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SUBJECT: Monthly operating ~~rept for~~ Dec 1991 for Unit Shutdowns & Power Reductions.W/920115 ltr.

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NIAGARA MOHAWK

NINE MILE POINT—UNIT 2/P.O. BOX 63, LYCOMING, NY 13093/TELEPHONE (315) 343-2110

NMP83189

January 15, 1992

U.S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, DC 20555

Subject: Operating Statistics - December 1991
Unit Shutdowns and Power Reductions
Docket No. 50-410
Nine Mile Point Unit 2

Dear Sir:

Submitted herewith is the Report of the Operating Statistics and Shutdown and Narrative Report of Operations Experience for December 1991 for the Nine Mile Point Nuclear Station Unit 2.

Also enclosed is the annual summary of challenges to safety/relief valves during the calendar year 1991.

Very truly yours,

Martin J. McCormick Jr.
Plant Manager - NMP2

MJM/lmc
Enclosures

xc: Regional Administrator, Region I
Resident Inspector

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NIAGARA MOHAWK POWER CORPORATION

NINE MILE POINT NUCLEAR STATION UNIT #2

NARRATIVE OF OPERATING EXPERIENCE

Nine Mile Point Unit 2 operated with a capacity factor of 70.91% (MDC - net) and an availability factor of 76.23% during the month of December 1991.

On December 7, 1991, at 0935 hours, with the reactor mode switch in the "RUN" position (Mode 1), and the plant operating at approximately 90 percent rated thermal power, Nine Mile Point Unit 2 experienced an Engineered Safety Feature actuation. Specifically, an automatic reactor scram occurred caused by a Turbine Generator stop valve closure, which was initiated by (most probable cause) an Electrohydraulic Control (EHC) System malfunction.

The root cause investigation is not yet completed; however, the most probable cause is a defective relay actuation.

The immediate corrective action was to respond to the reactor scram and turbine trip in accordance with plant procedures. A Work Request was issued to investigate the EHC malfunction, which led to the replacement of the relay board containing the suspected faulty relay (refer to LER 91-22 for further details).

On December 12, 1991, at 0322 hours, with the reactor mode switch in the "RUN" position and the plant operating at approximately 55 percent rated thermal power, Nine Mile Point Unit 2 (NMP2) experienced a reactor scram on a reactor vessel low water level (Level 3) signal. Specifically, following the startup of Feedwater System pump 2FWS-P1A in support of raising plant power, a Condensate System (CNM) and Feedwater System (FWS) transient occurred, resulting in the loss of both FWS pumps. Reactor vessel water level lowered to 159.3 inches (Level 3 trip setpoint), initiating an automatic reactor scram signal. On December 12, 1991, at 1023 hours, while operators were attempting to return the Reactor Water Cleanup (WCS) System to an operable status following the scram, the WCS isolated on a high differential flow signal (Engineered Safety Feature actuation).

The root cause for the reactor scram was determined to be poor work practices. The root cause for the WCS isolation was inadequate system design.

Immediate actions included restoring reactor vessel inventory and commencing a controlled plant shutdown. Additional corrective actions included: 1) administering disciplinary action for individuals involved in the scram; 2) evaluating and revising Operating Procedure N2-OP-3, "Condensate and Feedwater System"; and 3) troubleshooting electrical circuitry for condensate pump 2CNM-P1C; and 4) evaluating WCS isolation circuitry (refer to LER 91-23 for further details).

Other capacity losses during the month of December 1991 were due to power reductions to repair steam leaks through the packing of several valves assocated with the Moisture Separator Reheaters, Condenser tube fouling, Cooling Tower inefficiency, and Feedwater Heater Cycle inefficiency resulting in slightly low final feedwater temperature.

There were no challenges to safety relief valves during this reporting period.

2....9201240290

OPERATING DATA REPORT

DOCKET NO.: 50-410
DATE: 1/06/92
PREPARED BY: R. Saunderson
TELEPHONE: (315) 349-4888

OPERATING STATUS

1. Unit Name: Nine Mile Point Unit #2
2. Reporting Period: December 1-31, 1991
3. Licensed Thermal Power (MWt): 3323
4. Nameplate Rating (Gross MWe): 1214
5. Design Electrical Rating (Net MWe): 1097
6. Maximum Dependable Capacity (Gross MWe): 1159
7. Maximum Dependable Capacity (Net MWe): 1097
8. If Changes Occur in Capacity Ratings (Items Number 3 through 7) Since Last Report, Give Reasons:
   Items 6 and 7 recalculated monthly

Notes
Items 21 and 22 Cum. are weighted values.

9. Power Level To Which Restricted, If Any (Net MWe): N/A

10. Reasons For Restrictions, If Any: N/A

	This Month	Yr-to-Date	Cumulative
11. Hours in Reporting Period	744.0	8,760.0	32,785.0
12. Number of Hours Reactor Was Critical	604.0	6,971.8	19,960.7
13. Reactor Reserve Shutdown Hours	0.0	0.0	0.0
14. Hours Generator On-Line	567.13	6,486.26	18,813.26
15. Unit Reserve Shutdown Hours	0.0	0.0	0.0
16. Gross Thermal Energy Generated (MWH)	1,807,413.60	20,546,699.67	54,347,499.72
17. Gross Electrical Energy Generated (MWH)	613,698.59	6,960,099.07	18,732,324.49
18. Net Electrical Energy Generated (MWH)	578,747.82	6,560,407.82	17,584,191.07
19. Unit Service Factor	76.23	74.04	57.38
20. Unit Availability Factor	76.23	74.04	57.38
21. Unit Capacity Factor (Using MDC Net)	70.91	68.60	49.33
22. Unit Capacity Factor (Using DER Net)	70.91	68.27	49.09
23. Unit Forced Outage Rate	23.77	19.49	23.91

24. Shutdowns Scheduled Over Next 6 Months (Type, Date and Duration of Each):
    Refuel, 2/29/92, 75 days

25. If Shut Down At End of Report Period, Estimated Date of Startup: N/A

26. Unit in Test Status (Prior to Commercial Operation):

	Forecast	Achieved
INITIAL CRITICALITY		05/23/87
INITIAL ELECTRICITY		08/08/87
COMMERCIAL OPERATION		04/05/88

APPENDIX B
AVERAGE DAILY UNIT POWER LEVEL

DOCKET NO.: 50-410
Unit: NMP2
DATE: 1/06/92
PREPARED BY: R. Saunderson
TELEPHONE: (315) 349-4888

MONTH December 1991

DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)	DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)
1	1,080	17	986
2	1,081	18	1,089
3	1,079	19	1,088
4	1,081	20	1,075
5	1,081	21	940
6	1,080	22	1,059
7	847	23	1,083
8	0	24	1,086
9	0	25	1,085
10	0	26	1,084
11	69	27	1,084
12	178	28	1,073
13	0	29	1,081
14	0	30	1,083
15	199	31	1,083
16	960		

INSTRUCTIONS

On this form, list the average daily unit power level in MWe-Net for each day in the reporting month. Compute to the nearest whole megawatt.

UNIT SHUTDOWNS AND POWER REDUCTIONS

DOCKET NO. 50-410
UNIT NAME: NMP#2
DATE: 1/06/92
PREPARED BY: R. Saunderson
TELEPHONE: (315) 349-4888

REPORT MONTH - December 1991

No.	Date	Type[1]	Duration (Hours)	Reason[2]	Method of Shutting Down Reactor[3]	Licensee Event Report #	System Code[4]	Component Code[5]	Cause & Corrective Action to Prevent Recurrence
9108	12/07/91	F	102.2	A	3	91-22	TG	N/A	On December 7, 1991, at 0935 hours, with the reactor mode switch in the "RUN" position (Mode 1), and the plant operating at approximately 90 percent rated thermal power, Nine Mile Point Unit 2 experienced an Engineered Safety Feature actuation. Specifically, an automatic reactor scram occurred caused by a Turbine Generator stop valve closure, which was initiated by (most probable cause) an Electrohydraulic Control (EHC) System malfunction. The root cause investigation is not yet completed; however, the most probable cause is a defective relay actuation. The immediate corrective action was to respond to the reactor scram and turbine trip in accordance with plant procedures. A Work Request was issued to investigate the EHC malfunction, which led to the replacement of the relay board containing the suspected faulty relay.

1
F: Forced
S: Scheduled

2
Reason:
A-Equipment Failure (Explain)
B-Maintenance or Test
C-Refueling
D-Regulatory Restriction
E-Operator Training & License Exam
F-Administrative
G-Operational Error (Explain)
H-Other (Explain)

3
Method:
1-Manual
2-Manual Scram
3-Automatic Scram
4-Other (Explain)

4
Exhibit G - Instructions for Preparation of Data Entry Sheets for Licensee Event Report (LER) File (NUREG-0161)

5
Exhibit I-Same Source

UNIT SHUTDOWNS AND POWER REDUCTIONS

DOCKET NO. 50-410
UNIT NAME: NMP#2
DATE: 1/06/92
PREPARED BY: R. Saunderson
TELEPHONE: (315) 349-4888

REPORT MONTH - December 1991

No.	Date	Type[1]	Duration (Hours)	Reason[2]	Method of Shutting Down Reactor[3]	Licensee Event Report #	System Code[4]	Component Code[5]	Cause & Corrective Action to Prevent Recurrence
9109	12/12/91	F	74.67	G	3	91-23	SJ	N/A	On December 12, 1991, at 0322 hours, with the reactor mode switch in the "RUN" position and the plant operating at approximately 55 percent rated thermal power, Nine Mile Point Unit 2 (NMP2) experienced a reactor scram on a reactor vessel low water level (Level 3) signal. Specifically, following the startup of Feedwater System pump 2FWS-P1A in support of raising plant power, a Condensate System (CNM) and Feedwater System (FWS) transient occurred, resulting in the loss of both FWS pumps. Reactor vessel water level lowered to 159.3 inches (Level 3 trip setpoint), initiating an automatic reactor scram signal. On December 12, 1991, at 1023 hours, while operators were attempting to return the Reactor Water Cleanup (WCS) System to an operable status following the scram, WCS isolated on a high differential flow signal (Engineered Safety Feature actuation). The root cause for the reactor scram was determined to be poor work practices. The root cause for the WCS isolation was inadequate system design. Immediate actions included restoring reactor vessel inventory and commencing a controlled plant shutdown. Additional corrective actions included: 1) administering disciplinary action for individuals involved in the scram; 2) evaluating and revising Operating Procedure N2-OP-3, "Condensate and Feedwater System"; 3) troubleshooting electrical circuitry for Condensate Pump 2CNM-P1C; and 4) evaluating WCS isolation circuitry.

1
F: Forced
S: Scheduled

2
Reason:
A-Equipment Failure (Explain)
B-Maintenance or Test
C-Refueling
D-Regulatory Restriction
E-Operator Training & License Exam
F-Administrative
G-Operational Error (Explain)
H-Other (Explain)

3
Method:
1-Manual
2-Manual Scram
3-Automatic Scram
4-Other (Explain)

4
Exhibit G - Instructions for Preparation of Data Entry Sheets for Licensee Event Report (LER) File (NUREG-0161)

5
Exhibit I-Same Source

SUMMARY OF CHALLENGES TO

SAFETY RELIEF VALVES

DURING 1991

In accordance with the Nine Mile Point Nuclear Station - Unit #2 Technical Specification 6.9.1.5c, documentation of all challenges to safety relief valves during the reporting calendar year 1991 is hereby presented:

At 0548 hours on August 13, 1991, Nine Mile Point Unit 2 (NMP2) experienced a turbine trip and reactor scram when the "B" Phase Main Transformer developed an internal fault. The transformer fault created an electrical disturbance in the station electrical distribution system resulting in the loss of five non-safety related Uninterruptible Power Supplies (UPS). As a result, the Control Room lost annunciation and most Balance of Plant (BOP) instrumentation. The conditions described in LER 91-17 mandated entry into a Site Area Emergency as specified by the Site Emergency Plan. Prior to the event, NMP2 was in operaitonal condition 1 (RUN) at 100% rated thermal power.

During the event, two Main Steam System (MSS) Safety Relief Valves (SRVs), 2MSS*PSV128 and 2MSS*PSV133, lifted for approximately 30 seconds, to limit reactor pressure to 1070 psig; both valves functioned as designed.

There were no other challenges to the safety relief valves at Nine Mile Point Unit #2 during the calendar year 1991.

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1 PN2Y86MX002	M20957, M21011, M21038, M21039, M21096, M21219, M21221, M21225	CEC	ADDITION OF RADIOACTIVE RELEASE DISPLAY TO THE ERF/LWS COMPUTER SYSTEM-SPDS.
2 PN2Y86MX041	M20862, M20863, M20864, M20865, M20866, M20867	CMS	MODIFY HUMIDITY ANALYZER
3 PN2Y86MX188	M20896	ESS	CLOSURE OF EXTRACTION STEAM ISOLATION VALVES FROM SEPARATE RELAYS
4 PN2Y87MX035	M20731, M20732, M20851, M20852, M20853, M20854, M20855, M20856, M20857, M20875, M20876, M20877, M20878, M20879, M20880, M20881, M20882, M20883, M20884, M20885, M20886, M20895, M20919, M20920, M20921, M20922, M20979, M20982, M20983, M20984, M20985, M20986, M20987, M20988, M20989, M20990, M20992, M20999, M21000, M21001, M21002, M21003, M21004, M21005, M21006, M21007, M21008, M21009, M21010, M21012, M21013, M21014, M21015, M21016, M21017, M21019, M21020, M21021, M21022, M21023, M21024, M21028, M21029, M21030, M21031, M21032, M21045, M21060, M21061, M21062, M21063, M21064, M21065, M21066, M21067, M21068, M21069, M21070, M21071, M21072, M21073, M21074, M21075, M21076, M21077, M21078, M21079, M21080, M21081, M21082, M21083, M21084, M21085, M21086, M21090, M21102, M21103, M21104, M21105, M21106, M21107, M21108, M21109, M21110, M21111, M21112, M21118, M21125, M21131, M21132, M21133, M21134, M21135, M21136, M21137, M21138, M21139, M21140, M21141, M21142, M21143, M21144, M21145, M21146, M21147, M21148, M21149, M21150, M21151, M21152, M21153, M21154, M21155, M21156, M21157, M21158, M21159, M21160, M21161, M21162, M21164, M21174, M21193, M21212	CEC	HUMAN FACTORS FIRST REFUEL COMMITMENTS
5 PN2Y87MX037	M20606, M20653, M20654, M20963	VBB, VBA	PLC INPUT TRANSIENT MODIFICATION
6 PN2Y88MX085	M20969	RPS	PROVIDE LIGHTS TO VERIFY RPS TSV CLOSURE RELAYS ENERGIZED
7 PN2Y88MX110	M20868, M20869, M20870, M20888, M20889, M20907, M20908, M21056, M21051, M21055, M21172, M21177, M21194	RCS	REACTOR RECIRCULATION PUMP STUFFING BOX MOD
8 PN2Y88MX190	M20800, M20811, M20812, M20912, M21222	CEC	ADDITION OF GE 3D MONICORE CORE MONITORING SYSTEM
9 PN2Y89MX026	M20964, M20965, M20966	DER	REPLACEMENT OF RIS LEVEL DIFFERENTIATOR
10 PN2Y89MX039	M20993, M20994, M20995, M20996	MSS	INSTALLATION OF NUMAC MAIN STEAM

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
			LINE RADIATION MONITORS
11	PN2Y89MX040 M20931	FWS	RECONFIGURE FEEDWATER VENT VALVE ASSEMBLY TO CLEAR SRV REMOVAL PATH
12	PN2Y89MX082 M20891	SPQ	INCREASE ACCURACY OF MAIN GENERATOR WATT TRANSDUCER
13	PN2Y89MX114 M20923, M20924, M21200	PHS	CHANGE REACTOR BUILDING AIRLOCK DOORS WEATHERSTRIP
14	PN2Y90MX016 M21025, M21057, M21088, M21095	CNM, FWS	FEEDWATER PUMP SUCTION PIPING REVISION
15	PN2Y90MX039 M21087, M21089, M21117	CPS, HVR	DRYWELL OUTAGE VENTILATION
16	PN2Y90MX040 M21094, M21173	CWS	COOLING TOWER IMPROVEMENTS
17	PN2Y90MX044 M21206, M21207, M21208	RMS	IMPROVE RELIABILITY OF SERVICE WATER EFFLUENT RAD MONITORS
18	PN2Y90MX053 M21199, M21204	SLS	SLS VENT REMOVAL
19	PN2Y90MX054 M21209	MSS	ENHANCE MSIV 6C DISK GUIDES

MODIFICATIONS ACCEPTED BY OPERATIONS MARCH 1991

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE
1	PN2Y88MX015 M20584, M20585, M20943	LPM	UPGRADING AMPL. OF V&LP MONITOR SYSTEM

MODIFICATIONS ACCEPTED BY OPERATIONS

APRIL 1991

	MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1	PN2Y87MX208	M20566, M20586, M20587, M20591, M20593	HVE, PBS	EXPAND CONTROL ROOM VITAL AREA
2	PN2Y88MX164	M21026, M21027	PHS	PROVIDE REACTOR TRACKBAY EMERGENCY EGRESS
3	PN2Y90MX037	M21210, M21211	RMS	IMPROVE RELIABILITY OF RHR HEAT EXCHANGER SERVICE WATER RAD MONITORS (2SWP*CAB23A/B)
4	PN2Y91MX011	M21242	RCS	REVISE SAMPLE LINE 2RCS*HOSE44

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1*PN2Y86MX094	M20818	COP	QAI-TRONICS UNIT #1 AND UNIT #2 INTER-TIE
2 PN2Y89MX004	M20897, M20925, M21163	FPM	PROVIDE FIRE DETECTION INSIDE PRIMARY CONTAINMENT
3 PN2Y89MX079	M21034, M21047, M21058, M21197	MSS	TURBINE FULL ARC TO PARTIAL ARC
4 PN2Y89MX134	M20968	MSS, QMS	TURBINE TORSIONAL RESONANCE FREQUENCIES
5*PN2Y90MX043	M21251	RMS	STANDBY GAS RAD MONITOR TIME DELAY

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE
1	PN2Y90MX019 163989	LAN	2LAN-PNLU01 BREAKER OVERLOAD

MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE
1	PN2Y87MX111 M21243	IHS	PROCESS COMPUTER TERMINET REMOTE INTERFACE MODULE (TRIM)
2	PN2Y90MX018 162471	WSS	HEAT TRACING FOR RADWASTE PIPING

	MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1	PN2Y87MX143	M20243, M20254, M20256, M21046, M21059	RCS	VIBRATION EQUIPMENT ADDITION TO RECIRC PUMPS 2RCS-P1A/P1B
2	PN2Y88MX028	M21273	MSS	MODIFY 2MSS-MOV199 CONTROL TO DELETE 2MSS-MOV19A,B INTERLOCKS
3	PN2Y89MX033	131199, 168434	GSN	RELOCATE 2GSN-SOV154

	MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1	PN2Y89MX047	M21230, M21231, M21232, M21233	ABM	INSTALL MECHANICAL SEAL ON 2ABM P1A & P1B
2	PN2Y89MX136	162129, 164121, 164114, 161770, 161772, 161800	FWS	GROUNDING OF 2FWS-GEAR 1A, 1B, 1C GEARBOXES

	MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE.
1	PN2Y88MX047	M20643, M20890, M21234	XXX	DESIGN AND CONSTRUCT A TURBINE BUILDING TOOL ROOM AT ELEVATION 306
2	PN2Y89MX100	162106, M21290	XXX	STAIRWAY TO OFFGAS RAD MONITOR/SAMPLE ROOM
3	PN2Y90MX030	145891, M21310	ABM	AUX BOILER CONTROL PANEL DOOR
4	PN2Y90MX033	176395, M21311	NHS	RPS MG SET BREAKER TRIP ELIMINATION

	MOD NUMBER.	WORK DOC NO.	SYSTEM	MODIFICATION TITLE
1	PN2Y87MX078	M20322, M20323, M20448, M20449, M20475, M20567, M20645	WSS	REPLACE RADWASTE ROPER PROGRESSIVE CAVITY PUMPS
2	PN2Y89MX132	M21260, M21261, M21262, M21263, M21264, M21265, M21266, M21267, M21268, M21269, M21270, M21271, M21274, M21275, M21276, M21277, M21278, M21279, M21280, M21281, M21284, M21285, M21286, M21297, M21298, M21299, M21300	HVR	SC DRAWDOWN RELATED UNIT COOLERS CLEANING
3	PN2Y90MX045	M21282, M21283	DCS	DECONTAMINATION PLATFORM BRIDGE DRIVE MOTOR CONTROL

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W110963	CSH-2CSH*HCV 133	POSITION INDICATION ROOD IS BINDING AND BENT AGAINST VALVE BONNETT POSSIBLY GIVING IMPROPER POSITION INDICATION;STRAIGHTEN ROD.	AFTER FIELD INSPECTION FOUND NOTHING WRONG WITH POSITION INDICATOR NO SIGNS OF BINDING
W116838	HVR-2HVR*UC4 11A	BOLTS MISSING;SOME OF THE UNIT COOLER OUTLET AIR DIFFUSER MOUNTING BOLTS ARE MISSING. VENDOR MANUAL INST 10-412-5000 DRW 1107838	REINSTALLED BOLTS; WASHERS AND NUTS TO OUTLET AIR DIFFUSER
W116947	SWP-2SWP*MOV 93B	INSPECT- REPLACE HBC HOUSING COVER GASKET;TO WORK IN CONJUNCTION WITH WR 117342. THIS WRITTEN TO CLOSE WR 116660	MADE VISUAL INSPECTION ON 911018- FOUND NO EXTERNAL LEAKAGE AT THIS TIME
W122345	MISC-NOCOMPI D	SNUBBER PSA-35 S-N 10358 PIN1801112 TAG ENM-AM FIG 306 12177 BZ STOCK-34 TO REPLACE SCREWS ON DUST COVER REMOVED FOR TEST TO ANSWER NCR 2-87-0116 THIS PART IS LOCATED IN WAREHOUSE HOLD AREA UNDER A MAT MGMT HOLD TAG USE APPROVED LOCKTIGHT	REMOVED 3 SCREWS APPLIED LOCTITE 242. REINSTALLED SCREWS
W128989	HVP-2HVP*FN1 C	DIV I DIESEL ROOM GUARD OVER THE FRONT OF THE FAN HAS FASTENER NUTS WELDED TO THE GUARD THREADED HOLES ARE WEARING FROM USAGE AND NEED REPAIR-REPLACEMENT	REPLACED CLIPS
W137165	RHS-2RHS*V24 7	2RHS-V247 IS LEAKING PAST ITS VLV SEAT 2RHS-V247 IS LEAKING PAST ITS VLV SEAT;DOWNSTREAM CAP IS LEAKING 2 DROPS PER MIN LOCATION IS EL 289 SOUTH RX BLDG	FLUSHED VALVE WITH HOSE TO DRAIN; REINSTALLED CAP WITH APPROVED SEALANT
W138764	RHS-2RHS-PSS T133A2	LOCK NUTS ON STRUT LOOSE. NOTED DURING ISI VISUAL EXAM TIGHTEN LOCK NUTS PER SITE ENGINEERING DISPOSITION ON ATTACHED DATA SHEET. SUPPORT LOCATED NORTH AUX BAY 185 ELEVATION BZ-71EH-2	TIGHTEN LOCK NUTS ON STRUT. SCOTT REED N@AO-NDE
W138783	SWP-2SWP*P2B	REPACK PUMP TO COMPLY WITH NCR 2-90-0024 THE WHITE GARLOCK PACKMASTER 1 WHICH IS NOW INSTALLED CAN CAUSE IGSCC. ELEVATION 261 COLUMN 012.20	REPLACED PACKING WITH CORRECT TYPE PER NCR 2-90-0024; WR 190592 WRITTEN TO REPLACE SHAFT SLEEVE DUE TO WEAR

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W139412	GTS-2GTS*MOV 2A	2GTS*MOV2A 2B 5A 5B 3A 3B 28A AND 28B ARE ALL MISSING THE MANUAL JACK HANDLE REQUIRED TO BE WITH THE VALVES MANUFACTURER REPLACEMENT HANDLES AND DRILL ATTACH IN NEAR VICINITY OF EACH VALVE. SEE OPS FOR ASSISTANCE	WE INSTALLED THE NEW JACK HANDLES BY THE VALVES
W141346	EGS-2EGS*EG2	HPCS DIV 3 EG2 DISEL PETCOCK IS STRIPPED - WILL NOT OPEN THIS IS A MONTHLY SAMPLE POINT FOR CHEMISTRY	REPLACED PETCOCK
W145754	SWP-2SWP*V1C	FLANGED CONNECTION FOR CHECK VALVE 2SWP*V1C WAS OBSERVED TO BE LEAKING 8 DPM DURING VT2 EXAMINATION WALKDOWN PER PROCEDURE N2-ISI-SWP-@002. THE VT2 EXAMINATION WAS NOT A FAILURE REJECT HOWEVER THE PROCEDURE REQUIRES A WR TO ELIMINATE THE LEAKAGE SW 226 ELEVATION EDC 2F00293	REPLACED GASKETS. WORK ACCOMPLISHED ON WR 194572
W145755	SWP-2SWP*V1A	FLANGED CONNECTION FOR CHECK VALVE 2SWP*V1A WAS OBSERVED TO BE LEAKING 5 DPM DURING VT2 EXAMINATION WALKDOWN PER PROCEDURE N2-ISI-SWP-@002. THE VT2 EXAM WAS NOT A FAILURE REJECT HOWEVER THE PROCEDURE REQUIRES A WR TO ELIMINATE THE LEAK SW 226 ELEVATION. EDC 2F00293	BOLTING TIGHTENED IN A CRISS CROSS PATTERN;VALVE REMOVED FROM SYSTEM FOUND PINS TO BE STAKED - REINSTALLED VALVE IN SYSTEM. COUNTER WT SECURED TO STEM INSTALLED NEW FLEX GASKETS AND SWING ARM STOP
W146340	CMS-2CMS*CAB 10B	BOLT BROKEN OFF AT THE TOP ON MOVING FILTER MOUNTING BRACKET REPAIR AS NEC BOLT BROKEN OFF AT THE TOP ON MOVING FILTER MOUNTING BRACKET. REPAIR AS NEC. DOES NOT EFFECT OPERABILITY.	1 BOLT REPLACED OTHER BOLT DRILLED OUT. NEED TO REPLACE WITH LONGER BOLT. LONGER BOLT INSTALLED.
W147440	HVR-2HVR*SOV 236	2HVR-SOV236 APPEARS TO LEAK BY;FLOW INDICATES AT FLOW METER ON 2SSP-IPNL101 EL 289 THREE FOURTHS INCH	REPLACED MAIN DISC- PILOT DISC AND PISTON RING.
W148255	HVR-2HVR*CAB 14A	HVR CAB14A RX BLDG VENT MON;RX BLDG EL 328 FILTER HOUSING BOLT HINGE PIN ON SWING-AWAY BOLT IS MISSING. PLEASE FIX;ON FILT HOUSING WHICH IS IN LINE WITH PARTICULATE MOVING FILTER	REPLACE HINGES PIN IN ONE FILTER HOUSING
W148256	HVR-2HVR*CAB 14B	HVR-CAB14B RX BLDG VENT MONITOR;RX BLDG EL 328 FILTER HOUSING SWING AWAY BOLT HINGE PIN MISSING ON A TRAIN SIDE. PLEASE FIX	REPLACE PINS IN BOTH FILTERS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W148257	CMS-2CMS*CAB 10A	CMS-10A CONTAINMENT AIR RAD MONITOR;RX BLDG EL 289. FILTER HOUSING SWING-AWAY BOLT HINGE PIN MISSING ON BYPASS.FILTER HOUSING. PLEASE FIX	HINGE PIN WAS NOT MISSING. NO WORK REQUIRED
W148258	HVR-2HVR*CAB 32B	HVR CAB32B RX BLDG VENT RAD MONITOR;RX BLDG EL 289 FILTER HOUSING SWING-AWAY BOLT. HINGE PIN MISSING ON A TRAIN SIDE. PLEASE FIX.	REPLACED BROKEN PIN IN SWING BOLT
W148259	HVC-2HVC*CAB 18A	HVC CAB18A CONTROL ROOM VENT RAD MON;CB 306 FILTER HOUSING SWING-AWAY BOLTS. HINGE PINS ARE MISSING ON A AND B TRAINS. PLEASE FIX.	REPLACED BROKEN HINGE PIN
W154408	EGA-2EGA*SV3 A	TO FULTILL THE NMP2 FIRST PUMP AND VALVE PROGRAM PLAN REMOVE VALVE 2EGA*SV3A FOR TESTING CALIBRATION AND REINSTALL WHEN NOTIFIED BY THE I&C DEPARTMENT. LOCATED DIESEL GEN ELEVATION 261 LINE A COLUMN 011.50. REF SEI-712 AND ASME ANSI OM-1 1981	REPLACED VALVE ON TANK
W154473	RCS-2RCS*HOS E44	FABRICATE NEW REPLACEMENT EXPANSION LOOP PIPING PER EDC 2M10290 AND MOD 91-011 ALSO PERFORM MOCKUP IN FAB SHOP. NO TAG- SHOP WORK ONLY	NEW PIPING INSTALLED IN PLACE OF DAMAGED FLEX LINE. WORK DONE PER MOD 91-011
W154477	IAS-2IAS*V36 7	DRAIN VALVE 2IAS*V367 IS LEAKING AND COMING 2IAS*TK5A TO BLOWN DOWN AT ON EXCESSIVE VALVE	CUT OUT AND REPLACED VALVE
W154485	IAS-2IAS*SOV Y186	ADS -B- NITROGEN HEADER EXHIBITS AN INCREASE IN PRESSURE BEYOND HIGH ALARM SETPOINT EVEN WHEN LO AND HIGH FLOW PRESSURE CONTROL VALVES ARE SHUT. COULD BE PROBLEM WITH LOW FLOW VALVE 2IAS*SOVY186 INTERNAL LEAKAGE. PLEASE REPAIR OR REPLACE VALVE AS NECESSARY. WORK WITH WRS 154484 154483 INITIATED AGAINST PRESSURE CONTROL VALVES. TAG HUNG ON VALVE SC 289 NORTH END	REPLACED PARTS
W154548	IAS-2IAS-754 PSA004C3	BOLTING ON SUPPORT FOUND TO BE LOOSE. BZ300AH REQUIRES A 10 PLUS OR MINUS 3 FT/LB TORQUE	TIGHTENED BOLTS TO 10 FT LBS PER WORK DOCUMENT 154548
W154588	SWP-2-SWP-00 1-65P-3	REPLACE SUPPLY AND DISCHARGE PIPING TO 2SWP*CAB23B PER EDC 2F00308 AND SIMPLE DESIGN CHANGE SC2-0126-91. LOCATION ELEC TUNNEL ELEVATION 215	REPLACED SAMPLE INLET OUTLET LINES THAT WERE CLOGGED WITH IRON OXIDES-SEDIMENTS AND MICROBIOLOGICALLY INFLUENCES CORROSION. THIS REPLACEMENT PER EDC 2F00508

