkbox"/> 14 DAY <input type="checkbox"/> 10CFR21 <input type="checkbox"/> 30 DAY NOTIFICATION 6.6.B.1.1	EVENT OF POTENTIAL PUBLIC INTEREST <input type="checkbox"/>	TECH SPEC VIOLATION <input type="checkbox"/>	NON-REPORTABLE OCCURRENCE <input type="checkbox"/>	ANNUAL REPORTING YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	SAFETY-RELATED WR ISSUED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	--	---	---	---	---

REPORTABLE OCCURRENCE NUMBER This DVR combined with 81-10/01T-0 (DVR No. 12-2-81-17)	ACTION ITEM NO.	PROMPT ON-SITE NOTIFICATION R. M. Ragan 3/2/81 1:00 PM
		TITLE DATE TIME

24-HOUR NRC NOTIFICATION <input checked="" type="checkbox"/> TPH Tom Tongue 3/2/81 2:00 PM <input checked="" type="checkbox"/> TGM J. Keppler 3/2/81 3:10 PM	PROMPT OFF-SITE NOTIFICATION F. A. Palmer 3/2/81 3:42 PM
REGION III DATE TIME	TITLE DATE TIME
REGION III & DOL DATE TIME	TITLE DATE TIME

RESPONSIBLE COMPANY OFFICER INFORMED OF 10CFR21 CONDITIONS AND THEIR REPORT TO NRC

REVIEW AND COMPLETED John W. Wujciga 3/2/81 OPERATING ENGINEER DATE

ACCEPTANCE BY STATION REVIEW AS REQUIRED
DATE 3/9/81
RESOLUTION APPROVED AND AUTHORIZED FOR DISTRIBUTION
DATE 3/10/81

J. Brunner 3/9/81
John W. Wujciga 3/10/81
Douglas Keet STATION SUPERINTENDENT 3/10/81 DATE



Commonwealth Edison

DEVIATION REPORT

DVR NO.	STA	UNIT	YEAR	NO.
	D-12	-2	-81	-17

PART 1 TITLE OF DEVIATION: 10% Functional Test Failure of Hydraulic Snubbers
 OCCURRED: 2-18-81 10:45
 DATE TIME

SYSTEM AFFECTED: N/A
 PLANT CONDITIONS: MODE Refuel PWR(MWT) 0 LOAD(MWE) 0
 TESTING: YES NO

DESCRIPTION OF EVENT: Drywell hydraulic snubbers #8 froze up and #4 failed to lock up during the functional test of the 10% of inaccessible snubbers as required by Tech. Spec. 4.6.I.4.

DESCRIPTION OF CAUSE: Unknown

OTHER APPLICABLE INFORMATION: Failed snubbers are not presently being used as spares, so repairs will be made and snubber tested if used as spares in the future.

EQUIPMENT FAILURE	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DR NO.	N/A	WR NO.	N/A	Randy Speroff	2/18/81
						RESPONSIBLE SUPERVISOR	DATE

PART 2 OPERATING ENGINEERS COMMENTS: Failed snubbers will be replaced with mechanical snubbers this outage.

TYPE OF DEVIATION REPORTABLE OCCURRENCE	EVENT OF POTENTIAL PUBLIC INTEREST	TECH SPEC VIOLATION	NON-REPORTABLE OCCURRENCE	ANNUAL REPORTING	SAFETY-RELATED WR ISSUED
<input checked="" type="checkbox"/> 14 DAY <input type="checkbox"/> 30 DAY NOTIFICATION 6.6.B.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

REPORTABLE OCCURRENCE NUMBER	ACTION ITEM NO.	PROMPT ON-SITE NOTIFICATION	DATE	TIME
X 80-10/0LT-0		D. J. Scott	2/19/81	10:38AM
		TITLE	DATE	TIME
		TITLE	DATE	TIME

24-HOUR NRC NOTIFICATION	PROMPT OFF-SITE NOTIFICATION	
<input checked="" type="checkbox"/> TPH M. Jordan 2/19/81 9:52 AM	F. A. Palmer	2/19/81 11:39 AM
REGION III DATE TIME	TITLE	DATE TIME
<input checked="" type="checkbox"/> TGM J. Keppler 2/19/81 11:52 AM	TITLE	DATE TIME
REGION III & DOL DATE TIME	TITLE	DATE TIME

RESPONSIBLE COMPANY OFFICER INFORMED OF 10CFR21 CONDITIONS AND THEIR REPORT TO NRC

REVIEW AND COMPLETED: John W. Wulciga OPERATING ENGINEER 2/19/81 DATE

ACCEPTANCE BY STATION REVIEW AS REQUIRED: J. Brunner 3/2/81

DATE: 3/2/81

RESOLUTION APPROVED AND AUTHORIZED FOR DISTRIBUTION: John W. Wulciga 3/10/81

STATION SUPERINTENDENT: Douglas Scott 3/10/81 DATE