

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 1 1 1 1 1 (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 F I L I T P I S 1 4 (2) 0 1 0 1 - 1 0 1 0 1 0 1 0 1 0 1 0 1 0 (3) 4 1 1 1 1 1 1 1 (4) 1 (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 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

CON'T

0 1 L (5) 0 1 5 1 0 1 0 1 2 5 1 1 (7) 0 1 9 1 2 1 0 1 7 1 8 (8) 1 1 0 1 1 3 1 7 1 8 (9)
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

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 During a refueling shutdown, preventative maintenance checks of the MSIV's
0 3 solenoid valves were made. The 'B' and 'C' MSIV's each had one closing
0 4 solenoid with an opened coil. The 'C' MSIV also had one opening solenoid
0 5 with a low resistance reading of 950 ohms versus 1200 to 1700 ohms for a
0 6 new coil. All the solenoid valves, either opening or closing, have another
0 7 solenoid valve in parallel. This redundant feature ensured that the valves
0 8 operated normally. IER 250-78-8 reported a similar occurrence.
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

0 9 H B (11) E (12) A (13) V I A I L I V I O I P (14) F (15) Z (16)
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

(17) L E R / R O 7 8 0 1 1 1 0 1 3 L 0
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

A (18) X (19) Z (20) Z (21) 0 1 0 1 0 1 (22) Y (23) Y (24) A (25) A 4 9 1 9 (26)
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

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The defective coils were replaced. The probable cause of failure was high
1 1 temperature and moisture due to steam in the area. This check was
1 2 performed following submittal of IER 250-78-8. Preventative maintenance
1 3 is planned to be done at each refueling and should detect failing
1 4 solenoid coils before they affect the operability of the MSIV's.
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

1 5 H (23) 0 1 0 1 0 (29) NA (30) B (31) Preventative Maintenance (32)
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

1 6 Z (33) Z (34) NA (35) NA (36)
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

1 7 0 1 0 1 0 (37) Z (38) NA (39)
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

1 8 0 1 0 1 0 (40) NA (41)
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

1 9 Z (42) NA (43)
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

2 0 N (44) NA (45) NA (46) NA (47) NA (48) NA (49) NA (50)
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

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Additional Corrective Action:

Component Data:

ASCO
Model WPLB 8210C3
Two Way Valve
Orifice 3/4 inch, Pipe 3/4 inch
125 DC 10 Watts
Air Pressure 5-125 psig