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W154590	ICS-2-ICS-006-33-1	REMOVE FLEX GASKET ON SPOOL PIECE DOWN STREAM OF 2ICS*AOV157 AND INSTALL BLANK PANCAKE TO SUPPORT LLRT TEST ON 2ICS*AOV156. REMOVE AFTER TEST AND REINSTALL FLEX SUPPORT	INSTALLED BLIND FLANGE FOR TESTING PURPOSES AND REMOVED. TORQUED BOLTS FOR NOZZLE FLANGE TO ELBOW TO 305 FTLBS. TIGHTEN BOLTS WRENCH TIGHT FOR ELBOW TO FLANGE WRENCH TIGHT. REPLACED 12 STUDS AND 24 NUTS
W154615	SWP-2SWP*P1D	2SWP*P1D OUTBOARD PUMP BEARING LEAKS OIL SCREENWELL ELEVATION 224 DIV II SWP PIT	REPLACED LEAKING OUT BOARD BEARING GASKET WITH A NEW ONE. ALSO STONED AND CLEAN SEATING SURFACES
W154627	RDS-2RDS*V111(3023)	2RDS*HCU3023 (V111) HAS EXCESSIVE PACKING LEAKAGE AROUND STEM WHEN VALVE IS OPEN OR SHUT. VALVE IS CURRENTLY BACKSEATED TO PREVENT LEAKAGE. REPAIR REPLACE VALVE.	INSTALLED NEW *V111 IN SYSTEM
W154651	RDS-2RDS*V138(3447)	ROD 34-47 COOLING WATER CHECK VALVE V138 DOES NOT CHECK FLOW; LOCATED RX BLDG 261 NORTH SIDE HCU'S	REPLACED BALL AND CLEANED SEAT
W154681	ICS-2ICS*T1	WHEN RCIC WAS STARTED A HI L/O DIFF ALARM WAS RECEIVED. WHEN FILTERS WERE SWAPPED STANDBY FILTER LEAKED. REPLACE BOTH FILTERS AND REPLACE FILTER HOUSING GASKETS; IF REQD	NEW FILTERS INSTALLED
W154691	HVC-2HVC*ACU3B	2HVC*ACU3B FILTER DELTA P IS AT 1.7 IN. (IT HAS BEEN STEADILY INCREASING PER 2HVC-PDIS66B); NEED FILTER CLEANED. LOCATED CB 270 SOUTH END OF DIVII SWGR ROOM. TAG ON START SWITCH FOR 2HVC*ACU3B IN DIV 2 REMOTE S/D ROOM	NEW FILTER INSTALLED
W154694	HVK-2HVK*V327	HVK MAKEUP CHECK VALVE APPEAR TO BE STUCK. WHEN FILLINGS AND VENT ROTEMETER PASSED ONLY 1.2GPM AND SYSTEM WOULD NOT FILL WITH BOTH NORMAL MAKEUP AND BYPASS VALVE OPEN. LOCATED DIV 4 CHILLER ROOM ELEV 261. TAG HUNG ON PNL 871	CLEANUP DISK AND BORE AND BORE OF VALVE NEW GASKET
W154721	HVC-2HVC*ACU1A	CRA-EL289 BOLTS ARE OUT OF ADJUSTMENT BELT TENSION IS ON LOW SIDE ADJUST BELTS TO OBTAIN 1/2 INCH DEFLECTION AT 9 3/5 TO 13 1/2 POUNDS MPM-GEN-A562 DOES MEET ACCEPT CRITERIA	ADJUSTED BELTS TO 1/2 INCH DEFLECTION AT PROPER TENSION
W154750	PCB-2PCB*DRA5	REMOVE EQUIPMENT HATCH TO SUPPORT OUTAGE ACTIVITIES AND REINSTALL PRIOR TO STARTUP. 2PCB*DRA5 INSPECT AND REPALCE DOOR SEALS AS REQD	WE REMOVED AND INSTALLED THE LARGE DOORS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W157985	CEC-2CEC*PNL 875	CONTROL ROOM PANEL P875;PLEASE INSTALL PROCEDURE HOLDER ON PANEL P875 PER INSTRUCTION ON EDC 2E00255 AND FOR KG1-6311. ONE HOLDER REQD	OPS TO INSTALL THEIR OWN PROCEDURE HOLDERS USING 2 SIDED TAPE. NO WR REQUIRED
W159147	SWP-NOCOMPID	2SWP*P2B DRIP TRAY DRAIN LINE IS PLUGGED; WATER DRAINS OVER SIDES AND ON TO FLOOR INSTEAD OF THROUGH DRAIN LINE AND INTO DRAIN FUNNEL. CLEAR DRAIN LINE. CB 261 DIV II CHILLER RM. TAG AT TRAY	CLEANED DRIP PAN AND DRAIN LINE SO DRIP FLOW WILL REACH DRAIN PAN DRAIN LINE
W159182	SWP-2SWP*FV5 4B	VALVE ACTUATOR HAS OIL LEAKAGE; TROUBLESHOOT AND REPAIR. LOCATED IN THE SOUTH SERVICE WATER VALVE PIT ELEV 255.	AFTER FIELD INSPECTION FOUND NO OIL LEAKS
W159194	ICS-2ICS*T1	THE OVERSPEED TRIP DEVICE ON THE TURBINE DOES NOT OPERATE FREELY- SOME BINDING WAS EXPERIENCED IN PERFORMING PROCEDURE N2-PM-M1 STEP 7.4. PLEASE INVESTIGATE CAUSE OF BINDING. RCIC TURBINE ROOM 175RB TAG PLACED ON DOOR ENTRANCE	REPLACED TAPPOT WITH NEWLY DESIGNED TAPPOT ADJUSTED OVERSPEED TRIP MECHANISM
W161089	CSL-2CSL*V47	VLV LEAKS BY AND DRIPS OUT PIPE CAP. PLEASE REPAIR AS NEC. FIX THE VLV.	WE CUT OUT THE OLD VALVE NO. 47 AND WELDED IN A NEW ONE
W161461	CSH-2CSH*V13 8	VALVE PACKING 2CSH*V138 IS LEAKING AT 1-2 OPM HAVE TAKEN UP ON PACKING LOCATED RX 195 AT CSH SUPP POOL SUCTION	REMOVE OLD; REPACK IN VALVE AND TORQUE TO 84 IN. LBS. 2 JUNK 2 GARFOIL
W161629	ICS-2ICS*P1	UNCOUPLE 2ICS-T1 TO SUPPORT PERFORMANCE OF N2-PM-a001 RCIC TURB OVERSPEED TEST. (END OF OUTAGE) RECOUPLE AFTER TEST COMPLETION	UNCOUPLED PUMP TO PERFORM OVERSPEED TRIP TEST
W162119	HVR-2HVR*UC4 08A	REPAIR DOOR HINGE BOLT ON DOOR HINGE IS STRIPPED AND NEEDS TO BE REPAIRED OR REPLACED WR WRITTEN IN RESPONSE TO DM25108 2HVR*UC408A	CLEANED THREADS
W162371	RDS-2RDS*HCU 2635	REPEAT CHARGINGS OF HCU 2635 NITROGEN ACCUMULATE INDICATES A LEAK. CARTRIDGE VALVE V111 WAS REPACKING 10/90 VIA WR 189617. SUSPECT PROBLEM WITH P6 CHARGING CONNECTION. PLEASE INVESTIGATE AND REPAIR SOURCE OF NITROGEN LEAK. DEF TAG 26282 HUNG ON V111 VALVE STEM RX BLDG 261	REPLACED FITTING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W162375	RDS-NOCOMPID	PLEASE INSPECT ALL 185 HCU'S CHANGING WATER RISEN PIPING AT UPPER PIPE CLAMPS FOR EXISTENCE OF RESEN MOVEMENT. USING TORQUE WRENCH CHECK CHANGING WATER PIPE CLAMP SUPPORT BOLTS FOR TIGHTNESS 75 (70-80) INCH LBS AND BOLTS FOR MISSING HARDWARE AND REPLACE AS NECESSARY. THIS INSPECTION IS PER GE RICSTL056	TORQUE ALL BOLTS ON CHARGING WATER RISERS. WR LISTED ON S-MI-5.3-001 FOR ANY MISSING OR LOOSE CLAMP OR PARTS
W162391	WCS-2WCS*V325	SEAL WELD CAP V326 IN ACCORDANCE WITH TEMP MOD 91-055. EXTEND ASME III CL2 BOUNDARY TO CAP	REMOVED VALVE 326 USING A FREEZE ON THE LINE;THEN REINSTALLED A PIPE CAP. ALSO REPLACED 2 CAPSCREWS WASHERS AND NUTS TO RESTRAINT. THIS ACTION OUTLINES IN TEMP MOD 91-069
W162944	CSL-2CSL*MOV107	2CSL*MOV107 LOCATION ON 176' RX N AUX BAY IN CSL PUMP HAS A PACKING LEAK PLEASE CORRECT	REPACKED FROM LANTERN RING UP; LANTERN RING FROZEN IN VALVE
W164457	PHS-AB261-4	INSTALL 4X4X1/4 IN. ANGLE IRON IN FRONT OF AUX BOILER DOORS AB261/1;AB261/2;AB261/3 AND AB 261/4 TO CONTAIN UNMONITORED RELEASES FROM CONTACT CONDENSER. WORK AS PER EDC;2F00378A. THIS IS A TOP TEN ISSUE CONCERN;TOP TEN ISSUE NO. 8	PLACED TEMPORARY CARDS IN FRONT OF DOORS TO STOP RELEASE OF CONT. FLUIDS INTO CLEAN AREAS.
W164525	SWP-NOCOMPID	FLANGES (4 EA.) PURCHASED PER MOD 89-132 AS SCHEDULE 80 NEED TO BE COUNTERBORED TO MEET EXISTING SCHEDULE 40 PIPING. FLANGES TO BE PROVIDED TO NMM BY CBI (REF EDC 2M10181)	CUT DOWN PIPE PER MOD 89-132 REF EDC 2M10181
W165487	HVR RMS-2HVR*CAB32A	HVR-32A SAMPLE PUMP IS MAKING AN EXCESSIVE AMOUNT OF NOISE. (RX 289)	INSTALLED NEW PUMP
W167090	PCB-2PCB*DRA4A	OPEN NORTH SUPPRESSION POOL HATCH DURING AUGUST OUTAGE AND RECLOSE AND RETORQUE AS REQUIRED 71-87 FT LBS PER N2-MMP-PCB-003. NOTIFY I AND C TO DO LLRT WHEN COMPLETE.	SUPPRESSION HATCH CLEANED AND NEW O-RINGS INSTALLED. WR USED TO OPEN HATCH-TEMPORARILY CLOSE REOPEN AND TO PERFORM FINAL CLOSURE OF HATCH.
W167091	PCB-2PCB*DRA4B	REMOVE SOUTH SUPPRESSION POOL HATCH DURING AUGUST AND RECLOSE AND RETORQUE AS REQUIRED 71-87 FT LBS PER N2-MMP-PCB-003. NOTIFY I AND C TO DO LLRT WHEN COMPLETE.	SUPPRESSION HATCH CLEANED AND NEW O-RINGS INSTALLED. WR USED TO OPEN HATCH TEMPORARILY CLOSE. REOPEN AND TO PERFORM FIND CLOSURE OF HATCH
W168421	RDS-2RDS*HCU4259	HCU 4259 NITROGEN ACCUMULATOR REQUIRES REPEAT CHARGINGS ON A CONTINUOUS BASIS. PLEASE INVESTIGATE SOURCE OF LEAK V111 VALVE P6 CHARGING CONNECTOR AND REPAIR LEAK AS NECESSARY.	WE INSTALLED NEW PACKING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W168422	RDS-2RDS*HCU 5043	HCU 5043 NITROGEN ACCUMULATOR REQUIRES REPEAT CHARGINGS ON A CONTINUOUS FREQUENCY. PLEASE INVESTIGATE SOURCE OF LEAK. V111 VALVE P6 CHARGING CONNECTOR AND REPAIR LEAK AS NECESSARY.	INSTALLED NEW PACKING
W168423	RDS-2RDS*HCU 1407	HCU 1407 NITROGEN ACCUMULATOR REQUIRES REPEAT CHARGINGS ON A CONTINUOUS FREQUENCY. PLEASE INVESTIGATE SOURCE OF LEAK V111 VALVE P6 CHARGING CONNECTOR AND REPAIR LEAK AS NECESSARY.	INSTALLED REBUILT VALVE
W168433	RDS-2RDS*SOV 121(3019)	CORRESPONDING CRDM EXHIBITS ULTRA HIGH STALL FLOWS UPON ROD WITHDRAWAL. WR 191502 INITIATED AGAINST THAT CRDM. HOWEVER SUSPECT LEAKY OR MISPOSITIONED SOLENOID VALVE SOV121. PLEASE TROUBLESHOOT AND REPAIR AS NECESSARY. TAG HUNG ON HCU V107 VALVE HANDWHEEL RB 261 SOUTH BANK	REPLACED SOV 121 ON HCU 3019
W168443	HVR-2HVR*DMP 19	BACK DRAFT DAMPER 2HVR*DMP18 19 DOES NOT CLOSE WHEN *UC413A B SHUT DOWN. READJUST COUNTER WEIGHT	ADJUSTED COUNTER WEIGHTS ON DAMPER
W168476	SWP-2-SWP-75 0-65G-3	REPLACE 3/4 IN. PIPE IN SAMPLE LINES WITH STAINLESS STEEL PIPE PER ENGINEERING DIRECTION EDC 2F00299. ET 214 NORTH	CARBON STEEL PORTION OF LINE REMOVED AND REPLACED WITH STAINLESS STEEL PER EDC 2F00299
W168477	SWP-2-SWP-75 0-65M-3	REPLACE 3/4 IN. PIPE IN SAMPLE LINES WITH STAINLESS STEEL PIPE PER ENGINEERING DIRECTION. EDC 2F00299. ET 214 SOUTH	WE REPLACED OLD CARBON PIPING WITH NEW STAINLESS PIPING
W168479	IAS-NOCOMPID	PLEASE TROUBLESHOOT AND REPAIR AS NECESSARY SOURCE OF LEAKS ON -B- LOOP (2IAS*TK5 LOOP) ADS NITROGEN SUPPLY SYSTEM. SEE ATTACHED TROUBLESHOOTING PLAN. NOTE: RETURN THIS WR TO PLANNING ONCE LEAKAGE SOURCE HAS BEEN IDENTIFIED TO FACILITATE PROPER WORK CONTROL REVIEW AND APPROPRIATE REPAIR PLANNING.	IDENTIFIED LEAK ON 2IAS*V367; WROTE WR 154477 TO REPLACE VALVE. TROUBLESHOOTING AFTER REPLACEMENT OF 2IAS*Y367 INDICATE THAT NO OTHER LEAKAGE OF LARGE MAGNITUDE EXISTS
W168480	IAS-2IAS*PSE 19A	REPLACE RUPTURE DISK WITH NEW DISK. EXISTING DISK HAS BEEN INSTALLED FOR A PERIOD GREATER THAN ONE YEAR WHICH IS BEYOND MANUFACTURERS RECOMMENDATION FOR ONE YEAR SERVICE LIFE. EXISTING DISK WAS LAST INSTALLED ON 891021 PER WR 170156. TAG HUNG ON TANK 2IAS*TK4	REPLACED RUPTURED DISK PER MI. HARD COPY TAG LOST

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W168481	IAS-NOCOMPID	PLEASE TROUBLESHOOT AND REPAIR AS NECESSARY SOURCE OF LEAKS ON "A" LOOP 2IAS*TK4 LOOP ADS NITROGEN SUPPLY SYSTEM. SEE ATTACHED TROUBLESHOOTING PLAN. NOTE RETURN THIS WR TO PLANNING ONCE LEAKAGE SOURCE HAS BEEN IDENTIFIED TO FACILITATE PROPER WORK CONTROL REVIEW AND APPROPRIATE REPAIR PLANNING. NO TAG HUNG OR REQUIRED.	NA FOR TROUBLESHOOTING PORTION. OPS TIGHTENED ADS TANK 2IAS*TK32 PRESSURE TRANSMITTER 2IAS*PT230. INSTRUMENT LINE CAP THAT WAS LOOSE AND LEAKING NITROGEN. SNOOP CHECKED CAP TO ENSURE LEAK TIGHT.
W168482	IAS-2IAS*V363	VALVE LEAKS BY SEAT DESPITE VALVE CYCLING AND CAUSES ADS TANK 2IAS*TK4 TO DEPRESSURIZED. PLEASE REPLACE VALVE AS NECESSARY. THANK YOU	SETUP TO REPLACE VALVE VALVE PASTED LEAK TEST DID NOT HAVE TO REPLACE IT. NO WORK DONE IN FIELD
W168599	MSS-NOCOMPID	ACTUATOR SER NO. 1221199-WHILE PERFORMING MONTHLY PROCEDURE N2-IPM-MSS-M001 1 1/4 TEST FITTING GALLED WHILE REMOVING FITTING. BACKED OUT FITTING 1 1/2 TURNS BEFORE GETTING STUCK. WAREHOUSE ENVIRONMENTAL ROOM NE CORNER	CUT OUT REDUCER BY MACHINING AND RUN TAP TO CLEAN UP THREAD
W168694	EGA-2EGA*SV111	TO FULFILL THE NMP2 IST PUMP AND VALVE PROGRAM PLAN; REMOVE VALVE 2EGA*SV111 FOR TESTING CALIBRATION AND REINSTALL WHEN NOTIFIED BY THE I&C DEPARTMENT. LOCATED DIESEL GENERATOR ELEV 261. REF SEI 712 AND ASME 1 ANSI OM-1 1981	REMOVED SV111 SERIAL NO. 124157E
W168700	SWP-2SWP*V10F	INSPECT OR ADJUST MECHANICAL STOPS ON VALVE TO ALLOW VALVE TO SEAT PROPERLY. EDC 2F00329	REMOVED VALVE 10 FOUND A PIECE FOR PLYWOOD AND INSULATION IN VALVE PREVENTING IT FROM CLOSING. CLEANED UP VALVE AND INSTALLED NEW LAMINATED DISK SEAL
W169163	MSS-NOCOMPID	INSTALL DRYER SEPARATOR STORAGE POOL PLUGS-REACTOR SHIELD PLUGS AND REFUELING CANAL PLUGS	ALL POOL CAVITY AND FUEL CANAL PLUGS INSTALLED
W169183	PCB-2PCB*DRA9	REMOVE STRONGBACK ON DRYWELL EMERGENCY LOCK AND AT END OF HPCS OUTAGE REINSTALL FINGER TIGHT. RX BLDG 261	STRONBACK REMOVED;STRONG BACKS ON 910909. STRONG BACK BOLTS LOOSENED ON DOOR. STRONG BACKS INSTALLED 910924- FINGER TIGHT
W169193	PCB-2PCB*DRA4A	OPEN NORTH AND SOUTH SUPPRESSION POOL HATCHES DURING HPCS OUTAGE AND RECLOSE AND RETORQUE AS REQD 71-87 FT LBS PER N2-MMP-PCB-003. NOTIFY I&C TO DO LLRT WHEN COMPLETE	HATCH OPENED SEALING SURFACES COVERED HATCH CLOSED AND TORQUED TO 80 FT LBS
W169804	SWP-2-SWP-004-242-3	INSTALL PRESSURE TAP ON DISCHARGE SIDE OF 2SWP*P2B INSTALL ISOLATION VALVE 2SWP*V1103 AND REQUIRED PIPE. ALL WORK PER SDC SC2-0037-90	INSTALLED NEW 3/4 INCHES GLOBE VALVE IN LINE 2-SWP-004-242-3 FOR TESTING PURPOSES

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W169825	SWP RMS-2SWP*CAB 146B	INSTALL SWAGELOK FITTING TO REPLACE DEFECTIVE FITTING ON 2SWP*CAB146B. PARTS WITH SYSTEM ENGINEERING-RICK SCHAMP. TB 250 SW SERVICE WATER ROOM.	REPLACE SECTION OF PIPE TUBING
W169830	RDS-2RDS*V111(0619)	RELEASED LEAKAGE V111 ON ACCUM 061-14 LEAKS EXCESSIVELY WHEN VALVE IS CLOSED	REBUILT 111 VALVE
W169831	RDS-2RDS*V111(3815)	ACCUM WILL NOT HOLD CHARGE 38-15	REBUILD 111 VALVE
W169832	RDS-2RDS*V111(5051)	ACCUM WILL NOT HOLD CHARGE 50-51. P6 CONN LEAKIING AND REPAIR V111 VALVE.	REPLACED O-RINGS AND PACKING ON V111. REPLACED THE P6 CONN. CLEANED AND INSPECTED THE PIPE THREADS
W169833	RDS-2RDS*V111(1051)	ACCUM WILL NOT HOLD CHARGE 10-51	REBUILT 111 VALVE
W169834	RDS-2RDS*V111(1823)	ACCUM WILL NOT HOLD CHARGE 18-23	REBUILT 111 VALVE
W169835	RDS-2RDS*V111(0243)	ACCUM WILL NOT HOLD CHARGE 02-43	REBUILT 111 VALVE
W169836	RDS-2RDS*V111(4655)	ACCUM WILL NOT HOLD CHARGE 46-55	REPLACED ORINGS AND PACKING
W174809	ZZZ-NOCOMPID	INSPECT SNUBBER REMOVED FROM BZ-12AC SNUBBER REMOVED AND LOCATED AT SNUBBER ELEVATION 215 RX BLDG SNUBBER REMOVED UNDER WR 174961	SNUBBER DISASSEMBLED AND DAMAGE WAS NOTED BEYOND JUSTIFIED REBUILD. SNUBBER SCRAPPED. SNUBBER WAS REMOVED FROM SERVICE UNDER MOD 89-085
W174960	MSS-2MSS-PSSP184A4	DURING TECH SPEC VISUAL EXAMS IT WAS OBSERVED THAT THE ATTACHED LIST OF MECHANICAL SNUBBERS HAVE DISPLACED SPHERICAL BEARINGS. CONDITION DOES NOT AFFECT OPERABILITY	REPLACED 2MSS-PSSP038A SN8383 WITH NEW SNUBBER SN8168 REMAINING SNUBBERS SPHERICAL BEARINGS WERE CLEANED LUBRICATED AND RESTAKED. ASSURED FREEDOM OF MOVEMENT.
W175811	RHS-2RHS*V235	2RHS*V235 WAS LEAKING BY DURING SURVEILLANCE TESTING ON RHS-C. VALVE NEEDS TO BE FIXED. LOCATED ON 289 ELEVATION RX RHS-C HIGH POINT VENT	RHS*V235 WAS TESTED DURING OPS SURVEILLANCE ON 910528 THIS VALVE WAS NOT LEAKING
W176298	HVK-2HVK*RV43B	VALVE LEAKING WATER OUT OF GAG SCREW HOLE- REPAIR	HAD VALVE RECALIBRATED AND ADJUSTED

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W176390	RHS-2RHS*MOV 9A	HAS SMALL OIL LEAK FROM GEAR BOX. ELEVATION 196 NORTH AUX BAY DOES NOT AFFECT VALVE OPERABILITY	TIGHTENED GREASE FITTING
W176730	ICS-2ICS*P1	OUT BOARD SEAL IS LEAKING APPOX. 80 DRIPS PER MINUTE. REPAIR AS NECESSARY. ALSO DO INBOARD SEAL.	INBOARD AND OUTBOARD SEAL REBUILT
W176819	ICS-2-ICS-750-65-2	PIN HOLE STEAM LEAK AT DRAIN LINE ELBOW BETWEEN ICS-AOV130 AND AOV 131. UPSTREAM OF ICS-V15 AND V16 DRAIN VALVES. LINE 2-ICS-750-65-2.	REMOVED OLD WELD BY GRINDING HAS NDE. DO A PT. THEN REPAIRED USING WPS 1-1-BA-101- ALL WORK DONE BY ATTACHMENT 2 ASME SECTION XI WORK PLAN
W176896	HVK-2HVK*P1B	PUMP SHAFT OIL SEAL LEAKS. PLEASE REPAIR TAG 15750 HUNG ON OIL BUBBLER FOR PUMP. PUMP IS LOCATED ON CONTROL BLDG ELEVATION 261 IN DIV II CHILLER ROOM	REBUILT MECH SEAL AND INSTALLED NEW BEARINGS AND OIL SEAL
W176990	SLS-2SLS*P1A	PUMPS 1ST PISTON HAS PACKING LEAK (2 DROPS/SEC). TAG 16233 HUNG ON PUMP. PLEASE REPAIR.	REPLACED PACKING ON NO. 1 CYL
W177153	HVC-2HVC*UC102	UC102 FAILED TO ACHIEVE RATED FLOW. I&C TO TROUBLESHOOT FLOW PROBLEM. CONTACT C BURNSWORTH X 4626 FOR TROUBLESHOOTING INFO	BACK FLUSHED UNIT COILS
W177156	RDS-2RDS*HCU 4623	HCU 4623 HAS EXCESSIVE NITROGEN LEAKS AS INDICATED BY REPEAT CHARGINGS OF HCU ACCUMULATOR. PLEASE TROUBLESHOOT AND REPAIR AS NECESSARY V111 VALVE-P6 CONNECTOR AND OTHER POTENTIAL LEAKAGE SOURCES. NOTE WR 187548 RECENTLY REPACKED P6 CONNECTION ON THIS HCU (COMPLETED 910119) TAG HUNG ON V111 VALVE STEM RX BLDG ELEV 261 NORTH HCU BANK	REMOVED CLEANED AND INSTALLED P6 CONNECTION
W177157	RDS-2RDS*HCU 3815	HCU3815 HAS EXCESSIVE NITROGEN LEAKS AS INDICATED BY REPEAT CHARGINGS OF N2 ACCUMULATOR. PLEASE TROUBLESHOOT AND REPAIR AS NECESSARY. SOURCE OF LEAK (EG P6 CONNECTOR) NOTE WRS 169831 AND 191627 RECENTLY REBUILT V111 VALVE AND REPACKED VALVE ON 910118 AND 910119 RESPECTIVELY. TAG HUNG ON P6 CONNECTOR RX BLDG ELEV 261 NORTH HCU BANK	REMOVED AND CLEANED P6 CONNECTOR
W177159	RDS-2RDS*HCU 1407	PLEASE INVESTIGATE AND REPAIR SOURCE OF NITROGEN LEAK ON HCU14-07. V111 VALVE WAS RECENTLY REPLACED VIA WR 168423 ON 910108. SUSPECT P6 N2 FILL CONNECTION. TAG HUNG ON P6 CONNECTOR ON HCU RX BLDG ELEV 261 SOUTH HCU BANK	REMOVED AND CLEANED P6 CONNECTOR

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W177165	SWP-2SWP*V20 1A	REMOVE INTERNALS FROM CHECK VALVE. RUN SYSTEM; CHECK FOR PROPER FLOW PRESSURE. REWORK REPLACE INTERNALS AS REQD. (TROUBLESHOOT)	TOOK VALVE INTERNALS OUT FOR FLOW TEST
W177196	RDS-2RDS*HCU 3851	CRD HYDRAULIC CONTROL UNIT -HCU- 38-51 NITROGEN SECTION LEAKS SUCH THAT ACCUMULATOR REQUIRES REPEAT CHARGINGS ON A DAILY BASIS. PLEASE INVESTIGATE AND TROUBLESHOOT SOURCE OF LEAK. EG P6 CONNECTOR VIII VALVE ETC. NOTE WR191619 RECENTLY COMPLETED ON 1-09-91 REPLACED VIII VALVE PACKING HOWEVER HCU STILL REQUIRES REPEAT CHARGINGS. TAG HUNG ON P6 CONNECTOR ON HCU RB 261.	REMOVED OLD P6 CONNECTOR CLEANED AND INSTALLED NEW FITTING
W177244	HVR-2HVR*AOD 10A	AIR IS LEAKING FROM THE BODIES OF BOTH ACTUATORS ON THIS DAMPER.	REPLACED BAD STOP SCREW WASHER WITH NEW ONE
W177260	MSS-2MSS*PSV 120	INSTALL AND REMOVE GAGGING DEVICES ON THE MAIN STEAM SAFETY RELIEF VALVES AS DIRECTED BY N2-ISI-RPV-R@002 AND N2-MMP-MSS-029.	INSTALLED GAGS ON PSV'S -ALL BUT 127
W177266	SWP RMS-2SWP*CAB 146B	SAMPLE PUMP IS RUNNING HOT-REPLACE BEARINGS AS NECESSARY. TAG LOCATED ON SKID. TB 250 SOUTHWEST SERVICE WATER BAY (ALSO TROUBLESHOOT FLOW SWITCH)	PUMP MOTOR WERE REPLACED BY MOD 90-044 DURING OUTAGE. NO WORK REQD BY MAINT
W177428	PCB-2PCB*DRA 5	EXCESS EXPOSURE EXPENDED REMOVING AND REINSTALLING STRONGBACKS AT POWER. INSTALL STRONGBACKS AND LEAVE IN PLACE	WE INSTALLED THE STRONG BACKS ON THE PERSONAL DOOR
W177603	SWP-2SWP*P1E	EXCESSIVE LEAKAGE ON INBOARD AND OUTBOARD PACKING HOUSINGS OF PUMP 2SWP*P1E. ADJUST ADD OR REPLACE PACKING AS NECESSARY. LOCATION- SW 244 ELEV. LINE K COL 8.20 TAG ON EYE BOLT ON PUMP CASING	NEW PACKING INSTALLED;3 RINGS ON EACH SIDE OF PUMP
W177604	SWP-2SWP*P1F	EXCESSIVE LEAKAGE ON INBOARD PACKING HOUSING ON PUMP 2SWP*P1F. ADJUST ADD OR REPLACE PACKING AS NECESSARY. LOCATION- SW 224 ELEV LINE L COL 8.20. TAG ATTACHED TO EYE BOLT ON PUMP CASING	ADJUSTED PACKING
W178801	RDS-2RDS*HCU 2611	FITTING ON THE P6 CONNECTION LEAKS NITROGEN. REPAIR OR REPLACED AS NECESSARY. LOCATED 261 RX BLDG SOUTH. TAG HUNG AT HCU.	REMOVED AND CLEANED P6 CONNECTOR
W178817	RDS-2RDS*HCU 5051	MALE FITTING P6 ON FRONT OF CHARGING BLOCK ON HCU 50-51 LEAKS BY THREADS-TO BLOCK - NOT CAP-NEEDS LEAK LOCK APPLIED AND REPLACED AND TORQUED.	REMOVED AND CLEANED P6 CONNECTOR

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W178890	RDS-2RDS*SOV 120(2655)	PLUG ON SOLENOID BLOCK IS LEAKING WATER -SOV120- PLEASE REPAIR. TAG AT HCV26-55	REMOVED OLD FILTER AND INSTALLED NEW FILTER
W178901	HVP-2HVP*FN1 A	CONTROL BLDG DIV 1 DIESEL ROOM GUARD OVER FRONT OF FAN IS MISSING CLIPS ALONG WITH BOLTS HOLDING THEM ON. PLEASE REPLACE	REPLACED CLIPS
W178917	CSL-2CSL*P2	REBUILD PUMP SERIAL N773B980. ALSO DUE E&DCR C93028A ATTACHED-2 REMOVED FROM 2CSL*P2 LOCATION ON WR 148659. PUMP WAS EXPERIENCING INCREASING VIBRATION AND DATA INDICATOR BAD BEARINGS. PUMP TO BECOME SPARE FOR 2CSL*P2 2CSH*P2 2RHS*P2 AND 2ICS*P2. REFERENCE WAREHOUSE SYMBOL NUMBER 92-18-401. ASME BASE N773B980-5 RETURNED TO MATERIALS MANAGEMENT AS SPARE UNDER SYMBOL 92-18-401. BASE TO BE STORED SEPARATELY UNDER NEW 89 SERIES SYMBOL.	DISASSEMBLED; CLEANED AND REBUILT PUMP. PUMP STORED IN MAINT DIRTY SHOP. MATERIAL RETURN 005548
W178922	CSL-2CSL*M2	RX ELEVATION 175 LPCS ROOM. MOTOR EQUIPPED WITH TWO DIFFERENT BOLTING MATERIAL TYPES REQUIRING DIFFERENT TORQUE VALVES. REPLACE HOLD DOWN BOLTS WITH NEW BOLTS OF ORIGINAL SAME TYPE.	INSTALLED NEW MOTOR BOLTS
W178929	SFC-2SFC-PSS T512A3	SC ELEVATION 298 SFC PUMP ROOM A. INSTALL PAD EYES FOR REMOVAL 2SFC*V256A HV6A AND PUMP WORK PER EDC 2F00100. TO BE WORKED WITH WR 178930.	WELD PAD EYES FOR REMOVAL OF PUMP PARTS AND VALVE PARTS. TAG NOT FOUND
W178930	SFC-2SFC-PSS T573A3	SC ELEVATION 299 SFC PUMP ROOM "A". INSTALL PAD EYES FOR REMOVAL OF 2SFC*V256A AND PUMP WORK PER EDC 2F00100. TO BE WORKED WITH WR 178929.	WELDED PD EYES FOR REMOVAL AND INSTALLATION OF PUMP CASING AND INTERNALS AND VALVE INTERNALS
W179133	EJS-2EJS*US1 -5D	INTERNAL LOCK OUT BRACKET IS MISSING.	FABRICATED NEW BRACKET
W179162	CSH-2CSH*M1	REPLACE THE OIL RESERVOIR SIGHT GLASS O-RINGS AT THE FIRST MAINTENANCE OPPORTUNITY FOR THE HIGH PRESSURE CORE SPRAY PUMP MOTOR (GE SIL 484)	PER REF 3213 MADE NEW PART;PLUG PER PRINT- SHOP WORK
W179264	SWP-2SWP*V1A	WHEN PERFORMING PM ON STRAINER 4A REMOVE AND INSPECT CHECK VALVE V1A FOR ANY DAMAGE. IF ANY DAMAGE REPAIR EDC 2F00072	INSTALLED NEW PINS AND DISC PACK AND RUBBER GASKETS
W179265	SWP-2SWP*V1B	WHEN PERFORMING PM ON STRAINER 4B REMOVE AND INSPECT CHECK VALVE V1B FOR ANY DAMAGE. IF ANY DAMAGE REPAIR	REPLACE SHIM PACK ON VALVE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W179266	SWP-2SWP*V1D	WHEN PERFORMING PM STRAINER 4D REMOVE AND INSPECT CHECK VALVE V1D FOR ANY DAMAGE. IF ANY DAMAGE REPAIR	REMOVED VALVE INSPECTED BLUED SEAT OK. VALVE WORK FREELY REINSTALLED
W179268	SWP-2SWP*V1F	WHEN PERFORMING PM ON STRAINER 4F REMOVE AND INSPECT CHECK VALVE V1F FOR ANY DAMAGE. IF ANY DAMAGE REPAIR	REPLACE LAMINATED DISC SEAL
W179285	ZZZ-NOCOMPID	FUNCTIONAL TEST 50 SNUBBERS PURCHASED FROM GRINNEL CORPORATION TEST REQUIRED TO USE AS SPARES DURING 1990 REFUEL OUTAGE	SNUBBERS TESTED SAT. ALL SNUBBERS ENTERED INTO SPARE PARTS. DOCUMENTATION AND TEST RECORD WITH PO AT MATERIALS MGNT.
W179306	EGS-2EGS*EG1	CHECK TORQUE ON TURBO SUPPORT BOLTS PER PR7956. SEE ATTACHED SHEET FOR FURTHER DIRECTION. LOCATION DG ROOM.	CHECKED TORQUE ON TURBO SUPPORT
W179307	EGS-2EGS*EG3	CHECK TORQUE ON TURBO SUPPORT BOLTS PER PR7956. SEE ATTACHED SHEET FOR FURTHER DIRECTION. LOCATION DIV II DIESEL ROOM.	CHECKED TORQUE TO SOFT LBS TORQUE WRENCH 22-1044 DUE 910711
W179313	EGA-2EGA*STR 1	2EGA*STR1 IS CROSS THREADED. PLUG IS JAMMED AND CANNOT BE REMOVED TO INSPECT STRAINER ELEMENT. PLEASE REPAIR	THIS STRAINER WAS DISASSEMBLED AND REASSEMBLED DURING SURVEILLANCE IN OCTOBER OF 1990
W179345	WCS-2WCS-PSS T1006A3	A STRUT ON BZ-74XY-2 INTERFERES WITH TORQUING STUDS ON VALVES 2WCS-FV16A AND 2WCS-AOV27A. REMOVE AND REINSTALL UPON COMPLETION OF VALVE WORK.	REMOVED PIPE CLAMP AND STRUT. REPLACED CLAMP AND STRUT REQUIRED USE OF NEW RETAINING RING. LOST DURING DISASSEMBLY. NEW PIPE CLAMP INSTALLED
W179364	SFC-2SFC*AOV 19B	SC EL 310 PACKING FOLLOWER CANNOT BE TIGHTENED DUE TO INTERFERENCE. MODIFY MOUNTING BRACKET PER PR 09224 DISPOSITION.	READJUSTED PACKING FOLLOWER WITH 3/8 INCH DRIVE 11/16 INCH DEEP WELL THIN WALL SOCKET. NO MODIFICATION TO MOUNTING BRACKET REQUIRED. WRENCH WIRED TO VALVE. PLENTY OF TAKEUP LEFT ON FOLLOWER
W179370	RHS-2RHS*AOV 16C	PACKING IS LEAKING TAKE UP ON PACKING	NEW PACKING INSTALLED ON INDICATOR SIDE
W179371	PCB-2PCB*DRA 9	REPLACE TWO SET SCREWS ON COUPLING ON INSIDE DOOR. EXISTING ONES ARE ROUNDED MAKING THEM DIFFICULT TO REMOVE.	REMOVED OLD SET SCREWS AND INSTALLED NEW ONES

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W179373	SWP-2SWP*V26D	HANDWHEEL IS NOT ATTACHED TO VENT VALVE -V26D- ON 2SWP*P1D. STEM NUT IS MISSING. EL 225 NORTH SERVICE WATER BAY.	WE INSTALLED A NEW HANDWHEEL NUT
W179380	PCB-2PCB*DRA9	INSTALL AND REMOVE STRONGBACKS FOR LEAK RATE TEST. LOCATION PRI CONT ELEV 261	INSTALLED STRONG BACKS AFTER TEST WAS COMPLETED REMOVED STRONG BACKS
W179425	CEC-NOCOMPID	VERTICAL LOCKING BARS MISSING FROM CONTROL AND RELAY ROOM CABINET DOORS FOR 2CEC*PNL631 2CEC*PNL899 AND 2SVV*IPNL140.	2 NEW ROD MADE BY MAINT PER PRINT 209A5414
W180265	BLDG-NOCOMPID	REMOVEABLE W8X48 BEAM AND GRATING THAT WAS REMOVED TO MOVE MATERIALS TO-FROM ELEV 240 DURING OUTAGE. LOCATION SEC. SONT. EL 261 190 DEGREES AZ-REF ES-53D.	REINSTALLED BEAM AND FLOOR GRATING FOR HOIST WELL BOLTING A325 AND TIGHTENED 1/2 TURN AFTER CONTACT
W182613	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A4341 REMOVED FROM POSITION 2RDS*CRDM1419 VIA WR 184408. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652
W182614	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A5017 REMOVED FROM POSITION 2RDS*CRDM4619 VIA WR 184410. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM.S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1
W182615	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A3979 REMOVED FROM POSITION 2RDS*CRDM1455 VIA WR 183237. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS A SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1
W182617	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A4113 REMOVED FROM POSITION 2RDS*CRDM0223 VIA WR 184404. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHMENT PROCEDURE N2-MMP-RDS-652 REV 1
W182619	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER 5067 REMOVED FROM POSITION 2RDS*CRDM0643 VIA WR 183240. STORE DRIVE FOR FUTURE DISPENSATION AFTER REBUILD. THIS CRDM IS A GROUP 4 OR 761E387G004 VINTAGE DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289. DO NOT GROUP 12 UPGRADE DURING REBUILD.	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W182620	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER 5465 REMOVED FROM POSITION 2RDS*CRDM4647 VIA WR 183235. STORE DRIVE FOR FUTURE DISPENSATION AFTER REBUILD. THIS CRDM IS A GROUP 4 OR 761E387G004 VINTAGE DRIVE. LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289. DO NOT GROUP 12 UPGRADE DURING REBUILD.	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1
W182933	MSS-2MSS*PSV 137	INSTALL SPECIAL AIR VALVE ASSEMBLIES (SPECIAL TOOL F8531-B) TO THE EXHAUST PORTS OF THE SOLENOID VALVES	INSTALLED ALL AIR RESTRICTORS ON PSV
W182996	MSS-2MSS*SOV 7C-1	AIR SUPPLY LINE AT SOV LEAKS MAIN STEAM TUNNEL	REPLACED TEE AT SOV
W183069	SWP-2-SWP-00 4-83-3	INSTALL PRESSURE TAP ON DISCHARGE SIDE OF PUMPS 2SWP*P2A ALSO INSTALL ISOLATION VALVES 2SWP*V1107 AND REQUIRED PIPE ALL PER SDC SC2-0037-90	PER EDC-2M10325 PUT LINE TAP IN PLACE OF BLANK TAP ON DISCHARGE SIDE OF 2SWP*P2A
W183082	SWP-2SWP*P1A	REPACK OR- ADD PACKING TO PUMP. WATER SPRAYING ALL OVER. ALSO CHECK OIL ON BEARINGS TO MAKE SURE THERE ISN'T ANY WATER IN OIL. DISASSEMBLE OB THRUST BRNG INSPECT REPAIR REPLACE AS REQD	REPACKED PUMP FROM LANTERN RING OUT (COULD NOT GET LANTERN RING OUT). FOUND WATER IN BEARINGS ON OUTBOARD SIDE -REPLACED OUTBOARD BEARING
W183088	PCB-2PCB*DRA 3	REMOVE HATCH-REINSTALL AFTER CRD WORK COMPLETE	LOOSENED NUTS; OPENED HATCH-FLANGE-PROTECTOR INSTALLED. INSTALLED HATCH. TORQUED TO 65 FT LBS. O-RINGS WERE IN GOOD CONDITION
W183128	IAS-2IAS*PSE 146	RUPTURE DISC TO EXTEND SERVICE DATE	REPLACED DISC
W183129	ICS-2ICS*PSE 117	REPLACE RUPTURE DISC DUE TO POTENTIALLY EXPIRED SERVICE LIFE	NEW RUPTURE DISC INSTALLED
W183130	ICS-2ICS*PSE 118	REPLACE RUPTURE DISC DUE TO POTENTIALLY EXPIRED SERVICE LIFE	NEW RUPTURE DISC INSTALLED
W183182	SWP-2SWP*STR 4C	REMOVE TEMP MOD 91-013 FROM 2SWP*STR4C AT NEXT STRAINER MAINTENANCE OUTAGE. REPLACE STRAINER ELEMENT DIV I SWP PUMP BAY	REMOVED TEMP MOD AND REINSTALLED NEW BASKETS
W183370	SFC-2SFC*P1B	THE OUTBOARD BEARING OF 2SFC*P1B IS OPERATING APPROX. 10 DEG. HOTTER THAN *P1A OUTBOARD BEARING. INSPECT *P1B PUMP OUTBOARD BEARING AND CHECK FOR WEAR AND PROPER CLEARANCE	REMOVED INBOARD AND OUTBOARD BEARINGS. REPLACED ORINGS ON INBOARD AND OUTBOARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W184542	EGS-2EGS*EG3	REPLACE PNEUMATIC CYLINDER- FUEL RACK POSITIONER. SHOWS EVIDENCE OF MATERIAL WEAR ON CYLINDER SHAFT. COOPER-BESSEMER PART NO. Z32-4-3-#1. SEE JOE SAVOCA/KEENO LAMPMAND	WE INSTALLED NEW PISTON O-RINGS;SPRING AND SHAFT ALONG WITH NEW END CAPS
W184674	IAS-2IAS*V16 11	ABOVE NAMED VALVE WILL NOT HOLD PRESSURE. 249 DW AT MSIV6C	WE INSTALLED A NEW VALVE
W184808	RDS-2RDS*HCU 4627	HYDRAULIC CONTROL UNIT LEAKS NITROGEN OUT P6 CONNECTION. REPAIR AS NECESSARY. HCU LOCATED REACTOR BLDG ELEVATION 261 NORTH	REMOVED P-6 CONNECTOR; CLEANED AND INSTALLED NEW FITTING
W184825	SWP-2SWP*V24 0A	DID NOT SHUT WITH REVERSE FLOW APPLIED;PLEASE REPAIR VALVE. TAG CB 261 DIV I CHILLER (HVR) ROOM	CLEANED VALVE INTERNALS- SWING CHECK VALVE WAS STUCK IN THE OPEN POSITION WHEN VALVE WAS DISASSEMBLED
W184836	ICS-2ICS*T1	REPLACE CRACKED COUPLING AND SHORT NIPPLE LINE 4 OIL LINE ON TOP OF OIL PUMP. LINE IS MARKED WITH GREY TAPE WITH 4 ON IT. CRACK IS FROM ELBOW TO PUMP	COUPLING LOOSE
W184869	SWP-2SWP*P2A	RELEASED LEAKAGE PUMP INBOARD BEARING LEAKS OIL. TROUBLESHOOT AND REPAIR LOCATED IN CONTROL BLDG ELEVATION 261 IN CHILLER ROOM DEFICIENCY TAG 26535	REPLACED BEARINGS SEALS SHAFT SLEEVE
W184876	HVK-2HVK*CHL 1B	BOTH LUBE OIL FILTERS NEEDS REPLACEMENT. OIL PRESSURE IS LOW WITH FILTER ON LINE. TAG HUNG ON LEFT LUBE OIL FILTER OF 2HVK*CHL1B IN CONTROL BLDG 261	REPLACED OIL FILTERS AND ADDED APPROX. 4 GALLONS OF OIL
W184901	SPR-2SPR*SHL D39P	PENETRATION Z74 (AZ 223 DEG. EL 295) NEEDS TO BE OPENED TO SUPPORT NDE AND WELD OVERLAY ACTIVITIES. SEE DRGS NO. EV-187B AND 003.040.040-380B. TACK WELDS ON RAD SHIELD NEED TO BE CUT AND FLANGE NEEDS TO BE REMOVED. THIS WR TO DO RESTORATION ALSO	PLACED FLANGE BACK ON PENETRATION WITH NEW ORINGS. TIGHTENED BOLTS
W184923	ICS-2ICS*T1	OVERSPEED TRIP DEVICE DOES NOT TRIP AS REQD. INVESTIGATE AND REPAIR. LOC 175 EL RX BLDG RCIC TURBINE ROOM	READJUSTED OVERSPEED TRIP MECHANISM
W184980	CSH-2CSH*PRR 003A	REMOVE PIPE WHIP RESTRAINTS TO SUPPORT INSPECTION OF WELDS ON LINE 2-CSH-010-27-1 AND REINSTALL POST INSPECTION. DWG EV-89A LOC PC AX 240 DEG. EL 308	RESTRAINTS REMOVED

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187509	ICS-2ICS*T1	THE TERRY TURBINE LUBE OIL SYSTEM IS CONTAMINATED WITH WATER (MILKY). CHANGEOUT LUBE OIL AND CHANGE FILTER	CHANGED OUT CONTAMINATED OIL AND REPLACED FILTERS AND OIL USING MOBIL VAPORTER LIGHT OIL APPROXIMATELY 5 1/2 GALS
W187531	RDS-2RDS*HCU 5011	2RDS*HCU5011 IS LEAKING FROM THE CHARGING BLOCK NIPPLE. PLEASE TIGHTEN-REDOPE NIPPLE.	REMOVED AND CLEANED P6 CONNECTION AND REINSTALLED
W187544	CMS-2CMS*SOV 26C	2CMS*SOV26C - SURVEILLANCE TEST N2-OSP-CMS-R001 SUCT 7.3.109 - IT WOULD NOT HOLD ANY PRESSURE WHEN CLOSED AND LINE ISOLATED DOWNSTREAM. LOCATED RX BLDG EL 215 AZ 117.	REPLACED INTERNAL PARTS ON VALVE
W187548	RDS-2RDS*HCU 4623	2RDS HCU 46-23 HAS A LEAK. NEEDS TO BE CHANGED ABOUT ONCE A DAY. PLEASE INVESTIGATE. HCU 46-23 LOCATED ON NORTH SIDE. WORK WITH WR 176813. TAG HUNG AT HCU. ALSO REPAIR P6 FILL CONNECTION	REPLACED PACKING AND O-RINGS
W187549	IAS-2IAS*V52 6	VALVE WILL NOT CHECK FLOW WHEN TESTED PER N2-OSP-IAS-CS001. TAG HUNG AT P601 PI	AFTER MECHANICALLY AGITATING VALVE-VALVE CHECKED AND SEATED AS REQD
W187567	HVK-2HVK*CHL 1A	CHILLER -A- TRIPS 30 SEC'S AFTER START ON HIGH REF PRESS. CHILLER SHOULD REMAIN ON LINE TO ACCEPT LOAD. TROUBLESHOOT AS NEEDED.	PURGED UNIT TO GET AIR PRESSURE BELOW 5 LBS.
W187581	RDS-2RDS*V11 1(1823)	2RDS-V111 LEAKS NITROGEN WHEN TAKEN OFF ITS BACKSEAT. PLEASE REPAIR. LOCATED RX 261 SOUTH. TAG LOCATED ON V111 ON HCU 18-23	NEW PACKING AND ORINGS INSTALLED ON SPARE VALVE; THIS WORK WAS COMPLETED ON WR 169834
W187990	PHS-R261-2	ELECTRIC LATCH REQUIRED REPLACEMENT RB ELEVATION 261	GROUND OFF OLD PLATE AND WELDED NEW PLATE ON
W189090	CSH-2CSH*PRR 003B	REMOVE AND REINSTALL PIPE RESTRAINT 2CSH*PRR003B (DETAIL ATTACHED) IN SUPPORT OF HPCS NOZZLE OVERLAY PREPARATION	RESTRAINT WAS NOT REMOVED NO WORK REQUIRED. INSPECTION COULD BE DONE WITH RESTRAINT IN PLACE
W189325	SWP-2SWP*P1B	OUTBOARD BEARING IS LEAKING OIL EXCESSIVELY LEAKING TO POSSIBLE PUMP BEARING DAMAGE. PLEASE FIX AS SOON AS POSSIBLE.	REPLACED THRUST BEARING 93-78-283 AND REPLACED O RING 93-20-503

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W189587	SWP-2SWP*P1D	2SWP*P1D OUTER PUMP BEARING OVERHEATING TO EXTREMELY HIGH TEMPS. AS HIGH AS 250 DEGREES F BY SURFACE PYROMETER. INVESTIGATE AND REPAIR. MACHINE REPLACEMENT SLEEVE BEARINGS TO ACCEPT THE APPROPRIATE THERMOCOUPLE PROBES. MACHINE THE BROKEN VIBRATION DETECTOR STUD FROM THE OUTBOARD BEARING CAP. REPAIR BY SPRAY METALIZING THE OB BEARING AREA OF USED SHAFT FROM 2SWP*P1B PER EDC 2F00239 FOR REPLACEMENT IN 2SWP*P1D	REBUILT REPLACED PARTS AS REQD. PUMP COMPONENT DEGRADATION DUE TO NORMAL EROSION
W189636	HVY-2HVY*UC2C	2HVY*UC2C WENT INTO MOTOR OVERLOAD.TROUBLESHOOT AND REPAIR OR REPLACE PARTS AS NECESSARY. TAG ON 2CEC*PNL870 NEXT TO CONTROL SWITCH	RECONNECTED FAN TO MOTOR
W189661	SWP-2SWP*V1C	CHECK VLV APPARENTLY NOT SEATING WHEN PUMP IS SECURED AS INDICATED BY LACK OF WATER OUT VENT ON STRAINER 4C; THIS DESPITE RECENT MODIFICATION PURSUANT TO EDC 2F00070B- WR 176272	REPLACED CHECK VALVE INTERNALS REPLACED CHECK VALVE INTERNALS. NOTE: VALVE INTERNALS CONSIST OF- DISK WHICH WAS REPLACED USING ASME TRAVELER;BEARINGS DISK SEAL AND REDOWELED. REDOWELED TO EDC 2F00293.
W189735	SLS-2SLS*P1B	SLS*P1B PISTON 3 LEAKS. PLEASE REPAIR.	REPLACED PLUNGER PACKING
W189980	RCS-2RCS*P1B	I&C NOTED THAT PUMP SHAFT INDICATORS WERE GIVING A HIGH VIBRATION READING. INVESTIGATE AND RESOLVE AS REQUIRED. CHECK MOUNTING BRACKET SOCKET HEAD CAPSCREW TO ENSURE THEY ARE TORQUED TO A MINIMUM OF 15 FT	MOUNTING BRACKET INSPECTION - EVERYTHING OK. VIBRATION DATA ANALYZED BY GE AT SAN JOSE- SEE ATTACHED. REPORT-DECISION MADE TO OPERATE AND MONITOR
W190214	MHR-2MHR*CRN1	RB EL 390 TROLLEY IS NOISY WHEN OPERATING AND TRIPS THE BREAKER. (BRAKE MAY NOT RELEASE COMPLETELY) CRANE FAILS TO RESTART. TROUBLESHOOT. TAG LOCATED AT BREAKER RB 289 NJS-U52	ADJUSTED DREG ON TROLLEY BRAKE
W190245	RDS-NOCOMPID	REBUILD SPAN VALVES IN SHOP AND RETURN TO INTERM STORAGE	REBUILT 5 VALVES 910820;REBULT 5 VALVES 910821;REBUILT 6 VALVES 910822. REBUILT 3 VALVES 910823
W190265	ICS-2ICS*AOV157	INDICATOR ARM ON 2ICS*AOV157 DOES NOT MOVE DURING VALVE STROKING.PLEASE REPAIR AS NECESSARY.SDC SC2-0274-91.	CLEAN DISC REPLAC ACTUATOR AND INDICATION SHAFTS REPLACE ALL PACKING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190406	PCB-2PCB*DRA 9	RX BLDG EL 261 AZ-236 DEG. INSTALL STRONGBACKS TO THE DOOR FRAME IN PREPARATION FOR TESTING ONCE ENGINEERING DIRECTION IS RECEIVED. ALARA CONCERN	REINSTALLED STRONGBACK LUBRICATED BOLTS TORQUED TO 280 FT LBS.
W190429	SWP-2SWP*STR 4C	WHILE PERFORMING REMOVAL OF STRAINER ON N2-MPM-SWP-SA513 4 STRAINER ELEMENTS WERE DAMAGED. REMOVE DAMAGED ELEMENTS AND INSTALL 4 BLANKS PER TEMP MOD 91-013. MACHINE PLUGS PER EDC	WE INSTALLED 4 BLANK ELEMENTS PER TEMP MOD 91-013
W190437	PCB-2PCB*DRA 5	REMOVE TEST CLAMPS ON INNER DOOR TO GAIN ACCESS TO DRYWELL FOR INSPECTION MAINT. REINSTALL WHEN WORK IS COMPLETE AND INSPECTIONS ARE COMPLETE.	INSTALLED THE INTERLOCKS 910409. OPENED SHIELD DOOR 910331 CLOSED DOORS 910409
W190457	MHR-2MHR*CRN 1	BROKEN BOLT ON FALK COUPLING BRIDGE DRIVE - OPP. CAB END ON POLAR CRANE 353 RX BLDG.	PUT A NEW BOLT IN PLACE OF OLD ONE
W190490	RDS-2RDS*HCU 4647	P6 CONNECTION IS LEAKING - LOCATED RX BLDG 261 NORTH. TAG AT HCU 46-47	REMOVED AND CLEANED P6 CONNECTOR
W190493	HVR RMS-2HVR*CAB 32A	PUMP REMOVED ON W165487 NEEDS TO BE REBUILT PUMP LOCATED IN MECH MAINT DIRTY SHOP	PUMP CANNOT BE REBUILT;NO WORK REQD
W190531	SWP-2SWP*M1C	REPAIR MOTOR CVR SCREENS PER EDC 2F00288. DISCOVERED DURING PERF. OF N2-EPM-GEN-R550	BUILT WASHERS IN SHOP
W190647	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A5128 REMOVED FROM POSITION 2RDS*CRDM 4259 VIA WR 183227. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1
W190652	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A4102 REMOVED FROM POSITION 2RDS*CRDM2247 VIA WR 183232. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMPJ-RDS-65L REV 1
W190653	RDS-NOCOMPID	PLEASE REBUILD CRDM SERIAL NUMBER A4834 REMOVED FROM POSITION 2RDS*CRDM5431 VIA WR 183268. INCLUDE GROUP 12 CRDM UPGRADE DURING REBUILD. STORE DRIVE AS SPARE AFTER REBUILD. DRIVE LOCATED IN CRD REBUILD ROOM. S.C. ELEV 289	REPLACED PARTS AS NOTED IN ATTACHED PROCEDURE N2-MMP-RDS-652 REV 1

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190682	RDS-2RDS*V111(2611)	HYDRAULIC CONTROL UNIT NITROGEN REQUIRES REPEAT CHARGINGS AT LEAST ON A DAILY BASIS. PLEASE INVESTIGATE AND REPAIR AS NECESSARY. SUSPECT V111 VALVE OR NITROGEN CHARGING. CONNECTION LEAK. NOTE WR176443 REPLACED CHARGING CONNECTION ON 901108. TAG HUNG ON HCV26-11 V111 VALVE AT RB 261 SOUTH HCV BANK.	BACKING RING AND PACKING ON V111 VALVE
W190891	ICS-2ICS*HYV151	RCIC TURBINE SPEED OR GOV VALVE HUNTING MAY BE CAUSED BY FRICTION IN THE REMOTE SERVO. RECOMMEND REBUILD AS SOON AS POSSIBLE. NOTIFY SYSTEM ENGINEER OF ANY CORROSION OR CRUD FOUND DURING DISASSEMBLY	PER ATTACHED MI
W190956	RDS-2RDS*HCU1447	2RDS*V111(1447) JAS A STEM LEAK IN ALL POSITIONS EXCEPT BACKSEATED. REPAIR OR REPLACE	REPLACED VALVE WITH NEW ONE. VALVE TO BE REBUILT UNDER WR 190245
W190988	PCB-2PCB*DRA5	TEST FITTING FOR THE OUTER DOOR 10 LB. TEST IS STRIPPED; SEE ATTACHED DRAWING	DRILLED AND TAP THE EXISTING 1/8 INCH HOLE FOR 1/4 INCH NPT X 1/2 INCH DEEP. WORK WAS DONE PER EDC 2F00422
W191007	RCS-NOCOMPID	REASSEMBLE SPARE VALVE WHICH WAS USED AND DISASSEMBLED BY CBI FOR TRAINING PURPOSES. REFERENCE WR 180226 FOR LOCATION OF PARTS. PARTS LOCATED IN OLD PIPE FAB SHOP	REASSEMBLED VALVE BONNET TO CASING
W191133	HVK-2HVK*V251	CONT BLDG B CHILLER RM 261 DRAIN VALVE 2HVK*V251 CANNOT BE FULLY OPEN DUE TO INTERFERENCE. TAG HUNG AT HVK*V251	REPLACED VALVE OLD BODY SERIAL 86397-12-20 WITH NEW BODY AND INTERNALS SERIAL NO. 86397-20-11 ASME TAGS ARE ON NEW VALVE. INSTALLED VALVE AT DIFFERENT POSITION TO ALLOW FULL OPENING OF VALVE
W191503	EGS-2EGS*EG1	ABOUT 1 DROP SEC LUBE OIL LEAK ON THE DRAIN LINE BACK TO LUBE SUMP FROM THE TURBO-CHARGER	INSPECTED AND TIGHTENED FITTING
W191512	CSH-2CSH*MOV110	2CSH*MOV110 HAS PACKING LEAK WHICH IS DRIPPING TO RB FLOOR EL 175. VALVE IS LOCATED IN RB EL 198 SOUTH SIDE. PLEASE INVESTIGATE AND REPAIR.	TOOK UP ON PACKING ON VALVE TO STOP LEAK. TORQUED PACKING FOLLOWER TO 28 FT LBS.
W191566	MSS-2MSS*V372D	DURING THE PERFORMANCE OF N2-OSP-RPV-a001 PACKING LEAKAGE WAS NOTED AT 2MSS*V372D. STEAM TUNNEL	PUT NEW PACKING INTO VALVE STUFFING BOX

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191567	CSL-2CSL*HCV 117	VALVE LEAKS FROM THE PACKING OPS ADJUSTED THE PACKING UNTIL IT WAS TIGHT AND IT STILL LEAKS. ADJUST AND REPACK AS NECESSARY. VALVE LOCATED ON 306 DRYWELL	REPLACED WORN PACKING. REPACKED WITH 7 RINGS TORQUED BELLVILLE WASHERS TO 255 FT-LBS
W191568	RHS-2RHS*V20 9	DURING THE PERFORMANCE N2-OSP-RPV-@001 LEAKAGE WAS NOTED COMING FROM PIPE END OF 2RHS*V209 CAP. TROUBLESHOOT	REMOVED PLUG CLEAN BOTH MALE AND FEMALE THREADS. RESCREWED FITTING BACK WITH APPROVED HUB
W191570	SWP-2SWP*STR 4D	EDGES ON VENTCOCK HAVE BECOME ROUNDED MAKING REMOVAL DIFFICULT. REPLACE WITH NEW VENTCOCK	WE INSTALLED A NEW VENTCOCK
W191575	SWP-2SWP*STR 4E	2SWP*STR4E 1/4 INCH VENTCOCK IS VERY WORN AND HARD TO MANIPULATE. NEEDS REPLACEMENT. DIV I SWP PUMP BAY	WE INSTALLED A NEW VENT COCK
W191586	SWP-2SWP*RV8 4B	2SWP*RV84B RELIEF VALVE IS LEAKING BY TO DRAIN OFF 2HVR*UC410B. PLEASE INVESTIGATE AND REPAIR. RB EL 240.	REPLACED VALVE WITH NEW;ALSO REBUILT OLD;RETURNED TO STORES FOR SPARE
W191610	RDS-2RDS*V11 1(0631)	V111 ON ACCUMULATOR 0631 LEAKS EXCESSIVELY WHEN VALVE IS CLOSED. PLEASE REPAIR OR REPLACE AS NECESSARY	INSTALLED REBUILT VALVE
W191611	RDS-2RDS*V11 1(0627)	V111 ON ACCUMULATOR 06-27 LEAKS BY EXCESSIVELY WHEN VALVE IS CLOSED. PLEASE REPAIR OR REPLACE AS NECESSARY.	INSTALLED REBUILT VALVE
W191615	RDS-2RDS*V11 1(3059)	V-111 FOR ACCUM 30-59 LEAKS BY EXCESSIVELY WHILE CLOSED. PLEASE REPLACE OR REPAIR AS NECESSARY.	INSTALLED NEW PACKING
W191616	RDS-2RDS*V11 1(3451)	V-111 LEAKS BY EXCESSIVELY WHEN CLOSED. PLEASE REPAIR OR REPLACE AS NECESSARY.	INSTALLED NEW PACKING
W191617	RDS-2RDS*V11 1(3051)	V-111 FOOTVALVE LEAKS NITROGEN TO ATMOSPHERE EXCESSIVELY WHEN CLOSED. PLEASE REPAIR OR REPLACE AS NECESSARY.	INSTALLED NEW PACKING
W191619	RDS-2RDS*V11 1(3851)	V-111 FOOTVALVE FOR ACCUM 38-51 LEAKS EXCESSIVELY WHEN CLOSED. PLEASE REPLACE OR REPAIR AS NECESSARY.	INSTALLED NEW PACKING
W191626	RDS-2RDS*V11 1(5051)	V111 LEAKS BY IN EVERY POSITION BUT FULL OPEN. LOCATED 261 RX BLDG NORTH SIDE. TAG HUNG ON VALVE.	INSTALLED NEW PACKING
W191627	RDS-2RDS*V11 1(3815)	V111 LEAKS BY IN EVERY POSITION BUT FULL OPEN. LOCATED 261 RX BLDG NORTH SIDE. TAG HUNG ON VALVE.	INSTALLED NEW PACKING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191629	RDS-2RDS*V111(1039)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	BACKING RING AND PACKING ON V111 VALVE
W191630	RDS-2RDS*V111(2239)	VALVE LEAKS BY UNLESS ITS BACK SEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON THE VALVE	BACKING RING AND PACKING ON V111 VALVE. REPLACED ORINGS
W191631	RDS-2RDS*V111(2639)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	REPLACED O-RINGS - BACKING RING AND PACKING ON V111 VALVE
W191632	RDS-2RDS*V111(2231)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	REPLACED O-RINGS - BACKING RING AND PACKING ON V111 VALVE
W191633	RDS-2RDS*V111(3027)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	INSTALLED REBUILT VALVE
W191634	RDS-2RDS*V111(0219)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	REPLACED O-RINGS - BACKING RING AND PACKING ON V111 VALVE
W191636	RDS-2RDS*V111(3011)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	REPLACED O-RINGS - BACKING RING AND PACKING ON V111 VALVE
W191637	RDS-2RDS*V111(3003)	VALVE LEAKS BY UNLESS IT'S BACKSEATED. LOCATED 261 RX BLDG. TAG IS HUNG ON VALVE	REPLACED O-RINGS- BACKING RING AND PACKING ON V111 VALVE
W191668	SLS-2SLS*RV2B	RELIEF VALVE IS LEAKING FROM TOP OF PRESSURE SETTING SCREW. TAG HUNG ON VALVE RB 289	REPLACED CAP GASKETS 25 AND 27 ALSO REMOVED VALVE FROM LINE TO HAVE I&C RECALIBRATE. VALVE REINSTALLED IN LINE. ALL WORK COMPLETE
W191711	GSN-2GSN*V73B	VALVE LEAKS NITROGEN OUT THE PACKING GLAND. NEEDS TO BE ADJUSTED. PLEASE REPAIR AS NECESSARY.	ADJUSTED PACKING TO STOP LEAK
W191712	GSN-2GSN*V72A	VALVE IS MISSING A NUT ON THE HANDWHEEL. PLEASE REPLACE AS NECESSARY.	REPLACED MISSING NUT WITH A NEW ONE.
W191838	RDS-2RDS*HCU1051	LEAKS EXCESSIVELY- REPLACE 2RDS-V111 TO STOP LEAKAGE. RX 261 SOUTH HCU'S.	REPLACED VALVE. INSTALLED REBUILT VALVE
W191852	RDS-2RDS*V111(4655)	N2 CARTRIDGE V111 HAS PACKING LEAK. PLEASE INVESTIGATE AND REPAIR. RX EL 261 N. SIDE	REBUILD III VAVLE
W191853	SWP-2SWP*P2A	EXCESSIVE PACKING LEAKAGE. PLEASE REPLACE OR REPAIR AS NEEDED. PACKING NEEDS TO BE ADJUSTED-PLENTY OF TAKEUP.	REPLACE STUFFING BOX PACKING AND GLAND FOLLOWER PACKING
W191887	RDS-2RDS*V111(4647)	2RDS-V111 ON HCU 4647 LEAKS EXCESSIVELY. REPAIR AND OR REPLACE V111 AND PG CHARGING CONNECTOR.	WE INSTALLED NEW PACKING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191889	RDS-2RDS*HCU 2627	2RDS-V111 ON HCU 2627 LEAKS EXCESSIVELY. REPAIR AND OR REPLACE V111	BACKING RING AND PACKING ON V111 VALVE
W191901	RDS-2RDS*V11 1(1855)	FOOT VALVE 111 ON HCU 1855 LEAKS EXCESSIVELY WHEN CLOSED. PLEASE REPAIR OR REPLACE AS NECESSARY	INSTALLED REBUILT VALVE
W191902	RDS-2RDS*V1(4247)	2RDS*V1 ON HCU 4247 HAS A MISSING PLUG. NEED A NEW PLUG. DEF TAG 20781 ON VALVE. LOCATED ELEVATION 275 ABOVE NORTH HCU'S.	REPLACED MISSING PLUGS WITH NEW PLUGS AND ORINGS
W191920	EGS-2EGS*EG3	TURNING GEAR COVER ON EG1 AND 3 ARE MISSING BOLTS AND EG3 FLYWHEEL COVER BOLTS ARE MISSING. ALSO CONDUIT GROUND SCREW EG3 CONDUIT 2CK673NR. REPLACE BOLTS AND SCREW	REPLACED BOLTING 2 NEW BOLTS TOO LONG. SHORTENED BOLTS FROM 1 1/2 INCH TO 1 1/4 INCHES
W191969	FWS-2FWS*V19 A	2FWS*V19A HAS A SMALL LEAK AT ITS BONNET TO BODY WELD WITHIN BOUNDARY OF N2-OSP-RPV-@001	GROUND OUT HOLE IN VALVE AND WELDED UP PINHOLE TO ELIMINATE LEAK
W191985	RHS-2RHS*V38 4	2RHS*V384 MOV 80B MANUAL ISOLATION VALVE IS LEAKING APPROXIMATELY 20 DROPS PER MINUTE FROM THE PACKING. RX BLDG 215 ELEVATION B SFC HEAT XCHANGER ROOM 20 FEET ABOVE FLOOR	REPACK VALVE
W192803	HVK-2HVK*CHL 1A	CHILLER FAILED TO START LOW OIL	ADDED OIL TO CHILLER AS IT WAS LOW AND WOULD TRIP ON LOW OIL PRESSURE
W192826	MSS-2-MSS-75 0-263-2	BRAIDED FLEX HOSE HAS A BULGE IN IT. REPLACE EL 277 PC	REMOVED DAMAGE FLEX AND REWELDED NEECE FLEX IN PLACE OF OLD
W192831	EGO-2EGO*RV2 61	REMOVE CLEAN AND BENCH TEST DISCHARGE RELIEF VALVE. REPAIR ADJUST AS NECESSARY (SETTING 50 PSIG). REINSTALL WHEN TEST SAT. LOCATED ON EGS*EG3 ON ELEV 261 IN DIESEL BLDG. TAG ON VALVE	REMOVED RV FOR I&C TO RECALIBRATE
W192833	PCB-2PCB*DRA 9	RX BLDG 261 E2 236 DEG. INSTALL STRONGBACKS TO THE DOOR FOR I&C TEST;	STRONG BACKS INSTALLED AND TORQUED TEST COMPLETE AND STRONGBACKS LOOSENED
W192834	PCB-2PCB*DRA 5	INSTALL STRONGBACK ON DRYWELL PERSONNEL HATCH FOR I&CD TEST; LEAVE STRONGBACK ON AFTER TEST- JUST LOOSEN BOLTS TO FINGER TIGHT	TORQUED STRONGBACK FOR I&C TEST; LEFT FINGER TIGHT AFTER TEST

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W192864	PCB-2PCB*DRA 5	DISABLE INTERLOCKS TO ALLOW BOTH DOORS TO BE OPEN SIMULTANEOUSLY. WHEN DIRECTED BY SSS. USE THIS WR TO RESTORE BACK TO NORMAL (INTERLOCKS) PER SSS ALSO REMOVE STRONGBACKS AND INSTALL STRONGBACK TO NORMAL TO CLOSE DRYWELL AT END OF OUTAGE	INTERLOCKS DEFEATED TEST CLAMPS REMOVED. INTERLOCK RESTORED. STRONG BNACK ON 910909. SHEID DOORS CLOSED AND SECURED
W192865	PHS-R261-9	OPEN SHIELD DOORS AT PRIMARY CONTAINMENT EQUIP PERSONNEL HATCH IN THE UPCOMING HPCS OUTAGE FOR DRYWELL ACCESS. RETURN TO CLOSED POSITION AFTER OUTAGE	OPENED SHIELD DOORS;SHIELD DOORS CLOSED
W192907	SWP-2SWP*V24 0A	THE ABOVE VALVE DOES NOT PREVENT FLOW THROUGH THE LOOP WHEN CONDENSING WATER PUMP SHUTS DOWN ON HI SWP TEMPERATURE CAUSING ASSOCIATED CHILLER TO TRIP ON LOW SWP FLOW. PLEASE REPAIR.	WE TOOK THE VALVE APART AND CLEANED ALL OF THE INTERNALS ALSO DID A BLUE CHECK AND GOT A 360 DEGREE CONTACT INDICATION
W192973	MSS RPS LDS-2MSS*TS1 615C	WHILE PERFORMING N2-ISP-LDS-M009 ATT 3 MSIV HALF ISOLATION CAME IN 1 1/2 MINUTES AFTER HIGH ALARM. REPLACE TEMP SWITCH	REPLACED RILEY TEMPERATURE SWITCH WITH SPARE LOCATION E31-N624C PNL 2CEC*PNL609
W192992	HVK-2HVK*V32 7	2HVK*V327 DOES NOT PASS REVERSE FLOW TEST PER N2-OSP-HVK-Q002 VLV LOCATED CB 261 -B- CHILLER ROOM. TAG AT VLV; FAILED PMT FOR WR 154694	CLEANED GLUED AND REINSTALLED
W192998	HVK-2HVK*CHL 1B	WHILE PERFORMING N2-OSP-SWP-Q001 ATT 8B-2 AS PMT FOR WR 193053 VALVE 2SWP*V240B FAILED TO PASS THE REQUIRED FLOW. V240B WAS DISASSEMBLED FOR WR 193053 AND NO CAUSE FOR LOW FLOW COULD BE FOUND. SUSPECT SERVICE WATER SIDE OF 2HVK*CHL1B IS FOULED. TROUBLESHOOT LOW FLOW CONDITION; CLEAN FLUSH CHL1B AS NECESSARY. TAG HUNG ON CHL1B CONTROL BLDG 261 DIV II CHILLER ROOM	CLEANED TUBES AND REPLACED GASKETS
W193006	RDS-2RDS*HCU 3023	THE P6 CONNECTION IS LEAKING WHERE FITTING THREADS INTO INST BLOCK. REPAIR LEAK	REMOVED P-6 CONNECTOR CLEANED AND INSTALLED NEW FITTING
W193040	CSH-2CSH*MOV 111	PACKING LEAKAGE FROM MOV111 LOCATED 215 ELEV RB BEHIND MCC14.TAG LOCATED ON VALVE.	PACKING WAS TAKEN UP BY USING A TORQUE WRENCH;GLAND NUTS BROKE OR FIRST MOVED AT 22-25 FT LBS AND LEFT AT 35 FT LBS
W193041	CSH-2CSH*MOV 101	PACKING LEAKAGE LOCATED 175 FT. ELEV RB OUTSIDE CSH PUMP ROOM. TAG LOCATED ON VALVE	ADJUST PACKING;TOOKUP 4 FLATS - AS LEFT TORQUE 18 FT LBS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193053	SWP-2SWP*V240B	V240B FAILS TO PASS SUFFICIENT FLOW IAW N2-OSP-SWP-Q001 ATT 8B-2. REPAIR REPLACE 2SWP*V240B. TAG LOCATED ON 2SWP*V240B DIV II CHILLER	DISASSEMBLE VALVE CLEAN AND REINSTALL
W193079	SWP-2SWP*V553D	VALVE CANNOT BE CLOSED; APPARENTLY DUE TO EXCESSIVE RUST. LOCATED ON UC 404D- RX BLDG 196 AZ 195	REMOVED OLD VALVE AND INSTALLED NEW VALVE BODY.
W193097	ICS-2ICS*AOV131	2ICS*AOV131 HAS A STEAM LEAK FROM PACKING AT THE RATE OF ONE PINT PER MINUTE. VALVE LOCATED RB EL 188 AZ 172 DEG. IN RCIC PUMP ROOM. PLEASE INVESTIGATE AND REPAIR ADJUST. TAG HUNG ON DOOR TO RCIC PUMP ROOM	REPACKED VALVE
W193186	SWP-2SWP*V164B	VALVE IS VERY HARD TO OPERATE; MAY NOT BE ABLE TO SHUT IF NEEDED. HANDLE NUT IS MISSING. REPLACE NUT AND FREE UP VALVE. TAG LOCATED ON VALVE RX BLDG 175 IN RCIC ROOM. LOWER UNIT CODER	REMOVED OLD VALVE ASSEMBLY AND INSTALLED NEW VALVE ASSEMBLY
W193209	SWP-2SWP*V571E	VALVE IS HARD TO OPERATE AND HANDLE IS BENT;FREE UP VALVE AND REPAIR HANDLE. TAG LOCATED ON VALVE RB 215 SOUTH BY HVR*UC407E.; REPLACE VALVE BODY.	NEW VALVE BODY INSTALLED
W193288	MDS-RR261-1	2PHS-RR261-1 OUTER REACTOR TRACKBAY DOOR. DRIVE CHAIN HAS BROKEN LINCH PIN. DOOR FAILS TO OPEN ON COMMAND DUE TO BROKEN DRIVE CHAIN. DOORS LOCATED REACTOR BUILDING TRACKBAY NORTH OUTER SET OF DOORS	REPLACED LINKS
W193375	ICS-2ICS*V53	PACKING LEAKING ON 2ICS*V53 AT 3 DROPS PER SECOND VALVE LOCATED IN SDC TV ROOM RX 240 ELEVATION NO DEF TAG DUE TO ALARA. THIS IS THE STEAM SUPPLY LINE TO RCIC TURBINE	REMOVED PACKING AND REPACKED WITH NEW
W193414	EGA-NOCOMPID	CUT ACCESS HOLES IN DIESEL GENERATOR ACCUMULATOR SKIDS FOR VISUAL INSPECTION . SEE EDC 2F00358	ALL HOLES CUT PER EDC
W193544	RDS-2RDS*HCU4655	WATER LEAKAGE FROM FLANGE CONNECTION ON THE TOP OF ACCUMULATOR	TORQUED PACKING TO 5 POUNDS ON THE ACCUMULATOR SIDE
W193617	RDS-2RDS*HCU1023	P6 CONNECTION LEAKS. LOCATED 261 RX BLDG SOUTH SIDE. TAG HUNG AT HCU	REMOVED AND CLEANED P6 CONNECTION INSTALLED P6 CONNECTION
W193622	SWP-2SWP*STR4D	PACKING LEAKAGE BY STRAINER ROTOR IS RUNNING DOWN ON TO FANS AND OTHER ELECTRICAL EQUIPMENT. LOCATED SCREENWELL EL 261 IN DIV II SWP BAY. PLEASE INVESTIGATE AND REPAIR. TAG ON PNL CES*PNL505	WE TIGHTENED UP ON THE PACKING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193623	SWP-2SWP*STR 4E	THE STRAINER MOTOR COUPLING IS NOT MADE UP TO THE STRAINER ROTOR COUPLING; THEREFORE NO SELF CLEANING ACTION IS TAKING PLACE. LOCATED SCREENWELL BLDG EL 261 IN THE DIV I SWP BAY. PLEASE INVESTIGATE AND REPAIR. TAG ON PNL CES*PNL504	WE INSTALLED NEW SHEAR PINS
W193692	RCS-2RCS*MOV 10A	DURING A DRYWELL INSPECTION AT 100 PSIG KEN CIGLER AND BRIAN MOORE FOUND THE PACKING FOR 2RCS*MOV10A LEAKING. ADJUST OR REPLACE PACKING AS NECESSARY.	TIGHTENED PACKING TO 300 FT LBS-STOPPED LEAKAGE. MIDDLE PACKING HAS SLIGHT LEAKAGE.
W193731	RDS-2RDS*V11 1(3455)	DURING PERFORMANCE OF N2-ISP-RDS-R103 CARTRIDGE VALVE V111 LEAKED AT THE STEM WHEN VALVE CLOSED - HCU 34-55 (R708). VALVE DOES NOT LEAK IN NORMAL OPERATING OPEN POSITION. HCU MAINTAINS 1100 PSIG. REPAIR REPLACE V111. TAG ON V111	NEW PACKING AND O-RINGS INSTALLED; REMOVED OLD VALVE AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W193732	RDS-2RDS*V11 1(4651)	DURING PERFORMANCE OF N2-ISP-RDS-R103 CARTRIDGE VALVE V111 LEAKS OUT AT STEM IN THE CLOSED POSITION. NO LEAKAGE FOUND IN THE NORMAL OPERATING CONDITION. OPEN- PRES. MAINTAINS AT 1040 PSIG. TAG AT V111	NEW PACKING AND O-RINGS INSTALLED; REMOVED OLD VALVE- CLEANED INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W193748	HVC-2HVC*UC1 07	2HVC*UC107 HAS HIGH FILTER DELTA P PRESSURE LESS THAN 1 IN.WC. 237 CONTROL BLDG EAST SIDE	FILTERS CHANGED UNDER PM 910227
W193750	SWP-2SWP*V20 1A	2SWP*V201A FAILED N2-OSP-SWP-Q001 SECTION 7.2.106 FORWARD FLOW EXERCISE. MEASURED FLOW WAS 12 GPM N2-OSP-SWP-Q001 CALLS FOR FLOW GREATER THAN 19 GPM	CHECKED AND CLEANED
W193751	SWP-2SWP*V20 1B	2SWP*V201B FAILED N2-OSP-SWP-Q001 FORWARD FLOW EXERCISE (OBTAINED 12 GPM FLOW- OSP-SWP-Q001 CALLS FOR GREATER THAN 19GPM) SEE SECTION 7.2.109 HPCS SWGR RM CB 261 VALVE ELEV 262	CHECKED AND CLEANED VALVE
W193752	SWP-2SWP*V80 0A	2SWP*V800A FAILED FORWARD FLOW EXERCISE TEST ON N2-OSP-SWP-Q001. MEASURED FLOW WAS 12 GPM- PROCEDURE CALLS FOR GREATER THAN 19GPM	CHECKED AND CLEANED
W193790	SWP-2SWP*V80 0B	2SWP*V800B FAILED N2-OSP-SWP-Q001 FORWARD FLOW EXERCISE (OBTAINED 12 GPM- OSP-SWP-Q001 CALLS FOR GREATER THAN 19 GPM) SEE SECTION 7.2.109	CHECKED AND CLEANED VALVE
W193843	ICS-2-ICS-00 2-162-2	2-ICS-750-65-2 SOCKET WELD AT TEE STEAM CUT. LOCATION- MEZZ IN RCIC ROOM 175 RX BLDG;ACTUAL LEAK ON 2 IN LINE AT INSERT. TAG HUNG ON GATE TO RCIC ROOM	WE GROUND OUT PART OF THE OLD WELD AND WELDED IT BACK IN WHERE THE LEAK WAS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193914	HVK-2HVK*V101	DURING THE PERFORMANCE OF N2-OSP-HVK-Q001 THE CHILLED WATER LOOP FLOW COULD NOT BE RAISED ABOVE APPROXIMATELY 322 GPM. AFTER CYCLING V101 FLOW RAISED SIGNIFICANTLY DISASSEMBLE AND INSPECT INTERNALS OF 2HVK*V101	REMOVED VALVE FROM LINE CHECK FOR OBSTRUCTION OR VALVE PROBLEM NONE FOUND LINE AND VALVE CHECKED BY MIKE DOWNS
W193920	RDS-2RDS*HCU1855	P6 CONNECTION LEAKAGE	REMOVED AND CLEANED P6 CONNECTION AND REINSTALLED
W193925	WCS-2WCS*V326	WCS*V326 HAS A PACKING LEAK. ADJUST REPACK AS NECESSARY. VALVE IS IN A HIGH RAD AREA- MAIN STM TUNNEL 261. TAG HUNG ON MAIN STEAM TUNNEL DOOR RX 240	PULLED OLD PACKING OUT REPLACED WITH NEW PACKING
W193927	RDS-2RDS*HCU4647	P6 CONNECTION LEAKS CAUSING AN ALARM IN THE CONTROL ROOM. LOCATED 261 RX BLDG NORTH. TAG HUNG AT HCU 46-47	WE REPAIRED COMPONENT ACCORDING TO THE MI-5.3-001
W193938	SLS-2SLS*RV2A	RELIEF VALVE BEGAN LIFTING AT APPROXIMATELY 1250 PSIG DURING PERFORMANCE OF N2-OSP-SLC-Q001. ON SECOND ATTEMPT TO ACHIEVE DESIRED PRESSURE BAND STARTING LIFTING AT APPROXIMATELY 1150 PSIG. REMOVE RECALIBRATE AND REINSTALL	ADJUST SETTING AND RECALIBRATE
W193960	RDS-2RDS*HCU0223	ACCUMULATOR NITROGEN P6 CHARGING CONNECTION LEAKS WHERE THREADED INTO VALVE BLOCK. REPAIR. LOCATED REACTOR BLDG EL 261 SOUTH SIDE HCU AREA. TAG ON P6 CONNECTION	REMOVED CLEANED AND REINSTALLED P6 CONNECTION
W193970	SWP-2SWP*STR4D	PACKING LEAK ON STRAINER. NO ADJUSTMENT LEFT. SCREENWELL 261 DIV II. TAG HUNG ON STR	REMOVED OLD PACKING AND INSTALLED NEW PACKING
W193980	SLS-2SLS*RV2A	CALIBRATE RELIEF VALVE 2SLS*RV2A. THIS RELIEF VALVE WAS FOUND LIFTING AT 1220 PSIG DURING THE PERFORMANCE OF N2-OSP-SLS-Q001	VALVE REMOVED FROM SYSTEM RECAL BY I&C AND PASSED BENCH TEST. REINSTALLED VALVE
W193994	SWP-2SWP*FV47B	ANNUN 601203 ALARMS FOR SWP*FV47B LOW PRESSURE BEFORE LOW PRESSURE START OF VALVE ACCUMULATOR PRESSURE PUMP. TROUBLESHOOT. VALVE IS IN PIPE TUNNEL SOUTHWEST OF CCS H/X ON TB 250 EL. TAG ON 601203	INSTALLED NEW COUPLING
W193999	ICS-2ICS*V132	2ICS*V132 (LS132 INST ROOT ISOL VALVE) HAS A PACKING LEAK. STEAM IS BLOWING OUT APPROX. 18 IN. LOCATED IN RC1C ROOM 175 EL RX BLDG ON MEZZANINE. TAG HANGING ON DOOR	REPLACED PACKING IN VALVE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194000	HVK-2HVK*V327	WHILE PERFORMING N2-OSP-Q002 CHECK VALVE 2HVK*V327 FAILED TO SEAT (REVERSE FLOW TEST). VALVE LOCATED CB 261 DIV II CHILLER RM	VALVE DISASSEMBLED CLEANED SEAT LAPPED BLUE CHECKED AND REASSEMBLED WITH NEW BONNET GASKET
W194030	RDS-2RDS*V111(3427)	CARTRIDGE VALVE LEAKS.- LOC NORTH HCU'S	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194031	RDS-2RDS*V111(4227)	CARTRIDGE VALVE LEAKS - LOC NORTH HCU'S	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE; OLD VALVE TO BE REBUILT UNDER WR 190662
W194032	RDS-2RDS*V111(5027)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU'S	REMOVE VALVE;CLEANED INSTALLED REBUILT VALVE; OLD VALVE TO BE REBUILT UNDER WR 190662
W194033	RDS-2RDS*V111(4631)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194034	RDS-2RDS*V111(3831)	CARTRIDGE VALVE LEAKS - LOC NORTH HCU'S	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194035	RDS-2RDS*V111(3431)	CARTRIDGE VALVE LEAKS - LOC NORTH HCU'S	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE REBUILT UNDER WR 190662
W194036	RDS-2RDS*V111(5031)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU	REMOVED OLD VALVE;CLEANED AND INSTALLED NEW VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194037	RDS-2RDS*V111(5827)	CARTRIDGE VALVE LEAKS. LOCATION- NORTH HCU'S	REMOVED VALVE;CLEANED AND INSTALLED REBUILT VALVE; OLD VALVE TO BE REBUILT UNDER WR 190662
W194038	RDS-2RDS*V111(5431)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU	REMOVED OLD VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194039	RDS-2RDS*V111(5035)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU	REMOVED VALVE;CLEAND AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194040	RDS-2RDS*V111(4235)	CARTRIDGE VALVE LEAKS. LOC NORTH HCU	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE; OLD VALVE WILL BE REBUILT UNDER WR 190662

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194041	RDS-2RDS*V111(3835)	CARTRIDGE VALVE LEAKS - LOC NORTH HCU'S	REMOVED OLD VALVE; CLEANED AND INSTALLED REBUILT VALVE
W194044	RDS-2RDS*V111(3035)	CARTRIDGE VALVE LEAKS. NORTH HCU'S	REMOVED VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194045	RDS-2RDS*V111(3439)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED VALVE -CLEANED; INSTALLED REBUILT VALVE.OLD VALVE WILL BE REBUILT UNDER WR 190662
W194046	RDS-2RDS*V111(5443)	CARTRIDGE VALVES LEAKS. LOCATION NORTH HCU'S	REMOVED VALVE - CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194047	RDS-2RDS*V111(4643)	CARTRIDGE VALVE LEAKS. LOCATION NORTH HCU'S	REMOVED OLD VALVE- CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194048	RDS-2RDS*V111(4247)	CARTRIDGE VALVE LEAKS. LOCATION NORTH HCU'S	REMOVED OLD VALVE - CLEANED INSTALLED REBUILT VALVE. OLD VALVE REBUILT UNDER WR 190662
W194049	RDS-2RDS*V111(4243)	CARTRIDGE VALVE LEAKS. LOCATION NORTH HCU'S	REMOVED OLD VALVE- CLEANED INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194050	RDS-2RDS*HCU3847	LEAKS FITTING P6 LEAKS WAS TORQUED TO GREATER THAN 200 INLBS TO STOP LEAKS REPLACE LOCATION NORTH HCU'S RX 261	REMOVED CLEANED AND REINSTALLED P6 CONNECTION
W194051	RDS-2RDS*V111(3447)	CARTRIDGE VALVE LEAKS. LOCATION NORTH HCU'S	REMOVED CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194052	RDS-2RDS*V111(3443)	CARTRIDGE VALVE LEAKS. LOCATION NORTH HCU'S	REMOVED OLD VALVE CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE REBUILT UNDER WR 190662
W194063	RDS-2RDS*V111(4251)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194064	RDS-2RDS*V111(4627)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE; CLEANED INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194065	RDS-2RDS*V111(3819)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S.REMOVE LEVEL SWITCH TO REMOVE O-RING FROM V111 VALVE.	REMOVED OLD VALVE; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194066	RDS-2RDS*V111(3419)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE; CLEANED AND INSTALL REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194067	RDS-2RDS*V111(4611)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194068	RDS-2RDS*V111(4203)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S.REMOVE LEVEL SWITCH INSPECTED FOR CARTRIDGE VALVE O-RING.	REMOVED OLD VALVE AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194069	RDS-2RDS*V111(3807)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194070	RDS-2RDS*V111(4207)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S	REMOVED OLD VALVE CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE WILL BE REBUILT UNDER WR 190662
W194201	RCS-2RCS*HOSE44	FLEXIBLE HOSE LEAKING;DRYWELL 269 OFF RCS RECIRC LOOP -A- LINE 2RCS-024-3-1 EQUIPT IN DRYWELL. REMOVED AND REPLACE INSULATION TO SUPPORT MOD 91-011	WORKED TO MOD 91-011 PREPPED AREA FOR MOD 91-011 HWR 21242
W194203	IAS-2IAS*PSE144	RUPTURE DISK IS BLOWING THROUGH; WILL NOT HOLD AIR. REPAIR OR REPLACE AS REQD. LOCATED DW ELEV 254 AZ 0	REPLACED RUPTURED DISC
W194215	RDS-2RDS*V111(3007)	FOOT VALVE ON 2RDS*HCU3007 LEAKING N2 CHANGING VALVE PLEASE REPLACE. RX 261 SOUTH SEAL HCU'S	VALVE REMOVED; CLEANED AND INSTALLED REBUILT VALVE. OLD VALVE TO BE REBUILT UNDER WR 190662
W194234	EGF-2EGF*LS128	2EGF*LS128 IS IN ALARM COMP PT EGFLC09 WITH SOTRAGE TANK LEVEL IN NORMAL BAND. BRINGING IN NUISANCE ANNUNCIATOR IN CONTROL ROOM 852210	SHOP WORK ONLY NO PLANT WORK
W194251	RDS-2RDS*HCU4623	P6 CAP WILL NOT SEAL PROPERLY CAUSING N2 PRESSURE TO BLEED DOWN. REPLACE CAP. DEF TAG 27443 STUB HUNG AT P603 CONTROL ROOM HCU 4623 LOCATED RB 261 NORTH SIDE	REMOVED CAP CLEANED THREADS AND INSTALLED CAP. SNOOPED AROUND CAP AND FOUND NO LEAKS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194267	CPS-2CPS*AOV 106	DURING N2-ISP-CPS-Q001 LLRT AOV106 WAS FOUND TO HAVE LEAKAGE WHICH EXCEEDED TECH SPEC CRITERIA	CLEANED VALVE INTERNALS WIPE SEAT CLEAN WITH RAG
W194270	CPS-2CPS*AOV 104	WHILE PERFORMING VACUUM TEST ON 2CPS*AOV104 EXCESSIVE BUBBLING WAS NOTICED AT THE VALVE STEM WHEN IT WAS SNOOPED. PLEASE TIGHTEN PACKING VALVE AT EL 289 AZ 120 SECONDARY CONT DEF TAG AT VALVE.	ADJUSTED PACKING
W194275	RDS-2RDS*V111(1443)	VALVE STEM ON FOOTVALVE 111 LEAKS HCU 1443. 261 RX BLDG SOUTH SIDE	CHANGED OUT V111 VALVE WITH A REBUILT V111 THAT WAS REBUILT UNDER WR 190662
W194297	IAS-2IAS*PSE 145	2IAS*PSE145 RUPTURE DISK IS BLOWN. REPLACE RUPTURE DISK. TAG HUNG ON STEAM TUNNEL DOOR. MST 240	REPLACED RUPTURE DISC AND GASKETS
W194298	IAS-2IAS*PSE 148	2IAS*PSE148 IS LEAKING BY. REPLACE RUPTURE DISK. TAG HUNG ON STEAM TUNNEL DOOR. MGT 240	REPLACED RUPTURE DISC AND GASKETS
W194299	IAS-2IAS*PSE 147	2IAS*PSE147 IS LEAKING BY. REPLACE RUPTURE DISK. TAG HUNG ON STEAM TUNNEL DOOR. MGT 240	REPLACED RUPTURE DISC AND CHANGED GASKETS
W194339	RDS-2RDS*HCU 3851	2RDS*HCU3851 LEAKS NITROGEN EXCESSIVELY FROM CHARGING CONNECTION. LOCATED RB ELEVATION 261 NORTH HCU'S. PLEASE INVESTIGATE AND REPAIR	WORK COMPLETED ON WR 177196 THE 20 OF MARCH 1991. INSPECTED AND FOUND NO LEAKS
W194343	CSH-2CSH*P2	OIL LEAKAGE IS OCCURRING AS VERIFIED BY ADSORBER PAD; BUT LEAKAGE IS SMALL ENOUGH SUCH THAT IT MAKES PIN POINTING EXACT LOCATION VERY DIFFICULT. INSPECT AND DETERMINE IF REPAIR OF LEAKAGE IS NECESSARY.	INSPECTED FOR OIL LEAK TWICE. NOTHING NOTICEABLE
W194362	IAS-2IAS*PSE 198	SUSPECT BLOWN RUPTURE DISC AND LEAKING RELIEF VALVE IAS*TK5 HAS TO BE REPRESSURED EVERY 2-3 HRS DUE TO LEAK. INVESTIGATE AND REPAIR AS NECESSARY. RX 289. TAG ON DISC	REPLACED RUPTURE DISC WITH NEW
W194372	SLS-2SLS*V25	VALVE IS LEAKING BY; PLEASE INVEST AND REPAIR. RX 289	REMOVED SEAT FROM VALVE AND LAPPED VALVE SEAT
W194560	CMS-2CMS*SOV 25D	VALVE WILL NOT OPEN;TROUBLESHOOT AND REPAIR AS REQD; LOC ELEV 219 IN SUPPRESSION POOL AZ 120 LINE B COL 17. TAG WITH WR 193058	WE INSTALLED A NEW DISC SEAL

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194572	SWP-2SWP*V1C	REMOVE VALVE FROM LINE FOR INSPECTION OF THE EAR TO DISC PINS. A CONCERN OVER THE PINNING METHOD WAS RAISED AND THE RESOLUTION IS AN INTERNAL INSPECTION BY ENGR. AND VENDOR;DO NOT SHUT PUMP DOWN UNTIL ENGR VENDOR PRESENT	PERFORMED INSPECTION AS PER MI-5.3-001 ATTACHED
W194580	HVK-2HVK*CHL 1A	BASED ON N2-OSP-SWP-Q003 P2B FAILED SURVEILLANCE REMOVE END BELLS AND CLEAN SERVICE WATER SIDE TUBES ON SHILLER BEFORE SURVEILLANCE ON P2A. CONTACT DICK GREEN 343-8499 WHEN SHILLER IS OPEN	REMOVE COVERS;CLEAN TUBE WITH GOOD WAY MACHINE
W194584	ICS-2ICS*AOV 156	WITH SYSTEM SECURED 2ICS*AOV156'S PACKING WAS LEAKING. THIS WR GENERATED TO CORRECT DEFICIENCY NOTE ON WR 193343 INDICATOR ARE MAY BE BENT. REPAIR AS NECESSARY	SPARYED INDICATOR SHAFT WITH WD 40
W194702	RDS-2RDS*V11 1(2655)	CARTRIDGE VALVE FOR 2RDS-L109 LEAKS AT STEM HCU 2655 2RDS*V111(2655)	REPLACED V111 WITH REBUILT VALVE. VALVE WILL BE REBUILT UNDER WR 190245
W194705	RDS-2RDS*HCU 2243	CARTRIDGE VALVE V111 LEAKS AT THE STEM WHEN VALVE IS CLOSED. HOLDS PRESSURE ON BACKSEAT. REPAIR OR REPLACE PN NUMBER 117C4272P001 REF GEK 37469 FAILED DURING N2-ISP-RDS-R103	INSTALLED NEW VALVE
W194712	RDS-2RDS*HCU 1835	DURING PERFORMANCE OF N2-ISP-RDS-R103 CARTRIDGE VALVE V111 LEAKS BY THE STEM IN THE CLOSED POSITION HAINTAINS PRESSURE IN OPEN POSITION IN BACK SEAT. REPAIR OR REPLACE	REPLACED VALVE WITH NEW ONE. VALVE TO BE REBUILT UNDER WR 190245
W194730	RDS-2RDS*V11 1(2207)	2RDS-V111(2207) HAS A PACKING LEAK. TAG HUNG AT 2RDS-V111 (2207)	INSTALLED NEW VALVE. VALVE WILL BE REBUILT UNDER WR 190245
W194749	SWP-2SWP*V20 2A	2SWP*V202A FAILED TO STROKE FREELY DURING PERFORMANCE OF N2-OSP-SWP-CS002. KEPT HANGING UP. TAG HUNG ON 2SWP*V202A PIPE TUNNEL 247. CONTACT DICK GREEN FOR STAGING	VALVE EXERCISED TWICE NO CORRECTIVE ACTION REQUIRED SEE TROUBLESHOOT PLAN
W194756	CMS-2CMS*SOV 26A	2CMS*SOV26A FAILED N2-OSP-CMS-R001. IT WOULD NOT HOLD PRESSURE AND LEAKS BY EXCESSIVELY. REPAIR VALVE. SDC SC2-0287-91	REPAIRED COMPONENTS AND PARTS FOUND TO BE CORRODED. REPLACED MAIN DISC AND ORINGS AND PILOT DISC. VALVE FAILED PMT NEW WR WRITTEN TO REBUILD VLV AGAIN - WR 196038
W194772	RDS-2RDS*HCU 1411	V111 LEAKS ON HCU L605	NEW VALVE INSTALLED. VALVE WILL BE REBUILT UNDER WR 190245

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194773	RDS-2RDS*HCU 2607	V111 LEAKS ON HCU L708	INSTALLED NEW VALVE
W194774	RDS-2RDS*HCU 2219	V111 LEAKS ON HCU L503	INSTALLED NEW VALVE
W194776	RDS-2RDS*HCU 3015	V111 LEAKS ON HCU L613	INSTALLED NEW VALVE VALVE TO BE REBUILT UNDER WR 190245
W194779	GSN-2GSN*V73 8	VALVE PACKING IS LEAKING NITROGEN AS SEEN WHEN SNOOPED. PACKING IS ALREADY ADJUSTED TOO TIGHT SO VALVE IS NOT TURNED EASILY. LOCATED IN NITROGEN TANK FARM. TAG 36097 HUNG ON VALVE	REMOVED OLD PACKING CLEANED AND INSTALLED NEW PACKING
W194781	RDS-2RDS*V11 1(1415)	V111 ON HCU 1415 L609 LEAKS	REPLACED VALVE WITH REBUILT 111 VALVE. VALVE TO BE REBUILT UNDER WR 190245
W194784	RDS-2RDS*V11 1(2623)	ACCUMULATOR L515 CARTRIDGE VALVE 111 LEAKS BY IN CLOSED POSITION	INSTALLED NEW VALVE. VALVE WILL BE REBUILT UNDER WR 190245
W194785	RDS-2RDS*V11 1(2223)	ACCUMULATOR L514 CARTRIDGE VALVE 111 LEAKS BY IN CLOSED POSITION	INSTALLED NEW REBUILT VALVE. VALVE WILL BE REBUILT UNDER WR 190248
W194787	RDS-2RDS*V11 1(1027)	V111 LEAKS ON HCUL406 HCU 1027	REPLACED 111 VALVE WITH NEW REBUILT VALVE. VALVE WILL BE REBUILT UNDER WR 190245
W194788	RDS-2RDS*V11 1(0623)	V111 LEAKS ON HCUL510 HCU 0623	REPLACED VALVE WITH NEW REBUILT 111 VALVE. VALVE TO BE REBUILT UNDER WR 190245
W194790	RDS-2RDS*V11 1(1031)	V111 LEAKS ON HCUL411 HCU 1031	INSTALLED NEW VALVE. VALVE WILL BE REBUILT UNDER WR 190245
W194791	RDS-2RDS*V11 1(1431)	V111 LEAKS ON HCU L412 HCU 1431	INSTALLED NEW VALVE. VALVE TO BE REBUILT UNDER WR 190245
W194794	RDS-2RDS*V11 1(1839)	ABOVE HCU CARTRIDGE VALVE WILL NOT ISOLATE INSTRUMENT BLOCK WHEN CLOSED	REPLACED VALVE INSTALLED NEW ONE. VALVE TO BE REBUILT UNDER WR 190245
W194795	RDS-2RDS*HCU 1843	VALVE SHAFT SEAL LEAKS	INSTALLED NEW VALVE VALVE WILL BE REBUILT UNDER WR 190245
W194796	RDS-2RDS*HCU 1043	ABOVE VALVE PACKING LEAKS PROFUSELY	INSTALLED NEW VALVE VALVE WILL BE REBUILT UNDER WR 190245

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194797	RDS-2RDS*HCU 0639	ABOVE VALVE PACKING LEAKS	INSTALLED NEW VALVE
W194944	CSH-2CSH*HCV 133	TORQUE ARM IS BENT. THE STEM CONNECTOR IS OUT OF ADJUSTMENT (SHOULD BE LOWER ON THE OPERATOR STEM). CURRENTLY THE BACKSEAT OCCURS AFTER THE TORQUE ARM LIMITS OUT ALLOWING FURTHER HANDWHEEL MOVEMENT TO BEND TORQUE ARM (SEE ATTACHED)	REPLACED BENT TORQUE ARM AND RETAINING RINGS. 3 IN. STROKE WAS CHECKED AND VALVE ADJUSTED. VALVE REQUIRES 48 CRANKS FROM FULLY CLOSED TO FULL OPEN POSITION.
W195056	RDS-2RDS*HCU 3039	HYDRAULIC CONTROL UNIT 2RDS*HCU3039 NITROGEN SECTION HAS REQUIRED REPEAT CHARGINGS RECENTLY. INVESTIGATE AND REPAIR SOURCE OF NITROGEN LEAK. TAG HUNG ON HCU V111 VALVE RX BLDG 261 NORTH HCU BANK	I&C TIGHTEN UP ON PRESSURE SWITCH NUT TO STOP LEAK
W195057	RDS-2RDS*HCU 3039	THE NITROGEN SECTION OF THIS HYDRAULIC CONTROL UNIT REQUIRES REPEAT CHARGINGS AT LEAST DAILY INDICATIVE OF A LEAK. PLEASE INVESTIGATE AND REPAIR SOURCE OF LEAK. TAG HUNG ON V111 VALVE HANDWHEEL RX BLDG 261 NORTH HCU BANK	REPLACE V111 WITH NEW VALVE FROM STORES
W195086	EGS-2EGS*EG3	BOLT IS MISSING FROM BOTTOM OF STAIRS. GROUT IN THE EXISTING HOLE.	PER DISCUSSION WITH SITE ENGINEERING;STAIR HILTI BOLT IS NOT REQD. BOLT IS NOT SHOWN ON ANY ENGR DOCUMENTS. ABANDON IN PLACE DRILL ON 1/2 AND C 3/8 HILTI BOLT. FILLED IN HOLE AS DIRECTED BY S-MI-5.3-001
W195150	SWP-2SWP*V1F	PERFORM VALVE INSPECTION PER ENG INSTRUCTION IF REQD. STAKE DOWEL PIN PER EDC 2F00293. TAG LOCATED SCREENWELL 226 ELV	INSPECTED DOWEL PINS TO BE IN PLACE AND STAKED PER EDC 2F00293 AND INTERNAL CORRESPONDENCE SM2-M91-0283
W195403	FWS-2FWS-PSS H223A1	RELOCATE INDICATOR FROM POSITION 8 TO POSITION ON THE ABOVE CONSTANT SUPPORT	ADJUSTED POSITION FROM 8 TO POSITION 6
W196038	CMS-2CMS*SOV 26A	VALVE FAILS LLRT. CYCLING VALVE GETS PROPER LIGHT INDICATIONS IN CR. SUSPECT VALVE NOT SEALING AS LEAKAGE IS VERY HIGH. SDC SC2-0287-91	WE TOOK THE VALVE APART AND FOUND IT WAS DIRTY AGAIN AND THERE WAS WATER IN IT. SO WE CLEANED AND DRIED IT.
W196058	MSS-2MSS*MOV 108	VALVE LEAKING 1/2 GPM FROM PACKING. PLEASE TIGHTEN PACKING OR REPLACE AS NECESSARY	TORQUED PACKING TO 30 FT. LBS.;NEW PACKING INSTALLED PER MI 5.3-001
W196060	CSH-2CSH*AOV 108	VALVE IS LEAKING APPROXIMATELY 1 GPM FROM PACKING. REPLACE OR TIGHTEN PACKING AS NECESSARY TO CORRECT PROBLEM	PACKING TIGHTENED LEAKAGE STOPPED VALVE STROKED TWICE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196061	CSL-2CSL*AOV 101	VALVE WAS IDENTIFIED AS PACKING LEAKING DURING RPV 600 HYDRO. ADJUSTING PACKING OR REPACK IF NO ADJUSTMENT IS REMAINING	REMOVED AND REPLACED PACKING
W196074	CSL-2CSL*MOV 112	RELOCK WIRE MOV TO TRANSITION PIECE IT IS WIRED WRONG. LOCATION SECONDARY CONTAINMENT 195	BOLTS WERE TIGHT ALL BOLTS WERE TIE WIRED TOGETHER BY TWO'S
W196075	RHS-2RHS*MOV 2A	RELOCK WIRE MOV AND TRANSITION PIECE TO VALVE IT IS LOCK WIRED WRONG. LOCATION AUX BAY NORTH 183 E 11	REMOVED OLD LOCKWIRE CHECKED BOLT TIGHTNESS WHICH WAS FOUND TO BE TIGHT. REWIRED BOLTS WITH SAFETY WIRE ON INSIDE AND OUTSIDE ACTUATOR TO VALVE.
W196076	RHS-2RHS*MOV 2B	RELOCK WIRE MOV TO TRANSITION PIECE IT IS WIRED WRONG. LOCATION SECONDARY CONTAINMENT 197	REWIRED OUTER BOLTS WITH SAFETY WIRE ALL BOLTS INNER AND OUTER WERE TIGHT. INNER BOLTS ARE WIRED BUT NOT CORRECT. CANNOT GET TO BECAUSE OF VALVE PROXIMITY AND INSULATION
W196077	RHS-2RHS*MOV 8B	LOCK WIRE MISSING ON BOLTING TO MOV AND TRANSITION PIECE. PLEASE LOCK WIRE. LOCATION AUX BAY SOUTH 184	CHECKED BOLTS FOR TIGHTNESS WHICH WERE FOUND TIGHT WIRED BOLTS WITH SAFETY WIRE INSIDE AND OUTSIDE BOLTS FROM ACTUATOR TO VALVE ARE WIRE
W196078	SWP-2SWP*MOV 50A	PULL INSPECTION COVER FROM FIRE BARRIER AND INSPECT MOV AND TRANSITION PIECE TO SEE IF THEY ARE LOCK WIRED. BREECH PERMIT REQUIRED. LOCK WIRE AS NEEDED. LOCATION SERVICE WATER AREA ELEVATION 265	NOT ABLE TO CHECK DO TO SEALED BOOT BETWEEN OPERATOR AND VALVE. HAD OPS STROKE VALVE DETECTED NO MOVEMENT AT ALL
W196079	SWP-2SWP*MOV 599	MOV TO TRANSITION PIECE IS NOT LOCK WIRED. LOCK WIRE THE BOLTS. LOCATION PIPE TUNNEL ELEVATION 255	LOCKWIRE NUT INSIDE AND OUT NUTS ARE TIGHT BOLTS WERE NOT LOOSE SO LOCKWIRED BOLTS BACK UP
W196081	SWP-2SWP*MOV 74A	MOV TO TRANSITION PIECE IS NOT LOCK WIRED. LOCK WIRE THE BOLTS. LOCATION SERVICE WATER AREA ELEVATION 265	NO LOOSE BOLTS FOUND UPON INSPECTION AND LOCKWIRED MOV TO TRANSITION PIECE
W196082	SWP-2SWP*MOV 74B	MOV TANSITION PIECE AND TRANSITION PIECE TO VALVE IS NOT LOC WIRED. PLEASE LOCK WIRE. LOCATION SERVICE WATER AREA ELEVATION 263	LOCKWIRED MOV TO TRANSITION PIECE
W196083	SWP-2SWP*MOV 74C	MOV TO TRANSITION PIECE IS NOT LOCK WIRED. PLEASE LOCK WIRE BOLTS. LOCATION SERVICE WATER AREA ELEVATION 264	UPON INSPECTION FOUND NO LOOSE BOLTS LOCKWIRED MOV TO TRANSITION PIECE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196084	SWP-2SWP*MOV 74D	MOV TO TRANSITION PIECE AND TRANSITION PIECE TO VALVE NOT LOCK WIRED. PLEASE LOCK WIRE BOLTS. LOCATION SERVICE WATER AREA ELEVATION 264	LOCKWIRED MOV TO TRANSITION PIECE
W196085	SWP-2SWP*MOV 74E	MOV TO TRANSITION PIECE IS NOT LOCK WIRED. LOCK WIRE BOLTS. SERVICE WATER BUILDING ELEVATION 264	LOCKWIRED MOV TO TRANSITION BOLTS
W196086	SWP-2SWP*MOV 74F	MOV TO TRANSITION PIECE AND TRANSITION PIECE TO VALVE NOT LOCK WIRED. LOCK WIRE BOLTS SW BUILDING ELEVATION 265	LOCKWIRED MOV TO TRANSITION PIECE
W196087	GTS-2GTS*MOV 1A	MOV TO TRANSITION PIECE IS NOT LOCK WIRED AND TRANSITION PIECE TO VALVE IS NOT LOCK WIRED CORRECTLY. LOCK WIRE BOLTS. SEE CONT ELEV 319	ALL BOLTS WERE TIGHTENED AND TIE WIRED TOGETHER BY TWO'S
W196088	GTS-2GTS*MOV 1B	LOCK WIRE IS NOT DONE CORRECTLY ON TRANSITION PIECE TO MOV AND VALVE. REDO LOCKWIRE	BOLTS WERE TIGHT AND TIE WIRED TOGETHER BY TWO'S
W196123	ICS-2ICS*HYV 151	ICS*HYV151 IS IN MID POSITION (DUAL INDICATION). SUSPECT BINDING PROBLEM. PLEASE INVESTIGATE. ICS*HYV151 IS LOCATED IN RB 175 IN THE RCIC ROOM. TAG HUNG ON VALVE	VALVE STEM HAD SOME CORROSION AND DIRT ON IT CAUSING IT TO BIND UP STEM;CLEANED VALVE NOW STROKE 100 PERCENT. N2-MPM-ICS-V452 QUARTERLY FOV VALVE LINKAGE INSPECTION REDONE. SAT.
W196153	ICS-2ICS*AOV 156	ICS*AOV156 DOES NOT INDICATE FULL CLOSED (NO GREEN LIGHT) IN THE CONTROL ROOM AT CEC*PNL601. TROUBLESHOOT REPAIR AS NECESSARY. TAG ON PNL601 BY ICS*AOV156 CONTROL SWITCH	TOOK THE VALVE PACKING OUT ADJUSTED THE INDICATOR SHAFT PUT BACK TOGETHER. VALVE WAS OUT OF ADJUSTMENT
W196167	HVR-2HVR*AOD 10B	HVR*AOV10B FAILS TO CLOSE WITHIN THE ALLOTTED AMOUNT OF TIME WHEN STROKED. IT APPEARS TO BE BINDING IN MID-STROKE. TROUBLESHOOT REPAIR AS NECESSARY. TAG HUNG BY HVR*AOV10B CONTROL SWITCH ON CEC*PNL871	LOOKED FOR LEAKS REPLACED WASHER SEALS INSPECTED FOR LEAKS AFTER REPLACING WASHER. NO LEAKS
W196224	ICS-2ICS*HYV 151	DURING RCIC TUNING COULD NOT REDUCE TURBINE SPEED TO LESS THAN 3225 RPM. ADJUST RCIC GOVERNOR VALVE LINKAGE AS NECESSARY FOR FULL CONTROL OF RCIC SPEED CONTROLLER SETTING OF APPROXIMATELY 60 AND LOSS NO EFFECT. TAG AT FC101 ON P601	ADJUSTED GOVENOR LINKAGE WITH COMPANY REP AS STATED IN MI

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196242	SWP-2SWP*FV54A	2SWP*FV54A HYDRAULIC PUMP IS RUNNING CONTINUOUSLY AND IS BRINGING IN CONTROL ROOM ANNUNCIATOR 601103. TAG HUNG AT ANNUNCIATOR 601103	REBUILT 2 AND 3 GAL ACTUATORS. REPLACED BOTH 7 GAL ACTUATORS. BEFORE COMPLETE CLOSE OUT OF PACKAGE MAKE NOTE THAT THE 2 AND 3 GAL ACTUATORS NEED TO BE PAINTED WHERE MAINT. HAD TO FLAP PAINT FORM ENDS OF ACTUATORS. NOTE PLEASE MAKE NOTE OF PRESENT MI FOR FUTURE MI ISSUENCE. WE SHOULD REVIEW CURRENT PROCEDURE FOR COMPLETE OVER HAUL WHICH IS CIMING DUE
W196334	RHS-2RHS*MOV40B	VALVE HANDWHEEL IS NOT ATTACHED TO MOTOR OPERATOR. IT IS LYING ON THE GRATING IN THE VALVE ROOM ON RX BLDG EL 240. NOTED DURING NRC RIT WALKDOWN	REPLACED SET SCREWS IN HANDWHEEL (95-72-821). USED SEALANT PST580 ON SET SCREWS PER-ENGINEERING
W196345	PCB-2PCB*DRA5	DRYWELL PERSONNEL HATCH OUTER DOOR EQUALIZING VALVE WILL NOT SEAL.	OUT OF MECHANICAL ADJUSTMENT. VALVE WAS ADJUSTED SO THAT IT WOULD SEAT PROPERLY
W196406	ICS-2ICS*AOV157	MACHINE NEW CAM MECHANISM PER EDC 2F-00372 TO FACILITATE VALVE CLOSURE WHEN ACTIVATED. RETURN TO STORES FOR FUTURE USE. SDC SC2-0274-91	ALL PARTS MACHINED PER EDC 2F00372. RETURNED TO STORES FOR LATER USE. MATERIAL RETURN 046391
W196409	HVC-2HVC*AOD117	PERFORM OPERABILITY TEST PER MI ATTACHED	STROKED AOD TIMES PER ATTACHED MECH INST- WORK FINE
W196412	HVC-2HVC*AOD169	PERFORM OPERABILITY TEST PER THE MI ATTACHED	VALVES STROKE 5 TIMES PER ATTACHED MI WORKS FINE
W196413	HVC-2HVC*AOD177	PERFORM OPERABILITY TEST PER MI ATTACHED	VALVE STROKED 5 TIMES PER ATTAHCED MI DAMPER WORKS FINE
W196414	HVR-2HVR*AOD6A	PERFORM OPERABILITY TEST PER THE MI ATTACHED	VALVE STROKED 5 TIMES PER ATTACHED MI WORKS FINE
W196415	HVR-2HVR*AOD9B	PERFORM OPERABILITY TEST PER MI ATTACHED. THIS TEST IS TO BE PERFORMED WITH OPS SURVEILLANCE PROCEDURE	VALVE STTOKED 5 TIMES PER ATTAHCED MI WORKS FINE
W196416	HVC-2HVC*AOD148	PERFORM OPERABILITY TEST PER MI ATTACHED	STROKED AOD 5 TIMES PER ATTACHED MECH INST.
W196417	HVC-2HVC*AOD145	PERFORM OPERABILITY TEST PER MI ATTACHED	STROKED AOD 5 TIMES PER ATTACHED MECH INST- WORKS FINE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196474	SWP-2SWP*STR 4F	REPACK STRAINER;NEXT TIME THE STRAINER IS SCHED DOWN FOR MPM-SA513. LOCATED 261 ELV;SCREENWELL BLDG. WHILE REPLACING PACKING FOUND BOTH DRIVE PINS CONNECTING THE SHAFT TO THE BACKWASH ARM;MISSING;DISASSEMBLE BACKWASH ARM;INSPECT AND REPAIR. SEE ATTACHED SHEET. CHANGE VENT COCK ON STRAINER COVER. ADDED 911129 1800 HRS BY G PROSSER AND VIA PHONE CONVERSATION WITH T DOHERTY FOR QA	WE INSTALLED NEW PACKING;A NEW BACKWASH ARM AND A NEW VENT LOCK
W196491	ICS-2ICS*T1	CHECK RETORQUE RCIC TURBINE COUPLING (PUMP TO TURBINE COUPLING)	A VISUAL CHECK WAS MADE ONLY TO COUPLING PER SSS AND WIP SHEET INSTRUCTIONS EVERYTHING IS OK
W196615	SWP-2SWP*FV5 4B	OIL LEAKING FROM VARIOUS CONNECTIONS;TAG AT VALVE TB 250 SW 250 EL	INSTALLED (2) 7 GAL ACT. REMOVED AND REBUILT 2 AND 3 GAL ACT. NEED TO PAINT ENDS OF 2 AND 3 GAL ACT. A NEW MOTOR WAS INSTALLED BY ELECT
W196676	EGF-2EGF*FE1 3A	2EGF*FE13A FLOW ELEMENT HAS A SLIGHT FUEL LEAK.261 DIESEL DG 1 EAST WALL.	TIGHTENED FLANGE BOLTS
W196782	ICS-2-ICS-75 0-140-2	RCIC TURBINE NOT DRAINING PROPERLY;DRAIN POT CHECKED OUT OK;APPEARS DRAIN LINES TO DRAIN POT MAY NOT BE PLUGGED.TURBINE DRAIN POOL NEEDS TO BE REMOVED AND CHECKED FOR BLOCKAGE.	USING AP 5.4.2 TROUBLESHOOTING;WE CHECKED DRAIN LINES FOR BLOCKAGE
W197634	GTS-2GTS*FLT 1A	FLT1A DEMISTER DELTA P IS HIGH;SUSPECT PARTICULATE UPSTREAM OF DEMISTER TO BE CAUSE. OPEN AND DETERMINE CAUSE. TAG EL 261 RBN HUNG ON -A- GTS TRAIN.	MOISTURE SEPARATOR FILTERS WERE CHANGED OUT
W197663	SLS-2SLS*P1A	PLEXIGLASS COVER ON PUMP HAS PIECE OF IT MISSING ALONG THE EDGE.CANNOT DETERMINE IF LEAKAGE MIGHT OCCUR AS PUMP IS IN STANDBY.REPLACE IF NECESSARY.PUMP LOCATED ON ELEVATION 289 REACTOR BLDG.SEE TAG 33262 LARGE PORTION ON PLEXIGLASS.	WE REPLACED THE PLEXIGLASS COVER WITH A NEW PLEXIGLASS COVER
W197664	SLS-2SLS*P1B	PLEXIGLASS COVER ON PUMP IS CRACKED AT EDGES.DID NOT LEAK DURING PUMP RUN.REPLACE AS NECESSARY.PUMP LOCATED ON 289 ELEVATION REACTOR BLDG.SEE TAG 33236 LARGE PORTION ON PLEXIGLASS.	WE REPLACED THE PLEXIGLASS COVER WITH NEW PLEXIGLASS COVER

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W197722	HVK-2HVK*CHL 1B	N2-OSP-SWP-Q003 FAILED SURVEILLANCE. REMOVE BELLS AND CLEAN SERVICE WATER SIDE TUBES ON CHILLER. CONTACT DICK GREEN 343-8499 WHEN CHILLER IS OPEN	REMOVED END COVERS FOR INSPECTION. TUBES PARTIALLY BLOCKED BY ZEBRA MUSSELS CLEANED TUBES INSTALLED NEW PIPING GASKETS USED EXISTING HEAD GASKETS. REASSEMBLED HEADS AND PIPING
W197794	ICS-2ICS*P2	PUMP BEARING IS LEAKING OIL. TROUBLESHOOT AND REPAIR. TAG HUNG ON PUMP LOCATED ON RB 175 IN THE RCIC ROOM. REBUILD PUMP USING NEW BEARINGS;SEALS;AND MECH SEAL	REPLACE OIL SEALS;MECH SEAL;PUMP BEARINGS. ALL GASKETS AND O-RING READJUSTS OIL LEVEL FROM .285 AS FOUND TO .590 UNDERCUT MOTOR HOLD DOWN BOLTS TO BE ABLE TO ACHIEVE ALIGNMENT
W197841	RHS-2RHS*FV3 8A	WHILE PERFORMING EPM-R520 ON VALVE FOUND 2 OF MOUNTING BOLTS THAT HOLD YOKE TO BONNET BROKE	REMOVED TWO SNAPPED OFF CAP SCREWS AND TWO BENT CAP SCREWS AND REPLACED WITH 4 NEW ONES
W197888	RDS-2RDS*SOV 120(0231)	NEEDLE VALVE ADJUSTMENT STEM COVER IS MISSING. REPLACE WITH NEW. LOCATED ON HCU 02-31 RX 261 ELEVATION IN SOUTH BANK OF HCU'S	REPLACED STEM COVER WITH NEW COVER.TORQUED COVER TO 115 IN/LBS.
W197895	RHS-2RHS*MOV 1B	LIMIT TORQUE ACTUATOR MOVES WHEN VALVE IS STROKED OPEN RX BLDG ELEV 196 SOUTH PIT AREA (AROUND 1 IN.) TAG HUNG ON VLV. TORQUE ACTUATOR BOLTING	8 BOLTS TORQUED TO 600 FT LBS;2 MOVED 3 FLATS THE OTHER 6 MOVED 2FLATS EACH
W197981	SWP-2SWP*V24 0A	VALVE FAILED REVERSE FLOW CHECK WHILE PERFORMING SURVEILANCE N2-OSP-SWP-2001.DEF TAG LOCATED AT 2SWP*V240A.CB 261 DIV 1 CHILLER ROOM.	OPENED VALVE TO INSPECT INTERNALS FOR DAMAGE OR VALVE BEING STUCK OPEN;DID NOT FIND ANY DAMAGE VALVE WAS CLOSED. NO ACTION WAS REQD
W199529	PHS-SA262-1	SPOT WELDS ARE BROKEN ON LOCKSET MOUNTING TABS REQUIRE REWELDING. ALSO LOWER MOUNTING TAB IS STRIPPED SA 262	REPAIRED DOOR PER WELD MI;WELDED BACK IN PLACE DOOR TABS

391 RECORDS LISTED.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W113648	DMS-2DMS*MCC A1	RCIC PUMP SUCT FROM SUPP POOL MOV CIRCUIT BREAKER RCIC PUMP SUCT FROM SUPP POOL MOV CIRCUIT BREAK;BREAKER SIZED TOO SMALL REPLACE THE BREAKER AT 2DMS*MCCA1 COMPT 3B WITH HE2B030 BREAKER-OR THE RECOMMENDED EQUIVALENT AS DETERMINED FROM ENGINEERINGS RESPONSE TO PR 5472 THIS DOC CLOSES DR 17311	REPLACED BREAKER
W122418	MSS-2MSS*MOV 189	VALVE DISCOVERED TO LEAK BY EXCESSIVELY DURING PERFORMANCE OF LLRT PROCEDURE ON 2MSS-MOV111-112 LKG 11 SCFH BACK TO RX VESSEL AND DOES NOT ALLOW LLRT TO BE PERFORMED REPAIR AS NECESSARY	VALVE OPERATOR REMOVED. STROKED VALVE TESTED OK
W124864	ENS-2ENS*SWG 103	CAUTION LABELS NEED TO BE INSTALLED ON CUBICLE DOORS OF THE ABOVE REFERENCED SWITCHGEARS PER DER 2-91-Q-0317. THE LABEL INFORMATION AND INSTALLATION REQUIREMENTS ARE CONTAINED IN SPEC. E061A AND THE ATTACHED MEMO.	CAUTION SIGNS PLACED ON EACH CUBICLE DOOR OF 2ENS*SWG101 2ENS*SWG102 AND 2ENS*SWG103
W131165	SWP-2SWP-W-132	CABLE 2SWP-W132 HAS BADLY NICKED WIRES ON TB3-91 92 OF 2CEC-PNL828 CABLE 2SWP-W132 HAS BADLY NICKED WIRES ON TB3-91;92 OF 2CEC-PNL828;SERVICE H20 TO CWS ISOL VLV CONTROL (288 RELAY RM) LCR IL2SWP-120	CUT BACK CABLE AND ADDED NEW STA-KONS TO WIRES AND USED BUTT TO EXTEND SHIELD WIRE
W136483	HCS-2HCS*MOV 6A	WHILE PERFORMING N2-EPM-GEN-V582 WHILE PERFORMING N2-EPM-GEN-V582 SECONDARY BREAKER FAILED CONTACT RESISTANCE TEST (7.2.7) ON POLES A AND C REPLACE IAW SECTION 7.2.7.1	REPLACED CIRCUIT BREAKER IN CUBICLE (SECONDARY BREAKER). BREAKER REMOVED AND TESTED FROM 2EHS*MCC102-8-A PER WR 154467
W136677	HVK-2HVK*M1B	FOUND MOTOR LEAD CONNECTION JUNCTION BOX COVER GASKET TORN WHILE PERFORMING N2-EPM-GEN-R580	INSTALL NEW GASKET ON 2HVK-M1B MOTOR CONNECTION BOX
W138777	GTS-2GTS*MOV 4A	REWORK REPLACE THE 10-32 X 1 1/2" LG MACHINE SCREWS USED FOR MOUNTING THE MARATHON 1512 NUC TERMINAL BLOCKS ON MOD PN2Y88MX101 WITH NEW 10-32 X 1/4" SYMBOL 93-17-857. REF E&DCR M10485A NCR 2-89-0043	JB 2*JB0338 REPLACE TB MOUNTING SCREWS. JB 2*JB0337 REPLACED TB MOUNTING SCREWS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W147548	ICS-2ICS*MOV 122	FIELD CABLE LUGS ARE TOO WIDE FOR TERMINAL BLOCK SLOTS CAUSING THE TB FINS TO BREAK REFER TO PR 8390 FOR CORRECTIVE ACTION	REPLACED BROKEN TERMINAL BLOCK ON POWER WIRES IN ICS MOV 122
W148658	MHR-2MHR*CRN 1	RUBBER INSULATORS ON CRANE CONTROL BUTTONS ARE DAMAGED OR MISSING. LOCATION RX 353 CRANE CAB	REPLACED ALL RUBBER BOOTS OVER ALL SWITCH BUTTONS ON CRANE CONTROL CONSOLE OF POLAR CRANE. HARD COPY OF DEF TAG DESTROYED ON REFUEL FLOOR
W149318	DMS-2DMS*MCC A1	SPARE BREAKER 2DMS-MCCA1-6B SPARE BREAKER 2DMS-MCCA1-6B;REPLACE CONTACTOR THAT WAS REMOVED FOR USE IN 2DMS-MCCA1-5D 2ICS-MCC159 SEE WR 149346	REINSTALLED BUCKET IN MCC PER EDC 2E10410 AND SIGNED OFF WR. BUCKET MISSING. STARTER (REVERSING) ASSEMBLY OVERLOAD RELAYS AND BLOCK
W154467	EHS-2EHS*MCC 102-8A	REMOVE BREAKER FROM CUBICLE AND TEST MOLDED CASE BREAKER (EF3B030) PER N2-EPM-GEN-V582 FOR USE ON 2EHS*MCC102A-5C. REFER WR 136483. REPLACE BREAKER WHEN REPLACEMENT IS AVAILABLE	BREAKER TESTED UNDER N2J-EPM-GEN-V582 AND PASSED. CUBICLE 8A NEEDS BREAKER. BREAKER ON OFF ASSEMBLY BREAKER MOUNTING HARDWARE AND THREE POWER LEADS
W154468	EHS-2EHS*MCC 303-4D	REMOVE BREAKER FROM CUBICLE AND TEST MOLDED CASE BREAKER EF3B030 PER N2-EPM-GEN-V582 FOR USE ON 2EHS*MCC303-5B REFER WR 192936. REPLACE BREAKER WHEN REPLACEMENT IS AVAILABLE	TESTED BREAKER PER V582. REMOVED CIRCUIT BREAKER AND ASSOCIATED WIRING AND HARDWARE. INSTALLED BREAKER IN 2EHS*MCC303-5B PER WR 182836. SEALED HOLE IN CUBICLE DOOR WITH CONDUIT BOX SEAL. REMOVED HARDWARE TO SHOP
W154469	EHS-2EHS*MCC 303-4C	REMOVE BREAKER FROM CUBICLE AND TESTED MOLDED CASE BREAKER (EF3B030) PER N2-EPM-GEN-V582 FOR USE ON 2EHS*MCC303-10C. REFER WR 182860. REPLACE BREAKER WHEN REPLACEMENT IS AVAILABLE	TESTED BREAKER PER V582. REMOVED CIRCUIT BREAKER AND ASSOCIATED WIRING AND HARDWARE. INSTALLED CIRCUIT BREAKER IN 2EHS*MCC303-10C PER WR 182860. SEALED HOLE IN CUBICLE DOOR WITH CONDUIT BOX SEAL. REMOVED HARDWARE TO SHOP

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W154485	IAS-2IAS*SOV Y186	ADS -B- NITROGEN HEADER EXHIBITS AN INCREASE IN PRESSURE BEYOND HIGH ALARM SETPOINT EVEN WHEN LO AND HIGH FLOW PRESSURE CONTROL VALVES ARE SHUT. COULD BE PROBLEM WITH LOW FLOW VALVE 2IAS*SOVY186 INTERNAL LEAKAGE. PLEASE REPAIR OR REPLACE VALVE AS NECESSARY. WORK WITH WRS 154484 154483 INITIATED AGAINST PRESSURE CONTROL VALVES. TAG HUNG ON VALVE SC 289 NORTH END	REMOVED COIL REPLACED COIL AND TESTED PER GEN 513. REPLACED CONTROL FUSE IN PNL 861
W154500	ENS-2ENS*SWG 101	INTERFERENCE STOP PLATE EITHER BENT OR NOT BOLTED IN WHICH COULD ALLOW A 2000 AMP BKR TO BE INSTALLED IN A 1200 AMP CUBICLE. STRAIGHTEN AND BOLT IN AS REQD. BOLTS TO LOWER LEFT FRAME ANGLE	INSTALLED BREAKER STOP PLATES
W154501	ENS-2ENS*SWG 103	INTERFERENCE STOP PLATE BENT (103-4) OR MISSING (103-11) WHICH COULD PERMIT A 2000 AMP BKR TO BE INSTALLED IN A 1200 AMP CUBICLE. STRAIGHTEN OR INSTALL A STOP PLATE AS REQD. BOLTS TO LOWER LEFT FRAME ANGLE	REPAIRED BENT INTERFERENCE STOP PLATE ON SWG103 CUBICLE 4.WR198705 WRITTEN TO REPLACE MISSING STOP PLATE IN CUBICLE 11.STOP PLATE ON 11 REPLACED FROM ONE REMOVED FROM CUBICLE 6 WR198705.
W154630	ENS-2ENS*SWG 103-2	CUBICLE DOOR WILL NOT OPEN WITHOUT A GREAT DEAL OF FORCE (EXCESSIVE FORCE AS DOOR HAS SENSITIVE RELAYS ON IT) OR CLOSE.	CUBICLE DOOR WAS ALIGNED AND CAUTION LABELS INSTALLED PER DER 2-91-Q-0317. NOTE LABELS INSTALLED ON WR 124864- SEE QCIR 2-91-0448
W154656	GTS-2GTS*FLT 1A	2GTSA06-F1 IS BLOWN. REPLACE FUSE (120VAC 3 AMPS)	REPLACE CONTROL FUSE IN 2GTS-A06-F1 CIRCUIT
W154697	HTS-2HTS*PNL 003	DOOR HANDLE IS SHEARED OFF DIV II HEAT TRACE PANEL- 2HTS*PNL003 LOCATED SOUTH AUX BAY EL 240. TAG HUNG ON 2HTS*PNL003 DOOR	REPLACED BROKEN DOOR HANDLE AND ADJUSTED ROLLERS
W157018	ICS-2ICS*RCP T1	QUICK DISCONNECT RECEPTACLE PLUG AT REFUELING BULKHEAD - OPEN ITEM 503226-01 WALKDOWN - DISASSEMBLE - AND INSPECT THE CONNECTOR WITH EQ ENG PRESENT-PHOTOGRAPHS ARE REQD-REPAIR REPLACE AS REQD (NMP2 IR 88-08) LOC PC327B 011.00 WIP	PERFORMED EQ INSPECTION OF PLUG. DISCONNECTED AND RECONNECTED PLUGS
W158042	ICS-2ICS*MOV 120	RCIC STEAM SUPPLY VLV TO TURBINE-LIMITER PLATE IS THE WRONG SIZE - REPLACE WITH ONE THAT IS A THREE AND ONE FOURTH	PER PR 9546 THE CURRENT LIMITER PLATE INSTALLED IS ACCEPTABLE AND IS NOT REQUIRED TO BE CHANGED
W158193	ENS-2ENS*SWG 103-14	MOVING CONTACTS ON BREAKER ARE WORN; NEED TO BE REPLACED. FOUND WHILE PERFORMING N2-EPM-GEN-R550	INSTALLED ON ALL THREE PHASES NEW MOVABLE MAIN CONTACTS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W159176	ENS-2ENS*SWG 101	RELAY 27CC FOR CIRCUIT NO. 2ENSA24 FAILED TO ACTUATE ON A TOTAL LOSS OF VOLTAGE TO THE BUS. THE OTHER TWO PHASE UNDERVOLTAGE RELAYS DID ACTUATE. PLEASE TROUBLESHOOT AND REPAIR. TAG ON 2ENS*SWG101	TROUBLESHOOTING STEPS ALLOWED TARGET TO OPERATE PROPERLY
W159202	RHS-2RHS*MOV 1C	TORQUE SWITCH LIMITER PLATE IS THE WRONG ONE FOR VALVE PER EP-110 REPLACE LIMITER PLATE MRD 40362 PART NUMBER 9327343	REPLACED ORIGINAL LIMITER PLATE PER EP-410 REQUIREMENTS
W159212	RHS-2RHS*MOV 8B	LIMITING PLATE ON TS IS C/2 AND 2 1/4 SHOULD BE 2 1/2 C AND 2 1/2 O PLEASE REPLACE LIMIT PLATE WHEN AVAILABLE (EP-410)	REPLACED OLD LIMITER PLATE WITH NEW 2 1/2 PLATE
W159282	SWP-2SWP*MOV 33B	2SWP*MOV33B DOES NOT APPEAR TO BE TORQUING OUT WHEN GOING CLOSED TROUBLESHOOT	INSTALLED CORRECT SIZE LIMITER PLATE PER EP 410: OPERATOR NEW HAS ABILITY TO GO TO 2 1/2 AND 2 1/2 ON TORQUE SWITCH SETTINGS
W159340	SWP-2SWP*MOV 17A	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP64495	REPLACED SUSPECT BAD PINION KEY WITH NEW
W159341	SWP-2SWP*MOV 17B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION KEY
W159342	SWP-2SWP*MOV 18A	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION KEY PER IN-88-84 AND NMP64495; REPLACED LIMITER PLATE ON TORQUE SWITCH PER EP-410- PLATE CHANGE FROM 1 1/2 TO 2
W159343	SWP-2SWP*MOV 18B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION KEY
W159344	SWP-2SWP*MOV 74A	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED KEY IN MOTOR SHAFT AND LIMIT SWITCH COMPARTMENT GASKET. CALLED JEFF DEAN ON REPLACING GASKET. NO INSPECTION REQUIRED
W159345	SWP-2SWP*MOV 74B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR SHAFT TO PINION KEY PER NRC NOTICE 88-84
W159346	SWP-2SWP*MOV 74C	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED KEY FOR MOTOR PINION
W159348	SWP-2SWP*MOV 74E	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION GEAR KEY

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W159350	ICS-2ICS*MOV 122	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	INSTALLED NEW MOTOR PINION AS PER IN 88-84
W159351	RHS-2RHS*MOV 1C	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION, KEY WITH ONE OF 1018 STEEL
W159352	RHS-2RHS*MOV 115	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED KEY STOCK WITH NEW PC CUT FROM CAT I STOCK
W159353	RHS-2RHS*MOV 116	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED MOTOR PINION KEY WITH NEW 1018 FROM INTERM STORAGE. NRC IE NOTICE 88-84
W161381	HTS-2HTS*PNL 001	REPLACE BURNED OUT FAN IN 2HTS*PNL001	REPLACED COOLING FAN IN PANEL 2HTS*PNL001
W161734	EHS-2EHS*MCC 303-17D	AUX CONTACTS WIRED 13 AND 14 FAIL TO MAKEUP WHEN TESTED PER R520-REPLACE CONTACT AUX BLOCK	AUX CONTACT 13 AND 14 ARE SPARE CONTACTS 2EHS*MCC303-12D PASSED ACCEPTANCE CRITERIA OF N2-EPM-GEN-R520 PERFORMED AND COMPLETE 901121 NO CORRECTIVE ACTION REQUIRED PER STEP 7.3.9
W161750	EJS-2EJS*PNL 104A	2 SCREWS NEEDED ON PNL COVER 2 ARE STRIPES AND NEED TO BE RETAPED TO A SIZE LARGER PNL LOCATE IN RX BUILDING EL 240 ABN	REPLACED BOLTS
W161761	BYS-2BYS*BAT 2B	PLEASE REPLACE FLASH ARRESTOR ON 59-REPLACE FLASH ARRESTER CAP/LID ON 45	REPLACE FLASH ARRESTER ON CELL 59 AND THE FLASH ARRESTER LID ON CELL 45
W162316	EGS-2EGS*EG3	AS A RESULT OF THE PROBLEMS FOUND IN THE DIV I EMERG DIESEL CONTROL RELAYS (HIGH CONTACT RESISTANCE) PERFORM TROUBLESHOOTING OF THE DIV II DIESELS GOVERNOR SPEED CONTROL CIRCUITS FOR POTENTIAL ADJUSTMENTS OR RELAY REPLACEMENTS.	NO RELAYS;ADJUSTED OR REPLACED. RELAYS RETURNED TO STORES REF. MATL RETURN 056098
W162358	EGS-2EGS*EG1	PERFORM CHECKS OF RELAYS REMOVED FROM 2EGS*EG1 PER WR W184827. (SEE DAN LEMAY-KEENO LAMPMAN) ACCORDING TO THE ATTACHED GUIDE. (4EX3 4LSYN1 4LSYN2)	TESTED RELAYS 4EX3 4LSYN1 TESTED GOOD; SEE ATTACHED SHEET
W162376	HVR-2HVR*MST 401C	INSTALL MISSING FUSE F2 2HVRC11 IN MST401C. VERIFY NO GROUNDS PRIOR TO INSTALLATION. VERIFY FUSE CONTINUITY AFTER INSTALLATION. REF DER 2-91-Q-0722 CONTACT MIKE DOWNS PRIOR TO WORK.	INSTALL FUSE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W165334	BYS-2BYS*BAT 2C	2BYS*BAT2C WAS A 10V. GROUND ON POSITIVE BUS AND A 40V GROUND ON THE NEGATIVE BUS. (THIS HAS BEEN DETERMINED NOT TO BE ON BATTERY) TROUBLESHOOT INVESTIGATE WHERE GROUNDS ARE CONNECTED. TROUBLESHOOT ONLY	AS OF 910123 NO GROUND DETECTED AT PNL 852
W165487	HVR RMS-2HVR*CAB 32A	HVR-32A SAMPLE PUMP IS MAKING AN EXCESSIVE AMOUNT OF NOISE. (RX 289)	DETERM/RETERM TO SUPPORT TECH REPLACEMENT OF PUMP MOTOR
W168601	CMS-2CMS*TE1 01	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER EDC2E10365 AND SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168602	CMS-2CMS*TE1 02	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168603	CMS-2CMS*TE1 03	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168604	CMS-2CMS*TE1 04	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE.
W168605	CMS-2CMS*TE1 05	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168606	CMS-2CMS*TE1 06	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE.
W168607	CMS-2CMS*TE1 07	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEAL PER EDC 2E10365
W168608	CMS-2CMS*TE1 08	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEAL PER EDC 2E10365
W168609	CMS-2CMS*TE1 09	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEAL CONDULET PER EDC 2E10365

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W168610	CMS-2CMS*TE1 16	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168611	CMS-2CMS*TE1 17	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE
W168612	CMS-2CMS*TE1 18	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE.
W168613	CMS-2CMS*TE1 19	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE. ALSO INSTALLED NEW COVER ON TEMP ELEMENT BODY.
W168614	CMS-2CMS*TE1 20	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE.
W168615	CMS-2CMS*TE1 21	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	INSTALLED BISCO SEALANT AS PER EDC ABOVE.
W168616	CMS-2CMS*TE1 22	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEAL CONDULET PER EDC 2E10365
W168617	CMS-2CMS*TE1 23	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEAL PER EDC 2E10365
W168618	CMS-2CMS*TE1 24	BISCO LOCASEAL SEALANT TO ENVIRONMENTALLY SEAL THE RTD ENCLOSURE AROUND THE PROBE PER SDC NUMBER SC2-0042-90.	BISCO SEALED CONDULET PER EDC 2E10365
W168647	ENS-2ENS*SWG 103-14	WE FOUND WHEN DOING PM 2 DAMAGED UT AND UL FUSE BLOCKS IN 2ENS*SWG103-14 CUB. PLEASE REPLACE. PULL OUTS ONLY TO BE REPLACED	REPLACED CRACKED FUSE HOLDER WITH NEW
W168648	ENS-2ENS*SWG 103-15	FUSE BLOCK IS DAMAGED. PLEASE REPLACE BAD PART. LOCATION 2ENS*SWG103-15. UT FUSE BLOCK PULLOUT SECTION	REPLACED UT FUSEBLOCK WITH NEW ONE FROM STORES
W168650	CCP-2CCP*MOV 188	INSPECT TORQUE SWITCH AND ADJUST IF NECESSARY PER SPEC'S ON EP-410B. REPLACE LIMITER PLATE IF APPLICABLE	TORQUE SWITCH WAS ADJUSTED TO AGREE WTIH EP-410 OPEN 2 CLOSE 2.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W168652	SWP-2SWP*MOV 77A	IDENTIFY CORRECT LIMITER PLATE AND SETTINGS PER EP 410 FOR TORQUE SWITCH AND REPAIR REPLACE AS NECESSARY	READJUST. FOUND CLOSE SIDE OF TORQUE SWITCH SET AT 1 RESET TO 1 1/4
W168681	HCS-2HCS*PNL 22A	PERFORM INSPECTIONS ON 2HCS*PNL22A PER ATTACHED SMI-5.3-001	PERFORMED INSPECTION
W168682	MISC-NOCOMPI D	REPLACE RELAY FACE GLASS THAT WAS REMOVED AND USED FOR CORRECTIVE ACTION ON WR 189685. RELAY FACE ORDERED ON MSRF E043197. RELAY HAS BEEN RETURNED TO STORES ON MATERIAL RETURN NO. 055516. ORIG MATERIAL ISSUE NO. 136809	CHANGED RELAY COVER WITH NEW- RETURNED RELAY TO STORE REF. MATL RETURN 054103
W174810	ICS-2ICS*MOV 120	PLEASE INCREASE THE TORQUE VALVES UP TO 3.0 ON THE OPEN AND CLOSED SIDE OF THE TORQUE SWITCH ON VALVE 2ICS*MOV120 PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	REPLACED LIMITER PLATE AND ADJUSTED TORQUE SWITCH SETTING
W174814	MHR-2MHR*CRN 1	WESTINGHOUSE RELAYS LOCATED ON THE RX BLDG CRANE POLAR NEED TO BE CHANGED OUT PER INFORMATION NOTICE 91-45 ATTACHED	NO RELAYS NOTED IN NOTICE 91-45 WERE FOUND
W174817	ICS-2ICS*MOV 148	PLEASE INCREASE THE TORQUE TO 1 1/2 ON THE OPEN AND CLOSED SIDE OF THE TORQUE SWITCH FOR VALVE 2ICS*MOV148 PER LETTER AS CORRECTED SM2-M91-0260. INEL DIAGNOSTIC TEST RESULT REPORT	REPLACED TORQUE SWITCH LIMITER PLATE AND ADJUSTED TO 1 1/2 AND 1 1/2 TORQUE SWITCH
W174818	CSH-2CSH*MOV 101	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV101 TO 2 AND ONE-HALF PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	RESET 2CSH*MOV101 TORQUE SWITCH TO 2 1/2 OPEN AND CLOSED PER ATTACHED LETTER; AND ATTACHED MAINT INSTRUCTION
W174823	CSH-2CSH*MOV 111	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV111 TO 2 AND THREE-QUARTERS PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	ADJUSTED TORQUE SWITCH AS DIRECTED BY WR. STROKED OPERATOR AND WORKING SAT.
W174824	CSH-2CSH*MOV 112	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV112 TO 2 AND QUARTER PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	INCREASED TORQUE SWITCH ON 2CSH*MOV112 TO 2 1/4 IN. PER ATTACHED LETTER AND MAINT INSTRUCTION
W174825	CSH-2CSH*MOV 118	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV118 TO 2.0 PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	INCREASED TORQUE SWITCH TO 2 OPEN AND CLOSED PER ATTACHED LETTER AND MAINT INSTRUCTION

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W174827	CSH-2CSH*MOV 105	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV105 TO 2 PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	RESET TORQUE SWITCH ON 2CSH*MOV105 TO 2 OPEN AND CLOSED PER ATTACHED LETTER AND ATTACHED MAINT. INSTRUCTION
W174829	CSH-2CSH*MOV 110	PLEASE INCREASE TORQUE SWITCH ON VALVE 2CSH*MOV110 TO 2 AND ONE-QUARTER PER LETTER AS CORRECTED SM2-M91-0260 INEL DIAGNOSTIC TEST RESULT REPORT	RESET TORQUE SWITCH AT 2CSH*MOV110 TO 2 1/4 OPEN AND CLOSED PER ATTACHED MAINT INST AND LETTER. REPLACED BLOWN CONTROL FUSE AT 2EHS*MCC201-6B
W176139	ENS-2ENS*SWG 103-7	UPPER DOOR LATCH IS MISSING PARTS UPPER CENTER AND LOWER DOOR LATCH ARE LOOSE AND NEED ADJUSTMENT	REPLACED THE UPPER LATCH AND ADJUSTED THE CENTER AND LOWER LATCHES
W176222	ENS-2ENS*SWG 102-2	UPPER AND CENTER DOOR LATCH MECHANISM NEED ADJUSTMENT AND LOWER LATCH IS MISSING PARTS	REPLACED UPPER AND LOWER DOOR LATCHES ON 102-2 DOOR
W176231	EHS-2EHS*MCC 302	CIRCUIT BREAKER PANEL 6C HAS A MISSING LATCH MECHANISM SO IT WILL NOT STAY SECURELY SHUT. LOCATED RB 240 SOUTH AUX BAY	REPLACED LATCH MECHANISM
W176233	EHS-2EHS*MCC 102	CIRCUIT BREAKER PANEL 190 HAS A MISSING LATCH MECHANISM SO IT WILL NOT STAY SECURELY SHUT LOCATED RB 240 NORTH AUX BAY	REPLACED BROKEN LATCH MECHANISM
W176236	EPS-2EPS*SWG 001	CUBICLE DOOR THUMBSCREW IS MISSING NUT AND WILL NOT ENGAGE. WIP	REPLACED MISSING HOLD DOWN NUTS IN SWITCH GEAR
W176237	EPS-2EPS*SWG 002	TWO CUBICLE DOOR THUMB SCREWS ARE MISSING NUTS AND WILL NOT ENGAGE WIP	REPLACED MISSING HOLD DOWN NUTS IN SWITCH GEAR
W176243	CES-2CES*RAK 011	PANEL COVER IS MISSING ONE HOLDOWN CLIP. PLEASE REPLACE. LOCATED ON INSTRUMENT RACK 2CES*RAK011 RB ELEVATION 289	REPLACED MISSING COVER CLIP
W176293	GTS-2GTS*PNL 30A	PANEL COVER MISSING 5 OF 11 HOLD DOWN CLIPS. PLEASE REPLACE. LOCATION SBGT-A ROOM SOUTHWALL	REPLACED MISSING CLIPS WITH NEW
W176354	ICS-2ICS*MOV 124	WHEN ICS*MOV124 REACHES FULL OPEN IT CAUSES AN INSTANTANEOUS GROUND ON DIVISION I BATTERY BUS 002A ANNUNCIATOR 852108. INVESTIGATE	TEST RAN MOV; NO GROUND OCCURED ON BAT2A

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W176391	RHS-2RHS*MOV 4A	2RHS*MOV4A HAS SMALL OIL LEAK FROM GEAR BOX P1A RECIRC. ISOLATION VALVE ELEVATION 196 SOUTH VALVE PIT. DOES NOT AFFECT VALVE OPERABILITY	CLEANED AND TIGHTENED GEARED LIMIT COVER SCREWS WHILE PERFORMING N2-EPM-GEN-R520. DID NOT USE N2-EMP-GEN-510
W176565	ENS-2ENS*SWG 101-10	UPPER AND LOWER DOOR LATCH NOT WORKING PROPERLY UNABLE TO OPEN DOOR. 261 CONTROL BLDG DIV 1 SWG ROOM.	REPLACED THE UPPER AND LOWER DOOR LATCH
W176899	SLS-2SLS*HCV 111	VALVE INDICATES NOT FULL OPEN WHEN VALVE IS OPEN (DUEL INDICATION) TROUBLESHOOT AS NEEDED. VALVE LOCATED RX BLDG 289 EAST WIP	ADJUSTED ACTUATOR ARM ON OPEN END LIMIT SWITCH TO PROPER POSITION AND STROKED VALVE OPEN AND CLOSED
W177071	CCP-2CCP*MOV 14A	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	INSTALLED NEW KEY ONTO MOTOR PINION GEAR PER REFERENCE 88-84
W177072	CCP-2CCP*MOV 14B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED KEY WAY AND SAFETY WIRE
W177073	CCP-2CCP*MOV 18B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED OLD MTR PINION KEY WITH NEW ONE MADE OF 1018 STEEL AS PER IN 88-84 ABOVE.
W177074	CCP-2CCP*MOV 18B	REPLACE MOTOR PINION KEY WITH ONE FABRICATED FROM 1018 STEEL. REFERENCE IN 88-84 AND NMP 64495	REPLACED PARTS
W177266	SWP RMS-2SWP*CAB 146B	SAMPLE PUMP IS RUNNING HOT-REPLACE BEARINGS AS NECESSARY. TAG LOCATED ON SKID. TB 250 SOUTHWEST SERVICE WATER BAY (ALSO TROUBLESHOOT FLOW SWITCH)	PUMP CHANGED OUT UNDER MOD 90-044
W177302	GTS-2GTS*PNL 30B	PANEL COVER IS MISSING SEVERAL HOLD DOWN CLIPS. SPGT B ROOM 268	REPLACED MISSING CLIPS WITH NEW ONES
W177605	SWP-2SWP*MOV 39B	OIL LEAKING FROM LIMITORQUE MOTOR HOUSING FOR VALVE 2SWP*MOV39B. LOCATION RB 261 APPROX AZ 90 DEG. TAG HUNG ON SWP*MOV39B	REPLACED ALL SEALS DEGREASED AND REGREASED AND REINSTALLED
W178816	VBA-2VBA*UPS 2A	STATUS BOARD AT THE UPS IS SHOWING A BLOWN FUSE. REPLACE FUSE AND REPAIR AS NECESSARY	REPLACED BLOWN FUSE
W178891	GTS-3X5-2GTS A06	DURING OSP-GTS-R001 THE HFA RELAY 3 X 5 ESK 7GTS01 SHEET 1 PICKED UP ON INITIATION BUT RESET WITHOUT A RESET SIGNAL PRESENT. TAG ON PNL 870.	REPLACED HFA RELAY 3 X 5 2GTSA06

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W179010	LAC-2LAC*PNL 300B	WHILE PERFORMING PM ON THIS PANEL USING PROC A584 FOUND 1/4 INCH CAPTIVE NUT MISSING ON LEFT SIDE OF OUTSIDE PANEL COVER. PLEASE REPLACE	INSTALL NEW CAPTIVE NUT
W179012	BYS-2BYS*BAT 2C	FLASH ARRESTORS ARE BROKEN. REQUIRE REPLACEMENT AT CELLS 3;18;34.	REPLACED FLASH ARRESTORS ON CELLS 3 18 34 AND 59
W179013	EJA-2EJA*PNL 301B	WHILE PERFORMING PM ON ABOVE COMPONENT USING PROC. A584 FOUND MISSING BOLT IN BOTTOM LEFT CORNER OF OUTSIDE PANEL COVER. PLEASE REPLACE.	REPLACE SCREWS
W179022	SLS-2EHS*MCC 102-16D	ON 2EHS*MCC102-16D THE OPERATING HANDLE HAS A DEFECTIVE INTERLOCK ASSEMBLY. PLEASE REPLACE.	REPAIRED EXISTING INTERLOCK ASSEMBLY
W179027	SWP-NOCOMPID	SHAFT ROTATES HARD SUSPECT BAD BEARING REPAIR AS NECESSARY. LOCATION L-6B HP 3/4 MAIN WAREHOUSE FOUND DURING PROC. S-EPM-GEN-V061	MSRF E 043288 WRITTEN TO HAVE FLIMITORQUE VENDOR REPLACE BEARINGS. MATERIAL RETURN 052427 RETURN TO STACK
W179050	VBS-2VBS*PNL 102A	WHILE PREFORMING PM ON PNL USING PROC A584 FOUND MISSING INSIDE PNL NAME TAG. PLEASE REPLACE WITH NEW ONE. DEF TAG 19838. HAVE J NOBLE CARVE NEW TAG.	REPLACED TAG
W179051	EGA-2EGA*M1B	SHORTEN AND RETRAIN MOTOR LEADS TO REMOVE EXCESSIVE WIRE AT 2EHS*MCC303-12E. DEF TAG 14640 DISCOVERED WHILE PERFORMING N2-EPM-GEN-R580	SHORTENED AND RETRAINED MOTOR LEADS
W179065	ENS SWP-2ENS*SWG 103-11	WHILE INSTALLING MOD N2-89-065 FOUND THAT RELAY 52X-1-2SWPB01 WAS INCORRECTLY LABELED 52X-2SWPB01. E AND DCR P40675 AND S AND W PRING 1.320-907-271J CARD 16 STATE THAT RELAY NAME PLATE SHOULD BE 52X-1-2SWPB01. PLEASE INSTALL NEW NAME PLATE.	INSTALLED CORRECT NAMEPLATE
W179072	EHS-2EHS*MCC 303-2B	REMOVE RELAY 'RA' FROM REAR OF CUBICLE SO CONTACT BLOCK CAN BE USED FOR REPAIR ON WR 169981 (74-2GTSB01). REPLACE RELAY WHEN PARTS ARE AVAILABLE.	REPLACED RELAY
W179103	EHS-2EHS*MCC 201-9C	261 CONTROL BLDG DIV III EMERGENCY SWITCH GEAR. REPLACE MANUAL RESET MECHANISM ON DOOR OF CUBICLE 9C OF MCC 201.	MI 154881 SYM NUMBER 93-95-416. REPLACED RESET

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W179118	SWP-2SWP*MOV 77B	THERE IS NO TORQUE SWITCH LIMITER PLATE INSTALLED ON TORQUE SWITCH. LIMITER PLATE SHOULD BE (1 1/2 OPEN 1 1/2 CLOSED) PER EP 410.	INSTALLED LIMITER PLATE
W179133	EJS-2EJS*US1 -5D	INTERNAL LOCK OUT BRACKET IS MISSING.	INSTALLED NEW BRACKET
W179138	RPS-K58-2RPS N01	RELAY C72A-K58 LOCATED IN 2CEC*PNL609 BAY A IS INCORRECTLY LABELED C729-K58. RELABEL RELAY USING KROY MARKERS.	REPLACE LABEL C729-K58 WITH LABEL C72A-K58
W179159	RHS-2RHS*P1C	REPLACE THE OIL RESERVOIR GLASS O-RINGS AT THE FIRST HAINTENANCE OPPORTUNITY FOR THE RESIDUAL HEAT REMOVAL PUMP MOTORS (GE SIL 484)	CHANGED OIL AND REPLACED ORINGS ON THE OIL RESERVOIR GLASS AND DRAIN PLUG. PER RECOMMENDED ACTION SIL 484
W179162	CSH-2CSH*M1	REPLACE THE OIL RESERVOIR SIGHT GLASS O-RINGS AT THE FIRST MAINTENANCE OPPORTUNITY FOR THE HIGH PRESSURE CORE SPRAY PUMP MOTOR (GE SIL 484)	REPLACED UPPER AND LOWER RESERVOIR SIGHT GLASS O-RINGS AND DRAIN PLUG O-RINGS. INSTALLED NEW LOWER DRAIN PLUG.
W179179	ENS-2ENS*SWG 101-N1	IN 2ENS*SWG101 CUB N1 FOUND WIRE WITH SCRAPED INSULATION GOING BETWEEN TB CC PT 12 AND TB STBG PT 3. REPLACE WIRE	REPLACED WIRE IN CUBICLE
W179191	HTS-2HTS*PNL 003	AS IDENTIFIED BY PROCEDURE N2-EPM-GEN-A784 CIRCUIT POWER REQUIREMENTS FELL OUTSIDE ACCEPTANCE CRITERIA. DESIRED TEMP OF LINE WAS HOWEVER ACCEPTABLE (310 DEGREES F). INVESTIGATE AND REPAIR.	REPLACED FAILED HEAT TRACE WITH NEW PASSES ACCEPT. CRIT. PER N2-EPM-GEN-A784
W179192	HTS-2HTS*PNL 003	HEAT TRACE FROM PNL 2HTS*PNL003 FAILED THE CALCULATED % CHANGE IN POWER CRITERIA PER N2-EPMOGENOA784.	REPLACED HEAT TRACE;NEW TRACE MEETS ACCEPT CRIT OF N2-EPM-GEN-A784
W179197	HTS-2HTS*PNL 001	WHILE PERFORMING N2-EPM-GEN-A784 HEAT TAPE PM CKT 14 DID NOT MEET THE ACCEPTANCE CRITERIA FOR MEGOHMS VALUE OF GREATER THAN OR EQUAL TO 20 MR. MEGGER READING IS .5MR. TROUBLESHOOT WIP	REPLACED HEAT TRACE ON 2HTS-PNL001 CK114
W179370	RHS-2RHS*AOV 16C	PACKING IS LEAKING TAKE UP ON PACKING	ADJUSTED LIMIT SWITCHES
W179425	CEC-NOCOMPID	VERTICAL LOCKING BARS MISSING FROM CONTROL AND RELAY ROOM CABINET DOORS FOR 2CEC*PNL631 2CEC*PNL899 AND 2SVV*IPNL140.	INSTALLED OPERATING RODS AND BRACKETS ON PNL631; 899- NEW WR WRITTEN FOR PNL 140

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W180695	CEC-2CEC*PNL 629	TRIP UNIT B22-N692A ON H13-P629 IS LABELED B22-672A. TAG HUNG ON PNL 629. PLEASE RELABEL.	REPLACED LABEL ON PNL P629
W182836	EHS-2EHS*MCC 303-5B	PRIMARY HOLDED CASE BKR FAILS D.L.R.O. OF SURVEILLANCE PROCEDURE. REPLACE BKR. TAG LOCATED AT CUBICLE CSB 261	REPLACED BREAKER WITH SPARE FROM 2EHS*MCC303-4D W154468. BREAKER WAS TESTED ON WR 154468 RAN VALVE FOR PROPER OPERATION
W182845	EHS-2EHS*MCC 201-6A	REPLACE MISSING SCREW ON OVERLOAD RELAY - SCREW THAT HOLDS HEATER IN PLACE. SCREW REMOVED ON WR 182841	REPLACED OVERLOAD HEATER BOTTOM SCREW.
W182860	EHS-2EHS*MCC 303-10C	BREAKER DID NOT PASS D.L.R.O. READINGS. REPLACE BREAKER AS REQUIRED. BREAKER IS TOP BREAKER INSIDE OF DUAL BREAKER ENCLOSURE	REPLACED BREAKER WITH SPARE FROM 2EHS*MCC303-4C WR 154469. RAN VALVE FOR PROPER OPERATION. CIRCUIT BREAKER FROM 4C WAS TESTON ON WR 154469
W182889	ENS-2ENS*SWG 101	REPLACE OT ELEVATOR FUSES WITH TR10R FUSES PER PR 09192 - EDC 2E102084.	CHANGED FUSES PER EDC ZE10284 ON 2ENS*SWG101. CHANGED ALL ELEVATOR FUSES TO TR10R TYPE. CUBICLE 101-2 ALREADY HAD TYPE TR10R. CHECKED CONTINUITY ON ALL FUSES PRIOR TO INSTALLING.
W182890	ENS SWP-2ENS*SWG 103-7	REPLACE WIRING FROM DEVICE LC TO LB- PREVIOUS RAYCHEM REPAIRS TO WIRING HAVE MADE REMOVAL INSTALLATION OF ELEV MTR DIFFICULT. ALSO REPLACE BLOWN ELEVATE FUSE. TAG PLACED AT CUBICLE DOOR HANDLE	REPLACED WIRE FROM LC TO LB. REPLACED FUSES
W182891	EHS-2EHS*MCC 303-11D	REPLACE MOLDED CASE CKT BKR -EF3-B070-BKR REMOVED TO REPLACE DEFECTIVE BKR AT 2EHS*MCC303-9C REF WR 191102. TAG AT MCC.	REPLACED 70 AMP ITE BREAKER
W182894	ENS-2ENS*SWG 103-14	THE SPACE HEATERS IN 103-14 -15 AND N1 ARE NOT WORKING. PLEASE REPAIR OR REPLACE THEM. CUBICLES 103-14 AND 103-N1 ARE THE FEED FROM THE DIESEL AND 103-15 IS A SPARE.	REPLACED BLOWN FUSE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W183057	CEC-2CEC*PNL 870	AS REQUIRED BY NCR NO.2-90-0004 -MOD NO 88-053. REPLACE EXISTING NUMBER 20 AWG WIRE INSTALLED IN PANELS 870 AND 871 WITH NUMBER 14 AWG WIRE. PNL 870 REMOVE N. 20 AWG WIRE BETWEEN TERMINAL BLOCK KK TERM POINT 108 AND DEVICE 2G1-2HVRA90 TERM 4. REPLACE(INSTALL) NO. 14 AWG WIRE GREEN GE PN 00272A7917P014K005 AND ASSOC LUGS AS REQD. REFERENCE- EDC 2E00084 PAGE 6 (MATERIALS) ALSO 2E00084 PAGE 5- EDC 2E00084A PAGES 18 AND 19 (CONNECTION)- EDC 2E00084 PAGES 13 AND 14 AND NCR 2-90-0004 PAGE 4 (WIRING CHANGES REQD) PNL 871 REMOVE NO. 20 AWG WIRE BETWEEN TERMINAL BLOCK NN TERM POINT 106 AND DEVICE SB 1-2HVRB90 TERM 3. REPLACE (INSTALL) NO. 14 AWG WIRE YELLOW GE PN DD272A7917P014K004 AND ASSOC LUGS AS REQD. REFERENCE EDC 2E00084A PAGE 6 FOR MATERIALS PAGE 5 FOR MATERIALS- PAGES 22 AND 23 FOR CONNECTIONS- PAGES 17 AND 18 FOR CONNECTIONS- NCR 2-90-0004 PAGE 4 (WIRING CHANGES REQD) ATTACHMENTS FOR REFERENCE NCR 2-90-0004 EDC 2E00084 AND EDC 2E00084A	REPLACED INCORRECT WIRE SIZE (20 AWG) WITH CORRECT SIZE (14 AWG) PER EDC 2E00084 AND 2E00084A. REWIRED FROMPOINT NN(106) TO SB-1-2HVRB90 (3) TO RR22 TO SB-1-2HVRB90(4) IN PNL871. PNL 870 IS FROM PT KK106 TO LG-1-2HVRA90(3) AND KK(108) TO 2G-1-2HVRA90(4)
W183159	EJS-CA-2EJSA 17	CURRENT TRANSDUCER CA-2EJSA17 @2CEC*PNL852 FAILED BECAUSE IT DID NOT MEET REQUIRED OUTPUT DURING PROC. S-EPM-GEN-2Y071. REPLACE WITH NEW TRANSDUCER.	REPLACED TRANSDUCER AND VERIFIED CIRCUITRY FROM TD-2-2EJSA17 TO ERF COMPUTER POINT EJSIA100
W184559	RCS-2RCS*HYV 17A	PLEASE INCREASE THE FCV MINIMUM POSITION INTERLOCK LIMIT SWITCH SETTING AS PER ATTACHED EDC NO. 2E10362 OF SDC SC2-0005-91 (REFER TO RESOLUTION OF PR 07751)	RECALIBRATED-ADJUST CALIBRATED TO 1.56V TO FOURTEEN PERCENT FOR LIMIT SWITCH OF FCV SWITCH MEASURED IN INCHES PER STEP 2 OF EDC IS ONE AND THREE FOURTHS INCHES.
W184560	RCS-2RCS*HYV 17B	PLEASE INCREASE THE FCV MINIMUM POSITION INTERLOCK LIMIT SWITCH SETTING AS PER ATTACHED EDC NO. 2E10362 OF SDC NO. SC2-0005-91 (REFER TO PR 07751 RESOLUTION)	THE LIMIT SWITCH ACTUATED AT 1.54V MEASURED AT TERM 45 46 OF 2CES-PNL 634 RACK 2 BAY B. THE POSITION FEEDBACK OF 1.54V CORRESPONDING TO FOURTEEN PERCENT VALVE POSITION PER 1L2RCS-099 RVDT CALIBRATION. 1.52-1.60V. ABOVE WORK CORRESPONDS TO ONE AND ELEVEN SIXTEENTHS INCHES MEASURED AT LIMIT SWITCH PER EDC-STOP 2.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W184819	ICS-2ICS*MOV 150	2ICS*MOV150 SHOWS DUAL INDICATION FOR VALVE POSITION AT PNL 601.	TIGHTEN LOCKING NUTS THAT HOLD LIMIT SWITCH ACTUATOR TO VALVE STEM.
W184826	VBA-2VBA*UPS 2A	FUSE F81 BLEW DURING UPS TRANSFER ON LOSS OF LINE 5. REPLACE FUSE. LOCATED CB 261 EL DIV I SWITCHGEAR RM	REPLACED FUSE F81
W184827	EGS-2EGS*EG1	ON LOSS OF OFF SITE POWER (NO. 5 LINE) EGS AND EG2 AUTO STARTED AND ENERGIZED DIV I AT 58.8 H2 (LOAD WAS 900KW). PLEASE ADJUST GOVERNOR SETPOINT. TAG LOCATED AT PNL851 AT GOVERNOR CONTROL *EG2	REPLACED RELAY 4EX3 4LSYN1 4LSYN2
W184865	RPM-2RPM*ACB 1B	2RPM*ACB1B HAS SPURIOUS TRIPS. BOTH ACB1B AND ACB2B EPA'S WERE FOUND TRIPPED. ACB1B SUSPECTED. TAG AT P603	TROUBLESHOOT PER ATTACHED TROUBLESHOOT PLAN
W184911	HCS-2HCS*PNL 22B	PERFORM INSPECTIONS ON 2HCS*PNL22B PER ATTACHED S-MI-5.3-001	INSPECTED 2HCS*PNL22B PER MI
W184912	ENS-2ENS*SWG 101-1	WHILE PERFORMING N2-EPM-GEN-R550 ON 2EWS*SWG101-1 FOUND THAT PIN ON THE DISCHARGE CRANK ARM IS BENT AND CRACKED WHERE IT IS WELDED TO ARM; ALSO THAT 1/2 IN. LOCKWASHER ON BOLT FOR PRIMARY STUB CONNECTOR IS BROKEN. PLEASE REPLACE BOTH PARTS	REPLACED DEFECTIVE PARTS PER ATTACHED PROCEDURE
W184987	SWP-2SWP*MOV 15B	REPLACE DEFECTIVE O-RING ON LIMIT SWITCH BAYONET ASSEMBLY. GREASE LEAKING FROM BAYONET ASSEMBLY FOUND DURING PERFORMANCE OF N2-EPM-GEN-R520	REPLACED O-RING ON LIMIT SWITCH ASSEMBLY; LIMIT SWITCH COVER GASKETS (2) AND LIMITORQUE COVER GASKET
W187264	CMS RMS-2CMS*CAB 10B	ERF COMPUTER POINT CMS RU101 DID NOT FAIL WITHIN REQUIRED LIMITS DURING SPDS MOD. TEST USING PROC. N2-RSP-RMS-R111. QUESTIONS- RP CALS EXT 2594	PROVIDED I&C SUPPORT
W187502	ICS-2ICS*AOV 156	DURING PERFORMANCE OF N2-OSP-ICS-Q002 AOV 156 FAILED TO INDICATE FULL SHUT. TROUBLESHOOT	ADJUSTED LIMIT SWITCHES TO OBTAIN PROPER VALVE INDICATION
W187511	MSS-S32-2MSS N25	DESCRIPTIVE LABELS ON SWITCHES B22H-S32 AND B22H-S33 ARE IN ERROR SINCE THE SWITCHES DO NOT RESET GROUP 10 ISOLATIONS THE SWITCHES ARE LOCATED ON 2CEC*PNL602.	NEW LABEL INSTALLED
W187517	CMS-2CMS*SOV 26A	2CMS*SOV26A INDICATES DUAL POSITION WHEN OPENED.	READJUST LIMIT SWITCH FOR RED LIGHT FOR TROUBLESHOOTING PLAN

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187519	CMS-2CMS*SOV 25C	2CMS*SOV25C HAS DUAL INDICATION WHEN TAKEN TO SHUT POSITION. TAG HUNG AT CEC*PNL873	READJUSTED LIMIT SWITCH FOR RED LIGHT FOR TROUBLESHOOT PLAN
W187526	CES-2CES*PNL 405	CHECK CONTINUITY AND OR VOLTAGE DROP AS APPLICABLE CONTACTS OF SW10 2RSSN89 AND SW16-2RSSN95. SWITCHES WERE PLACED IN THE EMERGENCY POSITION AND THEN RETURNED TO NORMAL PER N2-OSP-ADS-R002 NEED TO CHECK TO DECLARE OPERABLE	CHECKED CONTACTS ON ABOVE SWITCHES PER MI AND VERIFIED CONTACTS TO ESK-3K SH 3 OF 3 0007510980752E AND 0007510980766E. ALL CONTACTS CHECKED OUT CORRECT
W187536	FWS-2FWS*AOV 238	VALVE POSITION INDICATION SHOWS RED AND GREEN LIGHT ILLUMINATED WITH VALVE CLOSED. (NO FLOW THRU VALVE)	ADJUSTED OPEN LIMIT SWITCH ARM TO GIVE PROPER LITE INDICATION IN CONTROL ROOM. WORKS FINE NOW.
W187544	CMS-2CMS*SOV 26C	2CMS*SOV26C - SURVEILLANCE TEST N2-OSP-CMS-R001 SUCT 7.3.109 - IT WOULD NOT HOLD ANY PRESSURE WHEN CLOSED AND LINE ISOLATED DOWNSTREAM. LOCATED RX BLDG EL 215 AZ 117.	VALVE COIL INSTALLED AND ADJUSTED IND LIGHTS
W187546	HVR-2HVR*SOV 236	WHEN ORIGINALLY CLOSED THIS VALVE GAVE CLOSED INDICATION. ABOUT 30 MIN. LATER IT HAD A DUAL INDICATION. CYCLING VALVE DID NOT CHANGE DUAL INDICATION. 237 FT. CONTROL BLDG	ADJUSTED REED SW
W187555	SVV,ADS-2SVV *NBE229	VERIFY- REMOVE SHUTDOWN TRANSFER SWITCH CONTINUITY AS PER I&C PROCEDURE N2-ISP-SVV-R102 ATTACH 2 8 10 18 (SWITCH NOS. SW-10-2RSSN89 AND SW-16-2RSSN95 AT REMOTE SHUTDOWN PNL 405). CONTINUITY CHECK TO BE DONE AFTER I&C COMPLETES TESTING PORTION OF PROCEDURE (STEP 7.5.5.2)	CHECKED CONTACT FOR PROPER CONFIGURATION PER ATTACHMENTS AND ESK 3K SHEET 3.
W187558	CES-2CES*PNL 405	PERFORM A CONTINUITY CHECK FOR NORMAL POSITION CONTACTS ON THE FOLLOWING SWITCHES AT REMOTE SHUTDOWN PANEL 2CES*PNL405 WHEN REQD BY OPS SURVEILLANCES: SWITCH 1 2 3 4 5 6 7 8 11 12 13 14 15	PERFORMED CONTINUITY AND VOLTAGE CHECKS FOR NORMAL POSITION OF THE ABOVE SWITCHES IN SHUTDOWN PNL. ALL CONTACTS VERIFIED GOOD.
W187566	EHS-2EHS*MCC 301	BUCKET CONTACTOR 42-2SWRB36 MAIN CONTACTOR IS EXTREMELY HOT. REPLACE. SCREENWELL BLDG 261 CONTACTOR. HEATERS WERE OFF WHEN PROBLEM WAS FOUND.	BUCKET WAS PULLED. STARTER CONTACTOR WAS CHANGED OUT AS A COMPLETE UNIT AND BUCKET WAS THEN REINSTALLED. CONTACTOR WAS OBTAINED FROM SPARE BUCKET 4D. WR 190030.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187576	ICS-2ICS*MOV 150	VALVE FAILS TO TRIP SHUT WITH CONTROLS TRANSFER TO REMOTE SHUTDOWN PANEL. WITH A TRIP SIGNAL IN N2-OSP-RSS-R001. ALSO VLV WILL NOT TRIP WHEN TRIP PUSHBUTTON IS DEPRESSED AT REMOTE SHUTDOWN. PWR WAS VERIFIED TO JV7060. NOTE 3 ESK11R5511. TAG 2CES*PNL405 AND 2CEC*PNL601.	REPLACE TRIP COIL. REPLACED SOLENOID TRIP COIL FOR ABOVE VALVE
W189330	EJS-2EJS*US1 -9B	BREAKER SPRINGS WOULD NOT DISCHARGE WHEN BREAKER WAS RACKED OUT. LOCATED IN DIV I SWG ROOM. TAG ON CSA 261	BREAKER SPRINGS DISCHARGE AFTER BREAKER IS COMPLETELY RACKED OUT AND BREAKER IS BEING PULLED OUT OF CUBICLE SLOT. FEEDER BREAKERS DIFFER FROM LOAD BREAKERS IN THIS ASPECT. BREAKER WORKER SAT.
W189331	ENS-2ENS*SWG 101-2	METALIC SUPPORT CLIP SHEARED OFF TO ONE OF THE TRIP FUSES DURING INSERTION OF FUSES INTO BLOCK. SEE ATTACHED PIECE. LOCATED IN DIV I SWG ROOM.	REPLACED METALLIC SUPPORT CLIP
W189407	ICS-2ICS*AOV 157	VALVE POSITION INDICATOR IS NOT OPERATING CORRECTLY. INDICATOR SHUT IN THE CONTROL ROOM NO MATTER WHAT POSITION 2ICS*AOV157 IS ACTUALLY IN. TAG AT CONTROL BUTTON ON 2CEC*PNL621 2ICS*AOV157	STROKED VALVE AND FOUND NO PROBLEMS. WORKS FINE AS WELL AS RED AND GREEN LIGHTS. NO WORK REQUIRED
W189566	EGT	LUBE OIL HEATER DOES NOT CYCLE ON AT LESS THAN 120 DEG.F. WHEN REQD TO MAINTAIN LUBE OIL TEMP WITHIN SPECIFICATIONS	TROUBLESHOOTING FOUND TEMP CONTROL SWITCH 23Q OUT OF TOLERANCE. IT IS OPEN AT 115 DEGREES F SHOULD MAINTAIN 120 DEGREES F SUPPORT TO I&C
	GTS-2EGT*CH3		
W189636	HVY-2HVY*UC2 C	2HVY*UC2C WENT INTO MOTOR OVERLOAD.TROUBLESHOOT AND REPAIR OR REPLACE PARTS AS NECESSARY. TAG ON 2CEC*PNL870 NEXT TO CONTROL SWITCH	REPLACED MOTOR 1-19-91. TESTED MOTOR ROTATION AND ONE HOUR 1-20-91.
W189685	ENS-2ENS*SWG 101-15	RELAY FACE COVER HAS A CRACK. COMPONENT IS LOCATED IN DIV II SWITCHGEAR ROOM. INSPECT AND REPLACE AS NECESSARY.	REPLACED GLASS COVER
W189967	MSS	INSTALL BANANA PLUGS AND PROVIDE SUITABLE JUMPER TO FUNCTIONALLY CONNECT CONTACTS -D TO E- SO THAT OPERATION CAN BE ACCOMPLISHED FROM BACK OF PNL P622. NECESSARY TO SUPPORT EOP REV 4 ATT 5. DELIVER JUMPERS TO L. NARON.	INSTALL TEST JACKS- ALSO IDENTIFY LEAD FROM CONTACT L OF RELAY K53B-2HSSN24 AT TB. INSTALLED TEST JACKS ON TB-BB41 AND RB60 FOR RELAY TEST POINTS. LABELED LEAD FROM POINT L ON RELAY AT BB62
	RHS-K53B-2HS SN24		

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W189972	MSS RHS-K53A-2MS SN25	INSTALL BANANA PLUGS AND PROVIDE SUITABLE JUMPER TO FUNCTIONALY CONNECT CONTACTS -O- TO -E- SO THAT OPERATION CAN BE ACCOMPLISHED FROM BACK OF PNL623. NECESSARY TO SUPPORT EOP REV4 ATT 6. DELIVER JUMPER TO L NARON	INSTALLED TEST JACKS ON BB49 AND AA72 OF 2CEC*PNL623 AND LAGELED LEAD FROM POINT L ON DEVICE BZ ON TB 58
W190016	CEC-2CEC*PNL 873	REPLACE DEFECTIVE SPARE IND SWITCH SP-873-01 WHICH WAS REPLACED (SWAPPED OUT) ON WR 191786 WITH 1M-2CMSA04. DEVICE CODE IS GXE. PART NO IS 145C3237P002	INSTALLED NEW INDICATOR SWITCH AT POSITION SP-873-01 GXE IN PANEL 873 TO REPLACE DEFECTIVE SWITCH WHICH WAS INSTALLED ON WR 191786
W190085	MHR-2MHR*CRN 1	WHILE PERFORMING N2-EPM-GEN-A805 ON CRANE FOUND RUBBER BOOT OVER BRIDGE MOTOR 1 BRAKE SOLENOID TO BE RIPPED. REPLACE RUBBER BOOT	REPLACED RUBBER BOOT ON BRAKE SOLENOID CAN
W190086	MHR-2MHR*CRN 1	WHILE PERFORMING N2-EPM-GEN-A805 ON POLAR CRANE FOUND LIGHTING CONTACTOR TO BE BINDING ATTEMPTED TO LOCATE CAUSE UNABLE TO LOCATE. REPLACE CONTACTOR WESTING HOUSE 5 NOLE 230-480V SIZE 1 MOD A291K1EA STYLE 277A455G01 WITH 120V COIL	REPLACE CONTACTOR WITH NEW EQUIVALENT CONTACTOR OF SAME SIZE AND SAME MANUFACTURER.
W190087	MHR-2MHR*CRN 1	WHILE PERFORMING N2-EPM-GEN-A805 FOUND EXCESSIVE ARCING INSIDE MOTOR COMMUTATOR AND PITTING OF COMMUTATOR. STORE COMMUTATOR ADJUST BRUSH RIGGING AS REQUIRED	STONED COMMUTATOR AND CLEANED ELIMINATING ALL BUT SLIGHT ARCHING OF EDGE OF BRUSH. ADJUSTED BRUSH RIGGING FOR PROPER CLEARANCE FROM END TO COMMUTATOR
W190088	MHR-2MHR*CRN 1	WHILE PERFORMING N2-EPM-GEN-A805 FOUND CONTACTS ON HOIST 1 HIGH SPEED CONTACTOR TO BE SEVERELY PITTED. REPLACE CONTACTS	REPLACE SEVERELY PITTED CONTACTS ON HOIST NO. 1 HIGH SPEED CONTACTOR
W190091	SWP-2SWP*MOV 1A	WHILE PERFORMING N2-EPM-GEN-R520 FOUND TORQUE SWITCH HAD NO LIMITER PLATE	REPLACE PARTS; INSTALLED NEW LIMITER PLATE PER EP-410
W190094	EHS-2EHS*MCC 101-3A	CONTROL TRANSFORMER HAS BROKEN FUSE CLIP (401DER). REPLACE WITH NEW ONE.	REPLACE BROKEN FUSE CLIP
W190095	HTS-2HTS*PNL 003	HEAT TRACE DOES NOT MEET ACCEPT. CRITERIA PER N2-EPM-GEN-A784 MEGGER READINGS OF 7MRS. ALSO NEEDS O-RING SEAL ON COVER AT HEAT TRACE LINE.	REPLACED OLD HEAT TRACE WITH NEW. MEETS ACCEPT. CRIT. OF N2-EPM-GEN-A784
W190096	HTS-2HTS*PNL 003	HEAT TRACE DOES NOT MEET ACCEPT. CRIT. PER N2-EPM-GEN-A784. MEGGER READINGS OF ONLY 7MRS- ALSO NEEDS O-RING SEAL ON COVER AT HEAT TRACE LINE. 289 RB DIRECTLY OVER N STAIRWELL DOOR	REPLACED BAD HEAT TRACE WITH NEW

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190098	MSS-2MSS*MOV 111	WHILE PERFORMING EPM-R520 FOUND TORQUE SWITCH SETTINGS OF 3 CLOSED AND 2 OPEN EP-410K SHOWS THAT TORQUE SWITCH SETTINGS OF 3 CLOSED AND 3 OPEN.	ADJUSTED TORQUE SWITCH OPEN SETTING FROM TWO TO THREE PER EP-410K DRAWING
W190099	RHS-2RHS*MOV 104	WHILE PERFORMING N2-EPM-GEN-R520 FOUND TORQUE IN WRONG POSITION. PLEASE SET PER APPROVED DESIGN DOCUMENT. OPEN SWITCH SET AT TWO AND ONE QUARTER SHOULD BE TWO AND ONE HALF.	SET OPEN TORQUE SWITCH SETTING FROM TWO ONE FOURTH TO TWO ONE HALF.
W190103	ENS RHS-2ENS*SWG 103-12	THE FUSE HOLDING PULL OUT PORTION OF THE ELEVATE FUSE BLOCK IS BROKEN. REPLACE WITH NEW PART. DEFICIENCY TAG NO. 14704 AT HANDLE DOOR OF 2ENS*SWG103-12.	REPLACE FUSE BLOCK PULL-OUT PORTION OF FUSE BLOCK
W190109	EPS-2EPS*SWG 002	WHILE PERFORMING PM ON ABOVE SWG USING PROC 3Y554 FOUND PANEL KNOB FOR SLIDING DOOR USED FOR RACKING BKR ON EXTERIOR SWG DOOR MISSING. REPLACE KNOB PLEASE. DEF. TAG 14724.	REPLACED SLIDING DOOR KNOB
W190111	EHS-2EHS*MCC 103-18D	FOUND BOTTOM CONTACT CARRIER TO BE BROKEN. REPLACE WITH NEW. DOES NOT AFFECT FUNCTION OF CONTACTOR. STARTER SIZE NUMBER 2.	REPLACED BOTTOM CONTACTOR WITH NEW
W190112	EHS-2EHS*MCC 103-18D	FOUND DOOR INTERLOCK ON BREAKER OPERATING MECH IS NOT FUNCTIONING PROPERLY. REPLACE OR REPAIR AS NECESSARY.	REPLACED DOOR INTERLOCK MECHANISM
W190131	RPS-K14N-2RP SA01	ON DE-ENERGIZATION OF RELAY C72A-K14N RELAY DID NOT DROP OUT COMPLETELY CAUSING RELAY TO CHATTER. INVESTIGATE CONTROL CIRCUIT 2RPSB06. ALSO SHADING POLES ON RELAY ARE DEFECTIVE. REPLACE RELAY.	VERIFIED OPERATION OF RELAY DURING I&C SURVEILLANCE RELAY DROPPED OUT WITH NO CHATTER
W190139	EJA-2EJA*PNL 101A	WHILE PERFORMING N2-EPM-GEN-A584 ON 2EJA*PNL101A IT WAS NOTICED 2 HEXHEAD SCREWS WERE MISSING FROM THE INNER COVER.	REPLACED MISSING SCREWS
W190144	VBS-2VBS*PNL 101A-27-SW	UPPER FUSE HOLDERS WERE REMOVED TO REPAIR SW 24 ON WR 190141. PLEASE REPAIR SPARES 27 AND 28. DEF. TAG NO. 200686. REPAIR WORK CAN BE DONE HOT IF NEED BE.	REPLACED THE FUSIBLE SWITCHES
W190145	VBS-2VBS*PNL 101A-26-SW	UPPER FUSE HOLDERS WERE REMOVED TO REPAIR SW 18 ON WR 190140. PLEASE REPAIR SPARES 25 AND 26. DEF. TAG NO. 20685. REPAIR WORK CAN BE DONE HOT IF NEED BE.	REPLACED THE FUSIBLE SWITCHES

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190189	RHS-2RHS*MOV 15A	INSTALL CORRECT TORQ SW LH PLATE PER MAX SETTING EP-410- DISCOVERED DURING PERFORMANCE OF N2-EPM-GEN-R520	INSTALLED NEW TORQUE SWITCH LIMITER PLATE PER EDC 2M00186 AND SET TORQUE SWITCH TO 1 3/4 OPEN 1 3/4 CLOSED
W190206	BYS-2BYS*BAT 2C	BROKEN FLASH ARRESTORS WHILE PERFORMING N2-EPM-GEN-A666 FOUND BROKEN FLASH ARRESTORS ON CELL NUMBERS 31 56 AND 58. REPLACE AS PARTS BECOME AVAILABLE	REPLACED BROKEN FLASH ARRESTORS WITH NEW
W190214	MHR-2MHR*CRN 1	RB EL 390 TROLLEY IS NOISY WHEN OPERATING AND TRIPS THE BREAKER. (BRAKE MAY NOT RELEASE COMPLETELY) CRANE FAILS TO RESTART. TROUBLESHOOT. TAG LOCATED AT BREAKER RB 289 NJS-U52	RESET OVERLOAD;MECH MAINT TO ADJUST BRAKES
W190227	VBS-2VBS*ACB 2A	REPLACE BROKEN RED BREAKER OPEN INDICATING LGT ON EPA BREAKER. FOUND DURING PERFORMANCE OF N2-ESP-RPS-SA@744	REPLACED INDICATING LIGHT HOLDER
W190229	EHS-2EHS*MCC 103-20A	MECHANICAL INTERLOCK IS HANGING UP WHEN CONTACTOR IS DEPRESSED. REPAIR OR REPLACE AS NECESSARY. USE SPARE BREAKER 24B TO FIX PROBLEM.	REMOVED STARTER FROM 2EHS*MCC103-24B AND INSTALLED IN 2EHS*MCC103-20A PER ATTACHED PROCEDURE. INSTALLED DEFECTIVE STARTER IN 2EHS*MCC103-24B WHICH IS A SPARE CUBICLE. WR 190230 WRITTEN TO REPAIR 2EHS*MCC103-24B
W190230	EHS-2EHS*MCC 103	REMOVE CONTACTOR ASSEMBLY AND REPLACE IT IN CUB.20A - 2RHS*MOV1A	REPLACED CONTACTOR ASSEMBLY IN EHC MCC10324B
W190231	EHS-2EHS*MCC 103-23D	N.C. CONTACT APPEARS TO BE CLOSED. BUT DOES NOT SHOW CONTINUITY WHILE USING FLUKE DRUING PM R520. REPLACE AUX CONT. CAT NO. F10NOCL	REPLACED AUX CONTACT
W190232	SCM-2SCM*PNL 102A	THE SIDE PLATES ON ARE MISSING.REPLACE BOLTS AND WASHERS -FLAT & LOCK- BOLTS 1 1/2 INCH LONG 7/16 HEX HEAD 1/4 20.	INSTALLED MISSING BOLTS
W190237	HVP-2HVP*MOD 7B	MOD NEEDS TO BE REBUILT DUE TO OIL LEAKAGE AND FAILURE TO OPERATE. LOC 280 DIESEL GENERATOR BLDG. BLDG LINE AA COLUMN 13.00 FOUND WHILE PERFORMING N2-EPM-HVP-A779. MOD FAILED TO OPERATE WHEN ENERGIZED.	REPLACE MISSING MOUNTING BOLT. REF WR 190235. REBUILT PER PROCEDURE
W190239	BYS-2BYS*CHG R2C1	MONITOR BATTERY CHARGER OUTPUT VOLTAGES AND ADJUST AS REQD. 2 WK DAILY MONITORING FOR EVALUATION OF POSSIBLE FLOAT VOLTAGE DRIFT PROBLEM	MONITORED CHARGER VOLTAGE;SEE RESULTS ON ATTACHED DATA SHEETS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190244	HVP-2HVP*MOD 1D	REPLACE TB3 AND RELUG CAPACITOR LEAD. LUG 18-22 AWG #8 HOLD. TB3 ITEM 633 PG 2-31 OF VENDOR MANUAL	REMOVE TB3 FROM MOD BEING REBUILT IN SHOP REF WR 196243 911004. RELUGGED CAP LEAD
W190265	ICS-2ICS*AOV 157	INDICATOR ARM ON 2ICS*AOV157 DOES NOT MOVE DURING VALVE STROKING.PLEASE REPAIR AS NECESSARY.SDC SC2-0274-91.	COMPLETED ATTACH -A- WORK PLAN
W190279	MHR-2MHR*CRN 1	WHILE PERFORMING N2-EPM-GEN-A805 ON POLAR CRANE FOUND THAT MEGGER READINGS ON BOTH LEFT AND RIGHT BRIDGE DRIVE MOTORS RESISTOR BANKS ARE LOW. INVESTIGATE EVALUATE	REMEGGED RESISTOR BANKS;FOUND READINGS TO BE GOOD
W190459	RHS-2RHS*MOV 37A	WHILE PERFORMING N2-EPM-GEN-R520 ON VALVE FOUND THAT TERMINAL BLOCK FOR MOTOR LEADS HAD A CRACKED DEVIDER BETWEEN POINTS. PLEASE REPLACE. ALSO MOV WILL NOT STAY IN HAND OPERATION DECLUTCH LEVER OUT OF ADJUSTMENT	ADJUSTED DECLUTCH LEVER AND REPLACED TERM BLOCK
W190460	RHS-2RHS*MOV 12A	WHILE PERFORMING ON N2-EPM-GEN-R520 ON MOV FOUND THAT 2 SCREWS ON GEARED LIMIT SWITCH WERE MISSING. PLEASE REPLACE SCREWS	REPLACED 2 SCREWS ON LIMIT SWITCH COVER
W190519	SWP-2SWP*MOV 74C	FOUND DAMAGED WIRE TO TORQUE SWITCH DURING PM.(R510) NEEDS TO BE REPAIRED	REPLACED DAMAGED WIRE
W190522	ENS SWP-2ENS*SWG 101-6	ELEV 261 CONTROL BLDG (2ENS*SWG101-6) BREAKER SPRING CHARGING MOTOR LOCKS UP. SUSPECT STRIPPED OR BROKEN GEARS. REPAIR OR REPLACE AS NECESSARY	REPLACE CHARGING MOTOR WITH MOTOR FROM 2ENS*SWG103-15; REF WR 196439
W190529	CCP-2CCP*MOV 18A	TORQUE SW. DOES NOT MEET SPEC'S ON EP-410B (2 PLUS2). PLEASE ADJUST PER EP410B AND REPLACE LIMITER PLATE.	REPLACED LIMITER PLATE AND READJUSTED TORQUE
W190531	SWP-2SWP*M1C	REPAIR MOTOR CVR SCREENS PER EDC 2F00288. DISCOVERED DURING PERF. OF N2-EPM-GEN-R550	PERFORMED EDC 2F00288 SCREENS ARE REINSTALLED
W190534	CCP-2CCP*MOV 14B	WHILE PERFORMING PREVENTATIVE MAINT ON VALVE OPERATOR (N2-EPM-GEN-R520) DISCOVERED LIMITER PLATE ON TORQUE SWITCH TO HAVE SETTING OF 3 1/2 - WHEREAS EP-410A REQUIRES -4- REPLACE	REPLACED LIMITER PLATE. NO ADJUSTMENT MADE TO TORQUE SWITCH PER DAN LEMAY 910725
W190538	ICS-2ICS*MOV 124	WHILE PERFORMING N2-EPM-GEN-R521 FOUND THAT THE LOCK WASHERS ON THE BOLTS HOLDING THE MOTOR END BELLS TOGETHER WERE CRACKED. PLEASE REPLACE	REPLACED LOCK WASHERS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190539	SWP-2SWP*MOV 67A	WHILE PERFORMING N2-EPM-GEN-R520 FOUND INCORRECT LIMITER PLATE; DAMAGED TERMINAL STRIP- DAMAGED JUMPER FROM TQ. SWITCH TO FINGER BASE AND TQ. SWITCH NOT SET CORRECTLY	REPAIRED BY REPLACING JUMPER; REPLACED TORQUE SWITCH; REPLACED TERMINAL BLOCK. TORQUE SWITCH DID NOT REQUIRE RESETTING. VALVE POSITION AT ORIGINAL OBSERVATION HAD PARTIAL TENSION ON TORQUE
W190541	SWP-2SWP*MOV 18B	WHILE PERFORMING N2-EPM-GEN-R520 IT WAS DISCOVERED THAT THE MOTOR TERMINAL BLOCK WAS BROKEN. PLEASE REPLACE. TAG HUNG ON THE ACTUATOR	REPLACED TB IN ELECT COMPARTMENT
W190547	BYS-2BYS*BAT 2A	CORROSION ON BACK BENEATH CELL 48 CLEAN POINT AS REQUIRED. ALSO CELL 48 MISSING ID DECAL PREVIOUSLY ADDRESSED REF WR 161799. WR DOC MISSING DEF TAG ON CABLE TRAY BEHIND CELL 48	DECAL REPLACED;CLEANED PAINTED AS REQD
W190552	EHS-2EHS*MCC 303-21B	TAG AT BREAKER; SEPARATION BARRIERS BETWEEN PHASES OF BREAKER NEEDS TO BE REGLUED ON TO BREAKER ON LOAD SIDE. DISCOVERED WORKING N2-EPM-GEN-R580	GLUED SEPARATION BARRIERS
W190555	GTS-2GTS*MOV 1A	WHILE PERFORMING N2-EPM-GEN-R520 ON 2GTS*MOV1A FOUND THAT TORQUE SWITCH LIMITER PLATE WAS INCORRECT PER EP-410. PLATE WAS AT 2 3/4 AND NOT AT 3 1/4. PLEASE REPLACE WHEN PARTS ARE AVAILABLE	EDC 2M10356 CHANGES EP-410 TO 2 3/4 MAX SETTING. NO CORRECTIVE ACTION REQD
W190558	VBA-2VBA*UPS 2B	RIGHT FRONT VENT FAN HAS A SQUEAK IN THE FAN BEARING; NEEDS TO BE REPLACED	REPLACED DEFECTIVE FAN WITH NEW ONE
W190559	SWP-2SWP*FV4 7A	REPLACE FUSE WITH CORRECT FUSE PER PGCC FUSE LIST. FUSE IS LOCATED IN PNL859. EL 288 CB	REPLACED FUSE WITH CORRECT FUSE
W190569	LAC-2LAC*PNL E03	SINGLE POLE 20 AMP CKT BREAKER IN 2LAC*PNLE03 IS BAD AND NEEDS TO BE REPLACED THE BREAKER IS FOR 2 LIGHTS IN DIV 3 CONTROL ROOM	REPLACED BRANCH LIGHTING CKT BREAKER NO. 19 IN 2LAC*PNLE03
W190570	HCS-2HCS*MOV 2B	WHILE PERFORMING N2-EPM-GEN-R520 WE FOUND UPPER FINGER BASE CRACKED AND RETAINING SPRING OFF ON HANDWHEEL	REPLACED OLD FINGER BASE WITH NEW
W190571	HCS-2HCS*MOV 25B	KEY WAY ON 2HCS*MOV25B DECLUTCH LEVER IS SPLIT IN HALF AND SHOULD BE REPLACED; ALSO LIMIT TORQUE COVER BOLT MISSING; ALL THIS WAS FOUND DURING N2-EPM-GEN-R520	REPLACED KEY AND COVER BOLT
W190574	EHS-2EHS*MCC 103-22C	WHILE PERFORMING N2-EPM-GEN-580 IT WAS DISCOVERED THAT THE STARTER WAS CHIPPED IN TWO PLACES. PLEASE REPLACE THE STARTER	REPLACED THE CONTACT CARRIER

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190575	EHS-2EHS*MCC 103	CONTACTOR IS CHIPPED; PLEASE REPLACE - FOUND WHILE PERFORMING N2-EPM-GEN-R580	REPLACED CONTACT CARRIER
W190578	SWP-49X-2SWP B08	RELAY 49X-2SWPB08 IS MAKING LOUD VIBRATING SOUND; REPLACE RELAY LOCATE IN BACK OF 2EHS*MCC302 PANEL. TAG AT PANEL	REPLACED RELAY BASE COIL ON 49X-2SWPB08
W190583	EHS-2EHS*MCC 102-4B	DEFECTIVE OVERLOAD HEATER ON 02 IN CONTROL CUBICLE. FOUND PROBLEM WHILE PERFORMING N2-EPM-GEN-R520 STEP 7.3.9. MCC LOCATED AT ABW 240RB. HEATER SIZE T14 REF EDC 2E10363	REPLACED ALL 30 HEATERS; TERMINAL BLOCK AND RELUGGED MOTOR LEAD
W190584	HVP-2HVP*FN1 B	STARTER COIL HAS CRACKS AND BARE CONDUCTOR SHOWING; REQUIRES REPLACEMENT	STARTER COIL DEFECTIVE - HAS CRACKS
W190629	HVK-2HVK*CHL 1A	INDICATING LIGHT FOR THE AUX OIL PUMP IS MISSING ITS RETAINING RING THAT SECURELY FASTENS IT TO PANEL. REPLACE RETAINING RING ONLY	REPLACE RETAINING RING
W190799	SWP-2SWP*PSY 1004A	FUSE F6-2SWPA25 (ESK 7SWP08) IS BLOWN. NEEDS REPLACING- FUSE IS IN PANEL 859	REPLACED CONTROL FUSE IN CIRCUIT
W190904	ZZZ-NOCOMPID	2HVP*MOD6A SPARE HAS LEAKING INTERNAL SEALS. PLEASE REPLACE AND REBUILD. OPERATOR SS 83138272448-01-006	REBUILD MOD REBUILT
W190905	RHS-2RHS*MOV 37B	VALVE ACTUATION WILL NOT WORK IN HAND OPERATION WITHOUT HOLDING DOWN DECLUTCH LEVER. TAG HUNG AT POWERBOARD	REPLACED TRIPPER LEVER ASSEMBLY
W190991	ICS-NOCOMPID	RCIC TURBINE EG-H CONTROL IS POSSIBLE CAUSE OF OSCILLATIONS DURING OPERATION. REPLACE AS NEEDED	SW11 CONTINUITY CHECKED FUNCTIONS AS DESIGNED
W191436	HCS-2HCS*RBN RH1A	TRICKLE HEATER LIGHT INDICATOR HOUSING IS BROKEN AND NEEDS REPLACEMENT. RX 240.	INSTALLED NEW LIGHT INDICATOR ON HYDROGEN PER.
W191438	CEC-2CEC*PNL 622	INVESTIGATE AND IDENTIFY WITH BRADEY MARKER OR EQUIVALENT B22H-K170 LEAD -B- AT THE POINT WHERE IT CONNECTS TO TB -BB- AT BB-32. (NECESSARY TO IDENTIFY WHICH LEAD OF LIFT) REQUIRED FOR EOP-6	INVESTIGATED AND IDENTIFIED THE CORRECT WIRE AND LABELED THAT WIRE WITH BRADEY MARKERS
W191439	CEC-2CEC*PNL 623	IDENTIFY WITH BRADY MARKER OR EQUIVALENT B22-K8 LEAD -E- AT POINT WHERE IT CONNECTS TO TB BB-85 AND B22H-K171 LEAD -B- AT THE POINT WHERE IT CONNECTS TO TB BB.34 (NECESSARY TO IDENTIFY WHICH LEADS TO LIFT) EOP-6 REQD	INVESTIGATED AND IDENTIFIED THE CORRECT WIRE AND LABELED THAT WIRE WITH BRADEY MARKERS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191477	CEC-2CEC*PNL 601	INOP STATUS LIGHT DOES NOT RETURN TO NORMAL POSITION WHEN PLACED IN P51.	TROUBLESHOOT STATUS LIGHT WORKS PER DESIGN
W191495	CEC-2CEC*PNL 873	ANNUNCIATOR FAILS TO OPERATE WHEN SFC MANUALLY OUT OF SERVICE PUSHBUTTON IS OPERATED. REPAIR AS REQUIRED. LOCATED IN PGCC.	REPAIRED SWITCH 1-2SFCA09 BY SNAPPING BACK TAB BACK INTO ALIGNMENT. REPLACED FUSE F1-2SFCA10
W191518	RHS-2RHS*AOV 16C	2RHS*AOV16C HAS DUAL INDICATION VALVE IS BELIEVED TO BE CLOSED.	ADJUSTED CAM12-31-90 TESTED SATISFACTORY
W191569	CPS-2CPS*AOV 109	DURING PERFORMANCE OF N2-OSP-CPS-Q001 2CPS*AOV109 FAILS TO INDICATE OPEN POSITION WHEN SWITCH IS TAKEN TO OPEN WHILE CLOSED LIGHT EXTINGUISHES. REPAIR AS REQUIRED.	REPLACE CONAX SEAL ON 2CPS*AOV109-C
W191650	CES EGS-2CES*IPN L408	ANN SILENCE PUSHBUTTON -APB- SWITCH COLLER IS BROKEN. REPLACE COLLER. TAG LOCATED ON ANN SILENCE P.B. ON PNL 408 CB261.	REPLACED ANNUNCIATOR BUTTON COLLAR
W191762	VBA-2VBA*UPS 2A	THERE IS A FAN FAILURE ON PANEL. ONE OF THE FANS ON TOP OF UNIT THAT IS NOT ROTATING. PLEASE REPAIR. TAG LOCATED ON CONTROL BLDG 261 DIV I SWGR ON 2VBA*UPS2A	REPLACED F-84 THAT SUPPLIES POWER TO REG SECTION FANS. REPLACED COOLING FAN B53 AND FUSE TO FAN R-55
W191818	ENS-2ENS*SWG 101-10	WHEN RACKING DOWN BREAKER THE RACKING MOTOR STOPPED TOO SOON CAUSING THE BREAKER NOT TO CLEAR THE SUPPORT BARS. NEEDED TO HAND CRANK DOWN TWO TO THREE MORE TURNS. PLEASE REPAIR. TAG HUNG ON CUBICLE DOOR.	NONE NO ADJUSTMENT NECESSARY
W191868	CEC-2CEC*PNL 629	REINSTALL-REMOVE TEMP MOD 90-068 -EDC 2F00150	INSTALLED JUMPER EDC 2F00150 FOR SLS SYSTEM
W191920	EGS-2EGS*EG3	TURNING GEAR COVER ON EG1 AND 3 ARE MISSING BOLTS AND EG3 FLYWHEEL COVER BOLTS ARE MISSING. ALSO CONDUIT GROUND SCREW EG3 CONDUIT 2CK673NR. REPLACE BOLTS AND SCREW	REPLACED SCREWS ON GROUND CLAMPS
W191944	HVP-2HVP*FN2 8	2HVP*FN28 FAILED TO START ON AUTOMATIC SIGNAL FROM A DIESEL START. COMP PTS HVPTC12 AND HVPUC06 ALARMED. PLEASE TROUBLESHOOT. TAG AT PNL 871 IN CONTROL ROOM	FOLLOWED TROUBLESHOOT GUIDE AND FOUND ALL CONTACTS TO BE IN PROPER ALIGNMENT RAN FN28 WITH AUTO START FUNCTION AND IT RAN PROPERLY
W191982	RPS-DS8A-2RP SA01	WHILE PERFORMING N2-ISP-ISC-M002 RPS A MANUALLY OUT OF SERVICE- FAILED TO RESET	RECONNECTED BACK HALF OF SWITCH. NO PROCEDURE WAS USED.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W192925	HVP-2HVP*MOD 6A	2HVP*MOD6A DIESEL GENERATOR MOTOR OPERATED DAMPER HAS A BLOWN FUSE. PLEASE TROUBLESHOOT AND REPAIR. TAG HUNG ON PNL 870 BY DAMPER CONTROL SWITCH. LOC. DG 280 BLDG LINE AA COL 11.5	REPLACED OLD OPERATOR WITH NEW ONE ALSO REPLACED BLOWN FUSE
W192936	HVR-2HVR*UC4 03B	TROUBLESHOOT MOTOR OVERLOAD ALARM ON UNIT COOLER 871419 LOCATED RB 175 FEET.	REPLACED T37 HEATERS WITH T38'S. REPLACED DEFECTIVE O. L. RELAY M2 STARTER AND JUMPER WIRE IN CONTROL CABINET ON 2HVR*UC403B
W192969	RPM-2RPM*ACB 2B	EPA 2RPM*ACB2B SPURIOUSLY TRIPS; INVESTIGATE AND REPAIR. THIS RESULTS IN A HALF SCRAM AT ANY GIVEN TIME. LOCATION OF EPA IS CONTROL BLDG 237 NE. TAG AT P603 (SCRAM SOLENOID LIGHTS)	WR 196468 WRITTEN AGAINST 2RPM-MG1B TO REPLACED RHEOSTAT AND REGULATOR ON 910920. REPLACED CIRCUIT BOARDS IN 2RPM*ACB1B AND 2B
W192985	ICS-2ICS*MOV 150	2ICS*MOV150 WOULD NOT TRIP SHUT USING THE TURBINE TRIP PUSH BUTTON AT PNL 601	OBTAIN REPLACEMENT RELAY AND BENCH TESTED. REMOVED DEFECTIVE RELAY AND INSTALLED NEW RELAY. CHECKED SEATING OF RELAY. FUNCTIONALLY TESTED RELAY WITH VALVE CLOSED THEN PERFORMED POST MAINT TEST WITH VALVE PARTIALLY OPEN PER OPS. PROCEDURE
W192994	HVY-2HVY*UC2 B	2HVY*UC2B IN MOTOR OVERLOAD; BREAKER ON 2EHS*MCC301 HCL TRIPPED; INVESTIGATE AND REPAIR UC2B IN DIV II SWP BAY. TAG HUNG ON ANN WINDOW 871332 CONTROL ROOM	TESTED FAN MOTOR AND NO PROBLEMS FOUND
W193009	RHS-2RHS*SOV 73A	2RHS*SOV73B GROUND WIRE IS DISCONNECTED. RECONNECT WIRE LOCATED RB 196 NORTH PIT BY LADDER	REPLACED GROUND WIRE ON FLEX GOING TO SOV
W193021	HVP-2HVP*MOD 6A	2HVP*MOV6A HAS A BLOWN FUSE. LOCATED IN RELAY ROOM 2CEC*PNL859 TERMINAL STRIP J FOURTH FUSE DOWN FROM TOP CKT 2HVPA04. REPLACE FUSE	INSTALLED NEW FUSE
W193036	ENS RHS-2ENS*SWG 101-3	TROUBLESHOOT AND REPAIR CAUSE FOR 2ENS*SWG101-3 NOT CHARGING WHEN BKR FULLY RACKED IN AND FUSES INSTALLED. TAG LOCATED AT 101-3 AT 2RHS*P1A CONT. SW. 2CEC*PNL601	VERIFY BREAKER OPERATED AT TEST STATION AND CHECKED MECHANICAL INTERLOCKS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193058	CMS-2CMS*SOV 25D	WHILE PERFORMING N2-OSP-LOG-W001 THE VALVE WOULD NOT OPEN WHEN CMS PATH NO. 4 WAS SELECTED. PLEASE TROUBLESHOOT AND REPAIR. VALVE LOCATED DIV 215 AZ120. TAG PLACED ON 2CEC*PNL875	REPLACED ALL DEFECTIVE PARTS INCLUDING COIL CONAX SEAL ASSEMBLY RECTIFIER REED SWITCHES. TESTED AND SETUP VALVE PER APPROPRIATE PROCEDURES.
W193090	BYS-2BYS*BAT 2A	FOUND RIGHT SIDE POSITIVE FEED TO BAT2A LOOSE. RETORQUE PER MI	RECALIBRATE TORQUED CONNECTION TO 150 LBS. ON BOTH SIDES; VERIFIED CONNECTION RESISTANCE WITHIN ACCEPTANCE CRITERIA. CONNECTION RESISTANCE WAS 6 MICRO OHMS AT COMPLETION OF WORK
W193131	MDS-RR261-2	RX TRACK BAY INNER DOOR INDICATING LIGHTS BOTH INSIDE RB AND INSIDE TRACK BAY FAIL TO INDICATE. ALSO THE PERSONNEL ACCESS THROUGH THE INNER WILL UNLATCH WITH A KEY CARD WHEN THE OUTER DOOR IS UNDOGGED NO INTERLOCK IN EFFECT. PLEASE INVESTIGATE AND REPAIR. LOCATED RB 261 165 DEGREES	REPLACED BLOWN FUSE GLASS TYPE 2AG 250V 1 1/2 AMP
W193222	CEC-2CEC*PNL 602	ANNUN 602120 IS FLASHING SPORADICALLY IN CONTROL ROOM. TAG ON PNL602	INSTALLED JUMPER ON PANEL 630 TB4B-0127 TO TB4B-0128
W193244	HVC-1Y-2HVCA 21	THIS MANUALLY OUT OF SERVICE PUSHBUTTON IS BROKE AND WILL NOT RESET. THIS CAUSES ANNUNCIATOR 870304 DIVISION 1 CONTROL BLDG SPCL FLT TR A INOPERABLE TO BE CONSTANTLY LIT. TAG HANGING ON PNL870	REINSTALLED SWITCH CONTACT BLOCK ONTO SWITCH ASSY
W193293	SWP-2SWP*MOV 1E	MOV1E DOES NOT ENGAGE WITH OPERATOR; MOTOR CONTINUOUSLY RUNS. BENT; REPLACE DECLUTCH SHAFT;DRIVE SLEEVE WORM GEAR GASKETS AND SEALS DIV I SERVICE WATER PIT. 261 SCREENWELL BLDG	REPLACED DECLUTCH SHAFT AND DRIVE SLEEVE WORM GEAR. INSTALLED NEW GREASE AND GASKET SET
W193343	ICS-2ICS*AOV 156	WITH THE SYSTEM SECURED 2ICS*AOV156 INDICATES FULL OPEN 2CEC-PNL601 AND SEE WR 194584 FOR PACKING LEAK. DEF TAG LOCATED AT 2CEC*PNL601 AND RB289 AT VALVE	ADJUSTED ACTUATING CAM TO ALLOW SWITCHES TO MAKE PROPERLY
W193344	ICS-2ICS*AOV 157	WITH THE SYSTEM RUNNING 2ICS*AOV157 INDICATED FULL SHUT SHOULD HAVE INDICATED MID POSITION ON FULL OPEN	STROKED AOV SEVERAL TIMES AND RECEIVED CORRECT LIGHT INDICATION. WORKS AS DESIGNED
W193350	RHS-2RHS*MOV 142	RHS*MOV142 WILL NOT OPEN FROM P601 WHEN SWITCH TAKEN TO OPEN. TROUBLESHOOT	CLEANED CONTACTS 39C-39 ON SW12-2RSSN91 AT P405

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193378	FWS-2FWS*AOV 23A	2FWS*AOV23 INDICATES DUAL POSITION ON CONTROL ROOM PANEL 603 WITH 2FWS*MOV21A AND B SHUT. TAG AT 2FWS*AOV23 CONTROL SW ON 2CEC*PNL603 IN CONTROL ROOM	ADJUSTED CAM FOR CLOSED END LIMIT SWITCH RED LIGHT TO GIVE PROPER INDICATION WHEN VALVE IS FULLY CLOSED
W193382	HVR-2HVR*UC4 06	UV406 METER OVERLOAD AS INDICATED BY COMPUTER POINT HVRTC33. TAG IN CONTROL ROOM AT ANNUN 871121	SEE ATTACHED TROUBLESHOOTING PLAN
W193596	CEC-2CEC*PNL 852	AMBER LIGHT TESTED AND THEN WENT OUT AS IF BULBS WERE BLOWN. BULBS WERE REPLACED BUT LIGHT WILL NOT COME ON WHEN DEPRESSED	REPLACE F1-2EGAA05
W193621	ICS-2ICS*MOV 150	2ICS*MOV150 DOES NOT CLOSE AND RESET REMOTELY AS REQD. VALVE STROKE TIME TOO LONG AND INDICATION NOT ACCURATE. TROUBLESHOOT AS NEEDED. TAG AT PNL 601	RESET ELECTRICAL LOCKOUT LATCH CIRCUIT TO CORRECT CONFIGURATION
W193623	SWP-2SWP*STR 4E	THE STRAINER MOTOR COUPLING IS NOT MADE UP TO THE STRAINER ROTOR COUPLING; THEREFORE NO SELF CLEANING ACTION IS TAKING PLACE. LOCATED SCREENWELL BLDG EL 261 IN THE DIV I SWP BAY. PLEASE INVESTIGATE AND REPAIR. TAG ON PNL CES*PNL504	DETERM RETERM TO N2-MPH-SWP-3A513. RELUGGED MOTOR LEAD
W193660	HVC-2HVC*PNL CH12A	THE NORMAL OPERATION LIGHT IS CYCLING OFF AND ON. PLEASE TROUBLESHOOT AND REPAIR. 2HVC*PNLCH12A IS LOCATED IN THE SPECIAL FILTER TRAIN ROOM ON CONTROL BLDG ELEV 288	CONDITION DESCRIBED BY ORIGINATOR IS NORMAL OPERATION NO CORRECTIVE ACTION REQUIED PER SYSTEM ENGINEER M. DOWNS. FIELD WALKSOWN INDICATES HEATER DOES CYCLE AN ADAFF TO SATISFY RELAY ROOM TEMP
W193716	HTS-2HTS*PNL 003	RX BLDG 240 SOUTH AUX BAY CIRCUIT 003-24 2HVR*RE14B-R-546 C2-10 UT LIGHT ON HTS*PNL003. PLANT IMPACT -HVR*GMPT 14B-SUPPLY.	NO UT LIGHT NOW 910523- TEMP IS 99 DEG. THIS WR WAS WRITTEN IN JANUARY WHEN THE AMBIENT TEMP WAS LOW. THIS LINE HAS NO INSULATION ON IT. INCONCURRENT WITH SYS. ENG. AWR WILL BE INITIATED TO INSULATE THE LINE.
W193881	HVR-2HVR*AOD 6A	PERFORM WIRING CHANGES IN PANEL 2CEC*PNL870 PER EDC 2F00361 AND SDC S22-0245-91	SEE EDC 2F00361;REFER TO EDC 2F00361 FOR WIRE CHANGES TO CIRCUIT. TEST AND WORKING PER DESIGN
W193882	HVR-2HVR*AOD 6B	PERFORM WIRING CHANGES IN PANEL 2CEC*PNL871 PER EDC 2F00361 AND SDC SC2-0245-91	ADDED WIRE PER EDC 2F00361

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193970	SWP-2SWP*STR 4D	PACKING LEAK ON STRAINER. NO ADJUSTMENT LEFT. SCREENWELL 261 DIV II. TAG HUNG ON STR	DETERM RETERM IN SUPPORT OF MECH MAITN
W193994	SWP-2SWP*FV4 7B	ANNUN 601203 ALARMS FOR SWP*FV47B LOW PRESSURE BEFORE LOW PRESSURE START OF VALVE ACCUMULATOR PRESSURE PUMP. TROUBLESHOOT. VALVE IS IN PIPE TUNNEL SOUTHWEST OF CCS H/X ON TB 250 EL. TAG ON 601203	REMOVED BROKEN PARTS OF COUPLING FOR TEMPORARY FIX. PERMANENT FIX DONE BY LEAD.
W194005	ICS-2ICS*MOV 150	2ICS*MOV150 VALVE WILL NOT CLOSE ELECTRICALLY FROM REMOTE OPERATOR; BUT WILL OPEN FROM REMOTE OPERATOR WHEN V150 FULL OPEN. SOMETIMES CAUSES DIV I BATTERY GROUND. TAG HUNG ON VALVE	REPLACED PICKUP COIL FOR CLOSED STARTED IN DC MOTOR CONTROL CNETER 2DMS*MCCA1-3D. ALSO REPLACE AUX CONTACT BLOCK FOR DC COIL SWITCH. OPERATE/MOV150 IN CONTROL ROOM - SAT. OPERATION
W194007	SLS-2SLS*HCV 111	WHEN OPENING THE ABOVE VALVE FOR PERFORMANCE OF N2-OSP-SLS-Q001 IT WAS FOUND TO BE INDICATING INTERMEDIATE POSITION ON 2CEC*PNL601 EVEN THOUGH VALVE WAS FULL OPEN. PLEASE TROUBLESHOOT. TAG HUNG ON 2CEC*PNL601	ADJUST LIMITS
W194042	RDS-2RDS*HCU 3839	BROKEN CONDUIT OFF PS130 BROKEN	STRIPPED FLEX BACK AND REINSTALLED CONNECTOR
W194187	GTS-2GTS*MOV 2A	PULL TO LOCK SWITCH FOR 2GTS*MOV2A HANGS UP PERIODICALLY AND WILL NOT ALLOW VALVE TO WORK. DEF TAG NO. 17333 LOCATED 2CEC*PNL873.	REPLACED CONTROL SWITCH 1-2GTSA03
W194209	SFC-2SFC*AOV 153	WHEN PERFORMING N2-OSP-SFC-Q001 STEPS 8.3.6 AND 8.3.7 COULD NOT BE PERFORMED DUE TO DUAL INDICATION WHEN VALVE IS CLOSED	ADJUSTED LIMIT SWITCH
W194274	HVK-2HVK*CHL 1A	2HVK*CHL1A TRIPPED AND FAILED TO RESTART-TROUBLESHOOT	TIGHTEN AS NECESSARY
W194288	CHS-2CHS*SOV 26A	VALVE WILL NOT OPEN; TAG HUNG ON PNL 873	ADJUSTED LIMIT SWITCHES AND STROKED VALVE. WORKING SAT
W194330	VBA-2VBA*UPS 2B	BLOWN FUSE	REPLACED BLOWN FUSE WITH NEW
W194344	ICS-2ICS*P2	PUMP MOTOR IS MAKING GROWLING NOISE. INVESTIGATE AND DETERMINE IF REPAIR IS REQUIRED.	LISTENED TO MOTOR NO ABNORMAL NOISE HEARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194363	HVP-2HVP*FN2 A	2HVP*FV2A WENT INTO MOTOR OVERLOAD ON AN AUTO START - TROUBLESHOOT AS NECESSARY. TAG HUNG ON 2CEC*PNL871	REPLACED BREAKER
W194386	VBA-2VBA*UPS 2A	FUSE BLOWN LED IS LIT ON UPS. LOCATED CB 261 ELEVATION COLUMN 011.90 LINE AD	REPLACED WITH A NEW FUSE
W194596	HVR-2HVR*UC4 15B	INCORRECT FUSE CURRENTLY INSTALLED IN 2HVR*UC415B. EQRM 2MST-1 REQUIRES FUSE TYPE ATM3. REPLACE FUSE. REF 2-91-Q-1338	REPLACED INCORRECT FUSE WITH SR ATM 3
W194715	ADS-NOCOMPID	DIV II ADS AUTO INIT DISABLE SWITCH CONTACTS FOULED CLEAN AS NECESSARY S/U RESTRAINT. SWITCH LOCATED IN CONTROL ROOM ELEVATION 306 2CEC*PNL601	SEE ATTACHED TROUBLESHOOTING SHEET FOR DESCRIPTION OF RESULTS
W194744	HVR-2HVR*UC4 06	HVR*UC406 MOTOR OVERLOAD ALARM ON WHEN RESET ALARM RETURNED SEVERAL MINUTES LATER FAN IS RUNNING. PLEASE TROUBLESHOOT. TAG AT CONTROL SW ON PNL	CHECKED FAN OPERATION
W194753	VBA-2VBA*UPS 2A	WHEN ENERGIZING THE MAIN TRANSFORMERS TY BACKFEEDING A TRANSCIENT OCCURRED CAUSING THE UNIT TO GET A FUSE BLOWN LED ON THE ALARM PANEL. PLEASE REPAIR. TAG ON ANN 852116 AND 2VBA*UPS2A	REPLACE F81;REPLACED FUSE
W194756	CMS-2CMS*SOV 26A	2CMS*SOV26A FAILED N2-OSP-CMS-R001. IT WOULD NOT HOLD PRESSURE AND LEAKS BY EXCESSIVELY. REPAIR VALVE. SDC SC2-0287-91	DETERMED/RETERMED TESTED SOV
W194786	ICS-2ICS*AOV 157	VALVE FAILS TO OPEN INDICATE OPEN AS REQUIRED FOR N2-OSP-ICS-R003. PREVIOUSLY WORKED UNDER WR 193344 PMT UNSAT. TAG LOCATED IN CONTROL ROOM ON PANEL 601 AT VALVE LIGHTS	T-SHOT- WORK COMPLETED TO WR 190265
W194800	CMS-2CMS*SOV 24B	LOSS OF CLOSED POSITION INDICATION AT 2CEC*PNL875 IN PGCC. VALVE CONTROL SWITCH IN CLOSED POSITION. TROUBLESHOOT AND CORRECT AS REQUIRED	CYCLED SOV SEVERAL TIMES. CLOSED INDICATION PRESENT EVERYTIME. NO WORK PERFORMED.
W194945	HVK-2HVK*PSL 1007A	REPLACE LP PRESS SWITCH FAILS TO RESET INTERMITTENTLY- SDC SC2-0275-91	REMOVED EXISTING TERMINAL BLOCK INSTALLED NEW ESL 91-509 TERMINAL BLOCK AND GROUND WIRE PROCESURES AND ENGINEERING PAPERWORK
W194975	CES-2*JB0709	GROUNDING STRAP ABOVE BOX NOT CONNECTED TO CONDUIT OR JB	REMOVED PIECE OF BARE COPPER WIRE FROM OVERHEAD;NO GROUNDING OF J.B. REQD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194988	CES-2CES-Z27 E	FAILURES OF THE INBOARD ENCLOSURE GASKET. REPLACE AS NECESSARY	GASKET WAS REPLACED AND 2F00383 WAS COMPLETED
W195031	SWP-2SWP*MOV 38B	VALVE 2SWP*MOV38B LIMITORQUE ACTUATOR LEAKS GREASE ONTO FLOOR THUS REQUIRING REPEAT CLEAN UP TO BE PERFORMED. ACTUATOR IS ELECTRICALLY DISARMED PERMANENTLY; HOWEVER THE GREASE LEAKAGE ISSUE IS A CHRONIC HOUSEKEEPING CONCERN. PLEASE REPAIR SOURCE OF LEAK. TAG HUNG ON MOV RX BLDG 261 APPROX 55 DEG AZ	CLEANED OUTSIDE OF LIMITORQUE OPERATOR
W195140	EJS-2EJS*US3 -7B	REMOVE SPARE BREAKER 2EJS*US3-7B FROM POWERBOARD AND PERFORM N2-EPM-GEN-R551. SER BREAKER UP FOR USE AND INSTALL ON 2EJS*US1-5A (2LAR-PNL200) WHILE BREAKER 2EJS*US1-5A IS REMOVED FOR EPM. REINSTALL SPARE WHEN EPM ON 5A IS COMPLETE.	REMOVED BREAKER PM TESTED;INSTALLED INTO 2EJS*US1-5A (TEMPORARY)
W195916	HVR-2HVR*UC4 12B	REPLACE CONTROL FUSE FOUND WHILE PERFORMING N2-EPM-GEN-V781. FUSE TYPE ATM-3	DURING PM N2-EPM-GEN-V781 REPLACED BLOWN CONTROL FUSE
W195917	DFR-2DFR*MOV 120	WHILE PERFORMING N2-EPM-GEN-R520 FOUND ONE OF THE FINGER BASES TO HAVE A CRACK IN IT. PLEASE REPLACE	REPLACED LOWER LIMIT SWITCH FINGER BASE
W195922	ENS CSL-2ENS*SWG 101-7	LOWER SIESMIC LATCH ALLEN SOCKET IS STRIPPED ON DOOR. NEEDS TO BE REPLACED	REPLACED ALLEN LATCH WITH NEW ONE
W195936	SWP-2SWP*MOV 94B	PLEASE CHECK THE TORQUE SWITCH SETTINGS AGAINST THE EP 410 STANDARD DIESEL GENERATOR BLDG ELEVATION 269. REQUIRE TORQUE SWITCH SETTING FOR THIS MOV IS 2	ADJUSTED TORQUE SWITCH FROM 1 1/4 OPEN AND CLOSED TO 2 OPEN AND CLOSED
W195940	ICS-2ICS*MOV 164	WHILE PERFORMING N2-EPM-GEN-R521 FOUND GREASE IN GEARED LIMIT SWITCHES TO BE SEPARATING. CLEAN OUT OLD GREASE AND REPLACE	REPACKED GEARED LIMIT SWITCHES AND REPLACED GASKETS
W195947	DMS ICS-2DMS*MCC A1-5B	MANUAL RESET BUTTON ON THE MCC IS BROKEN REPAIR OR REPLACE AS NECESSARY WAS FOUND WHILE DOING N2-EPM-GEN-R521 ON 2ICS*MOV116	REPLACED BROKEN SPACER FOR RESET BUTTON.
W195953	HVR-2HVR*UC4 07B	2HVR*UC407B AT 215 REACTOR BLDG. CONTACT OR COVER CLIP BROKEN PREVENTING CONTACTOR FROM OPERATING. REPLACE CONTACT CARRIER- SIZE 0.	REPLACED CONTACT CARRIER WITH NEW PART.

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W195977	HVP-2HVP*MOD 2B	MOD NEEDS TO BE REBUILT DUE TO OIL LEAKAGE. LOCATION 279 DIESEL GENERATOR BLDG; LINE AA BLDG COL 13.00; FOUND WHILE PERFORMING N2-EPM-HVP-A779	REMOVED REBUILT AND REINSTALLED HYDROMOTOR;TESTED WORKING SAT.
W195978	EJS-2EJS*PNL 301B	WHILE PERFORMING N2-EPM-GEN-A584 ON 2EJS*PNL301B DISCOVERED COVER TO BE MISSING ONE SCREW AND HAS ONE OTHER HOLE (2ND DOWN ON RIGHT) IS STRIPPED OUT. REPAIR AND REPLACE MISSING PARTS.	REPLACED BOLTS
W195979	ENS	WHILE PERFORMING N2-EPM-GEN-R550 FOUND LOWER ELEVATE LIMIT SWITCH TO BE NOT WORKING; WILL NOT STOP MOTOR WHEN LOWERING BREAKER ELEVATOR. REPLACE LOWER ELEVATE LIMIT SWITCH. TAG AT 2ENS*SWG103-5	REPLACE DEFECTIVE MERCURY LIMIT SWITCH FOR BREAKER ELEVATE CONTROL CIRCUIT LOWER END LIMIT TESTED PER SECTION 7.14 OF GEN 500 PROCEDURE WORKS SAT. REMOVED LOCKING BOW STRAIGHTENED AND REINSTALLED
	RHS-2ENS*SWG 103-5		
W195983	RHS-2RHS*M1C	WHILE PERFORMING N2-EPM-GEN-R550 FOUND INSULATING TAPE ON MOTOR LEADS PHASES (1) AND (2) TO BE SPLIT OPEN ON OUTER COVERING. REPAIR TAPED CONNECTIONS.	RETAPED MOTOR LEADS PER MI.
W195987	RPM-2RPM*PNL A100	CLEANING.BREAKERS COVERED WITH A LAYER OD DUST METAL/CHIPS IN PANEL BOTTOM.TOP LEFT AND BOTTOM RIGHT PANEL COVER - SCREW HOLES STRIPPED.NEED TO BE RETAPPED TO LARGER SIZE PER VISUAL EPM-GEN A584.	INSTALLED 2 TIMERMAN 1/4-20 SCREWS AND NUTS TO PNL ALSO CLEANED PNL AS NESS.
W195998	EHS-2EHS*MCC 301-5D	AUX CONTACTS ON BREAKER NEED REPLACING	REPLACED THE AUXILIARY CONTACT
W196038	CMS-2CMS*SOV 26A	VALVE FAILS LLRT. CYCLING VALVE GETS PROPER LIGHT INDICATIONS IN CR. SUSPECT VALVE NOT SEALING AS LEAKAGE IS VERY HIGH. SDC SC2-0287-91	RETERMED AND ADJUSTED LIMITS
W196053	EHS-2EHS*MCC 302-9A	DURING PLANT TRANSIENT ON 910813 DIV II PUMP TRIPPED 2CMS-P2B FOR NO OBVIOUS REASON DIV I CMS AND ALL OTHER DIV II CMS SOV'S WERE FOUND IN NORMAL POSITIONS. PLEASE CHECK THE BREAKERS FOR 2CMS*P2B	CHECKED BREAKER FOR PROPER OPERATIONS
W196123	ICS-2ICS*HYV 151	ICS*HYV151 IS IN MID POSITION (DUAL INDICATION). SUSPECT BINDING PROBLEM. PLEASE INVESTIGATE. ICS*HYV151 IS LOCATED IN RB 175 IN THE RCIC ROOM. TAG HUNG ON VALVE	ADJUSTED LIMIT SWITCHES TO OBTAIN PROPER LIGHT INDICATION

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196133	ICS-2ICS*MOV 148	WHEN ICS*MOV148 IS STROKED OPEN; IT CAUSES A MOMENTARY GROUND ON BYS*SWG002B WHEN IT INITIALLY REACHES THE FULL OPEN POSITION. TROUBLESHOOT AND REPAIR. TAG AT ICS*MOV148 CONTROL SWITCH ON PNL 601	WORK TO BE DONE VIA PCR 2-0349-91 PER D FLOOD IN ANSWER TO DER 2-91-Q-0919
W196151	VBA-2VBA*UPS 2B	BLOWN FUSE. LED IS LIT. INVESTIGATE AND REPAIR.. TAG LOCATED LOCALLY ON 2VBA*UPS2B	REPLACED FUSE 81 ON NEUTRAL LEG
W196153	ICS-2ICS*AOV 156	ICS*AOV156 DOES NOT INDICATE FULL CLOSED (NO GREEN LIGHT) IN THE CONTROL ROOM AT CEC*PNL601. TROUBLESHOOT REPAIR AS NECESSARY. TAG ON PNL601 BY ICS*AOV156 CONTROL SWITCH	ADJUSTED LIMITS AFTER MECH ADJUSTED PACKING;STROKED TO VERIFY LIMIT SWITCH OPERATION
W196243	HVP-2HVP*MOD 1D	DAMPER WAS FOUND OPEN NOT OVERRIDDEN WITH MOTOR RUNNING CONTINUOUSLY	DAMPER WAS NO OPERATIONAL AND REPLACED WITH SPARE
W196272	RDS-2RDS*HCU 2231	SCRAM LIGHTS COME ON WHEN HALF SCRAM IS IN ON B SIDE SUSPECT BLOWN FUSE ON "A" SIDE	INSTALL NEW FUSE ON "A" 2RDS*HCU2231 LOCATION 2RDS-L414 CHECKED VOLTAGE
W196295	SWP-2SWP*AOV 97B	AT 2CEC*PNL871 2SWP*AOV97B LIGHTS FOR VALVE POSITION INDICATION WILL NOT ILLUMINATE. BULBS WERE CHECKED. TAG AT PNL871	FOLLOWED TROUBLESHOOTING PLAN AND VERIFIED PROPER OPERATION OF LIGHTS AND VALVE POSITION IN FIELD FOR 2SWP*AOV97B. NO APPARENT PROBLEM. VALVE WORKED AS DESIGNED. LIMIT SWITCHES WORKED AS DESIGNED.
W196327	SWP-2SWP*SSR 3A	WHILE COMPLETING EPM ELECTRICIAN REQUESTED THAT CONTROL SWITCH ON 2CEC*PNL601 BE PLACED TO THE ON POSITION. HEATERS DID NOT ENERGIZE. GREEN LIGHT REMAINED ILLUMINATED WHILE RED LIGHT REMAINED EXTINGUISHED. ACCORDING TO PRINTS HEATERS SHOULD HAVE ENERGIZED. TROUBLESHOOT SWITCH CONTACTS ETS. AND REPAIR AS NECESSARY. NOTE THAT BMU 2-91-50934 FOR EPM IS STILL IN EFFECT. SEE SMALL PORTION OF TAG ON CONTROL SWITCH (DIV I BAR RACK HEATERS TUNNEL 1) ON 2CEC*PNL601	MANUALLY CYCLED AUX CONTACT AND REINSERTED INTO CUBICLE;CIRCUIT FUNCTIONING PROPERLY
W196332	ENS-2ENS*SWG 101-1	2ENS*SWG101-1 DIV I DSL OUTPUT BREAKER ELEVATE FUSES BLOWN. REQUEST REPLACEMENTS. LOCATION CB 261 DIV I SWITCHGEAR ROOM	BOTH FUSES REPLACED
W196336	ICS-2ICS*AOV 157	THE POSITION INDICATING CAM ON ICS*AOV157 IS LOOSE AND DOES NOT INDICATE PROPER VALVE POSITION WHEN STROKED. RESET OR ADJUST POSITION INDICATOR AS NECESSARY. SDC SC2-0274-91	ADJUSTED LIMIT SWITCH CAM AND TESTED. LIGHT INDICATION CONNECT AND WORKING SAT

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196343	CEC-2CEC*PNL 851	LIGHT FIXTURE BROKEN. TAG AT CEC*PNLP851	REPLACED INDICATING LIGHT
W196487	SCV-2SCV*XD3 01B	2 BOLTS MISSING FROM FRONT COVER TOP APPEARS TO BE 318 IN. BOTTOM BOLT 5/16 HEX HEAD BOLTS. EL 215 ABS	REPLACED MISSING SCREWS
W196615	SWP-2SWP*FV5 4B	OIL LEAKING FROM VARIOUS CONNECTIONS;TAG AT VALVE TB 250 SW 250 EL	REPLACED MOTOR ON VALVE
W197812	HTS-2HTS*PNL 001	DOOR HANDLE BROKE.RX BUILDING 240 AUX BAY NORTH.DEF TAG ON DOOR	REPLACED PART AT 2HTS-PNL001 DOOR HANDLE REPLACED
W197818	MSS-NOCOMPID	AT 100 PERCENT POWER;WHILE PERFORMING N2-OSP-MSS-M001 MSIV6C TRIP TEST PUSHBUTTON DID NOT RELEASE CAUSING MSIV6C TO CONTINUE STROKING CLOSED UNTIL STOPPED BY RETURNING 6C CONTROL SWITCH TO AUTO. POTENTIAL FOR FULL SCRAM EXISTS. TROUBLESHOOT AND REPAIR.	REPLACE PART;REPLACE SWITCH. REPLACED SWITCH WITH NEW. TESTED DEENERGIZED. WORKING SAT.
W198002	DMS-2DMS*MCC B1	OUT OF SPEC HIGH MOTOR CONTROL CENTER OUTPUT VOLTAGE AT 138 VOLTS PER LOCAL INDICATOR.REQUIRED OUTPUT 115-135V.INVESTIGATE AND REPAIR AS NEEDED.DEF TAG ON MCCB1 RB 240 SAB.	INSTALLED NEW METER
W198011	CES EGS-2CES*IPN L413	DIV 3 DG CONTROL PANEL 413 CABINET HAS A 2 INCH HOLE AT TOP OF NW CORNER COVERED BY TAPE.ROUND COVER PLATE IS MISSING.PLEASE REPLACE COVER PLATE.	INSTALLED COVERPLATE OVER CUT-OUT IN PANEL WALL
W198041	ICS-2ICS*AOV 156	THE OPEN (RED LIGHT) POSITION INDICATION AT P601 IN CONTROL ROOM IS INOPERABLE. TROUBLESHOOT LIGHT MALFUNCTION (LIGHT BULB WAS REPLACED). TAG AT P601 NEAR LIGHT	ADJUSTED 2ICS-AOV156;CAM AND LIMIT SWITCHES
W198429	EHS GTS-2EHS*MCC 102-12D	WHILE CLEARING MARKUP FOR 2GTS*MOV2A. THE VOLTAGE DID NOT GET TO THE VALVE AFTER THE BREAKER WAS CLOSED	INSTALLED NEW CONTROL FUSE
W198459	HVR-F1-2HVRA 90	FUSE CURRENTLY INSTALLED IN CIRCUIT F1-2HVRA90 IN 2CEC*PNL859 WAS ISSUED FOR INSTALLATION WHILE ON QC HOLD. FUSES INSTALLED CANNOT BE VERIFIED TO HAVE BEEN CHANGED OUT SUBSEQUENT TO THIS ISSUE INSTALLATION	REPLACED FUSE WITH VERIFIED FUSE. CIRCUIT WORKING SAT.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W198460	HVR-F1-2HVRB 90	FUSE CURRENTLY INSTALLED IN CIRCUIT F1-2HVRB90 IN 2CEC*PNL860 WAS ISSUED FOR INSTALLATION WHILE ON QC HOLD. FUSES INSTALLED CANNOT BE VERIFIED TO HAVE BEEN CHANGED OUT SUBSEQUENT TO THIS ISSUE INSTALLATION	REPLACED WRONG FUSE WITH FUSE OF SAME TYPE AND RATING.ALSO WITH CORRECT PAPER WORK.
W198583	RPS-F37-2RPS C01	CURRENTLY INSTALLED FUSE NEEDS TO BE REPLACED. PER MATERIAL ENG M&TE USED TO TEST BATCH FROM WHICH FUSE WAS ISSUED FAILED CALIBRATION. THIS FUSE WAS INSTALLED ON W191497. REPLACE WITH NEW BUSS MON 5 FUSE SYM NO. 93-03-320	REPLACED F37-2RPSC01. C72A-F37
W198715	EJS-2EJS*US3 -5B	PHASE -A- WILL NOT TRIP THROUGH SOLID STATE TRIP DEVICE. PROBLEM FOUND WHILE PERFORMING N2-EPM-GEN-R551. TAG ON BREAKER	REPLACED DEFECTIVE SOLID STATE TRIP DEVICE AND RETAINER CLAMP FOR ARC SHUT
W198717	MHR-2MHR*CRN 1	ELECTRIC BRAKE ON BRIDGE NOT OPERATING PROPERLY.TROUBLESHOOT AND REPAIR AS NECESSARY.	BRAKE SELECTOR SW IN CRANE WAS IN ELEC BRAKE POSITION;NO WORK PERFORMED
W198718	CES-2*JB0162	WHILE WORKING WR 179197 FOUND SCREWS HOLDING TERM BLOCK INTO JB WERE STRIPPED OUT. NO NEW JB'S PRESENTLY ON HAND. ORDER PART (JB) AND REPLACE WHEN PARTS ARE AVAILABLE;ORDER SYMBOL 92-38-676 OR RETAP SCREW HOLES AND REPLACED SCREWS	RAN CLEANOUT TAP THRU HOLES AND USED SAFETY RELATED SCREWS TO SECURE TB IN JB
W198719	EHS-2EHS*MCC 303-20C	WHILE PERFORMING N2-EPM-GEN-R520 02 OVERLOAD RELAY WAS FOUND WITH A DEFECTIVE SCREW THREADS. REPLACE RELAY	REPLACED OVERLOAD RELAY

328 RECORDS LISTED.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W101676	SWP-2SWP*PDT 1F	ROSEMOUNT 1153 TRANSMITTER NON-STANDARD SOLID CORE VICE MANUFACTURERS SUPPLIED HOLLOW CORE SCREW ON POSITIVE TEST SIDE OF TRANSMITTER TERMINAL BOARD QCIR 2-86-3901.	REPLACED TEST PT TERMINAL SCREW WITH MANUFACTURER SUPPLIED SCREW PART NO. 01153-0330-0001 SYM NO. 93-16-116
W108061	ZZZ-NOCOMPID	VALVE WAS CANNIBALIZED PER NCR 5-88-0077 VALVE IN STOCK SEC NUMBER 1221198 NEEDS SOLENOID ELECTRICAL BOX REPLACED. REPLACEMENT PARTS IN STOCK 93-30-724. CONTACT ERIC PARR EXTENSION 7610	MSRF NO. 033896 ORDERED 910729;ALL FOUR SPARE ACTUATORS IN WAREHOUSE ARE BEING RETURNED TO GE FOR REPAIR AND TESTING
W128075	GSN-2GSN*RV3 2A	REMOVE TEMPORARY FLANGES AT LOCATIONS *RV32A/B AND RV34A/B AND INSTALL NEW RELIEF VALVES PER E AND DCR C95017 (FPO 28196)	FLANGES TO REMAIN IN PLACE PER EDC 2M10135;NO WORK REQD
W129050	SWP-2SWP*CAB 146A	CLEAN AND INSPECT THE WETTED PORTIONS OF THE FIS LOCATED ON 2SWP*CAB164A.THIS DEVICE STICKS FROM TIME TO TIME AND FAILS TO ACTUATE ON LOW SAMPLE FLOW.TROUBLESHOOT.	SCOPE OF WORK EXPANDED TO INCLUDE MAINT PER EDC 2E00414 REV A. CLEANED FLOW SWITCH. WORK COMPLETED BY MOD 90-044 NEW TYPE OF FLOW SWITCH WAS INSTALLED
W130150	CBC-NOCOMPID	ROSEMOUNT CALIBRATION UNIT PRESS TO CAL DISPLAY KNOBS NEED TO BE INSPECTED FOR DAMAGE CONTROL ROOM PANEL 2CEC*PNL618 629 609 611 625 TROUBLESHOOT	ALL ROSEMOUNT CALIBRATION KNOBS INSPECTED 911115 AND FOUND TO BE INTACT AND GOOD CONDITION
W131165	SWP-2SWP-W-1 32	CABLE 2SWP-W132 HAS BADLY NICKED WIRES ON TB3-91 92 OF 2CEC-PNL828 CABLE 2SWP-W132 HAS BADLY NICKED WIRES ON TB3-91;92 OF 2CEC-PNL828;SERVICE H20 TO CWS ISOL VLV CONTROL (288 RELAY RM) LCR IL2SWP-120	OPS COMPLETED LOOP BY INPUTTING TO THE VALVE WITH THE THUMBWHEEL CONTROLLER IN THE CONTROL ROOM
W138284	MSS-NOCOMPID	REPLACE-SOLENOID/ELECTRICAL BOX ASSEMBLY WHEN REPAIRED NEW PARTS ARRIVE FROM GE	ALL FOUR SPARE ACTUATORS ARE BEING RETURNED TO GE FOR REPAIR AND TESTING
W138725	CEC-2CEC*PNL 838	ABOVE OPTO ISOLATOR PAIR HAS NO OUTPUT	REPLACED SPARE OPTO ISOLATOR INPUT OUTPUT CARDS
W138784	SWP RMS-2SWP*CAB 23A	END CAP ON NUPRO VALVE LEAKS. PLEASE REMOVE CAP. CLEAN THREADS; REDOPE AND REINSTALL CAP. CHECK FOR LEAKS. LOCATED ELEV 215 IN CONCRETE BLDG NORTH SIDE OF RXB	REMOVED CAP;APPLIED SEALANT - REPLACED CAP

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W138790	MSS-NOCOMPID	PLEASE INSTALL ELECTRICAL BOX ASSEMBLY TO FACILITATE REPLACEMENT OF IDENTICAL ASSEMBLY REMOVED UNDER WR 138283 FOR 2MSS*AOV6A PRIOR TO CLOSING NCR 5-88-0077. ITEM LOCATED ERV ROOM AT THE WAREHOUSE	ALL FOUR ACTUATORS IN WAREHOUSE ARE BEING RETURNED TO GE FOR REPAIR AND TESTING
W146413	IAS-2IAS*PT186	TEST CONNECTION VALVE IS LEAKING BY REPAIR OR REPLACE 2IAS*PT186 IS LOCATED AT 289 RX BLDG NORTHWEST SIDE	NO PROBLEM FOUND DURING PERFORMANCE OF N2-ISP-ADS-R106 901121
W146440	HTS-2HTS*PNL003	REPAIR FAULTY INDICATION PROBLEM AND REINSTALL IN SPARE SLOT IN HTS PANEL;REMOVED UNDER WR NO 146697.	CARD IS NOT IN SPARE SLOT; CLOSE OUT WR - NO ACTION TAKEN- CARD FOUND IN VIDMAR- RETURNED TO VENDOR FOR REPAIR AND RETURN TO WAREHOUSE SPARES
W146441	HTS-2HTS*PNL001	REPAIR FAULTY INDICATION PROBLEM AND REINSTALL IN SPARE SLOT IN HTS PANEL.REMOVE UNDER WR NO 146697.	CARD IS NOT IN PNL REMOVED EARLIER BY SOMEONE ELSE- NO ACTION- FOUND CARD IN VIDMAR; RETURNED TO VENDOR FOR REPAIR AND RETURN TO WAREHOUSE SPARES
W146523	CMS-2CMS*PNL66A	HYDROGEN REAGENT DIV I GAS BOTTLES AT EL 215 RX BLDG NEED TO BE PIPED WITH FLEXIBLE TUBING (ALSO DIV II CAL GAS)	REPLACED SOLID STAINLESS STEEL TUBING WITH BRAIDED SS HOSE ON DIV I H2 REAGENT GAS BOTTLE ONLY. DIV II CAL GAS DONE PREVIOUSLY. NO HOSE NEEDED
W149499	NMS-C51-K605	PLEASE INVESTIGATE THE METER FUNCTION SWITCH WHILE PERFORMING N2-ISP-NMS-W@007 CHANGE THE METER FUNCTION SWITCH FROM AVERAGE TO FLOW GAVE YOU A SPURIOUS TRIP	PROCEDURE HAS BEEN RUN MANY TIMES SINCE AND NO PROBLEMS HAVE BEEN SEEN NO WORK PERFORMED
W154404	CCP-2CCP*RV64A	TO FULFILL THE NMP2 IST PUMP AND VALVE PROGRAM PLAN REMOVE VALVE 2CCP*RV64A FOR TESTING CALIBRATION AND REINSTALL WHEN NOTIFIED BY THE I&C DEPARTMENT. LOCATED RB SC ELEVATION 227 LINE 64 COLUMN 092.00. REF SEI-712 AND ASME ANSI OM-1 1981	CALIBRATED RELIEF VALVE CONTACTED NORM ELLIS ABOUT INSTALLATION
W154408	EGA-2EGA*SV3A	TO FULTILL THE NMP2 FIRST PUMP AND VALVE PROGRAM PLAN REMOVE VALVE 2EGA*SV3A FOR TESTING CALIBRATION AND REINSTALL WHEN NOTIFIED BY THE I&C DEPARTMENT. LOCATED DIESEL GEN ELEVATION 261 LINE A COLUMN 011.50. REF SEI-712 AND ASME ANSI OM-1 1981	CALIBRATED 2EGA*SV3A PER N2-IMP-GEN@038

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W154477	IAS-2IAS*V367	DRAIN VALVE 2IAS*V367 IS LEAKING AND COMING 2IAS*TK5A TO BLOWN DOWN AT ON EXCESSIVE VALVE	PERFORMED LEAK TEST OF 2IAS*V367; VALVE MEET REQ. OF T.S. 4.5.1.E.2
W154522	HVK-2HVK*CHL 1B	HOT GAS BYPASS VALVE IS NOT OPERATING PROPERLY. TROUBLESHOOT- REPAIR. YORK VENDOR TO ASSIST WITH TROUBLESHOOTING. CALL M DOWNS FOR FURTHER INFO 7538	VENDOR ADJUSTED PERMISSIVE SWITCH - NO PARTS REPLACED
W154533	SWP-2SWP*TV35A	2SWP*TV35A OSCILLATES FROM FULL OPEN TO FULL CLOSED ON A CONTINUOUS BASIS. IT SHOULD BE STEADY STATE. TROUBLESHOOT- REPAIR	ADJUSTED CONTROLLER TO PREVENT OVERSHOOT OSCILLATIONS
W154588	SWP-2-SWP-001-65P-3	REPLACE SUPPLY AND DISCHARGE PIPING TO 2SWP*CAB23B PER EDC 2F00308 AND SIMPLE DESIGN CHANGE SC2-0126-91. LOCATION ELEC TUNNEL ELEVATION 215	REMOVED FLOW SWITCH FROM PIPE. REPLACED FLOW SWITCH
W154606	DFM IHA-2DFM*LS136	LS136 BADLY CURRODED AND HANGS UP DURING LOOP CAL. REPLACE SWITCH	REPLACED AND RECALIBRATED LS 136
W154644	EGO-2EGO*TS3001B	COMPUTER PT EGSTC02 WAS IN ALARM WITH LUBE OIL TEMP NORMAL (165 DEG.F.) DURING PERFORMANCE OF N2-OSP-EGS-M001. TAG LOCATED AT CONTROL ROOM ANNUN 852242. TROUBLESHOOT TO CLEAR CONDITION AND ANNUN WINDOW	PERFORMED LCR AND CALIBRATED TEMP SWITCHES
W154645	CEC-2CEC*PNL608	RWM AND 3D MONICORE SEE SELF TEST - STATUS WORD NOT RECEIVED - OR NON-CRITICAL TEST FAULT MESSAGE. THIS BRINGS IN ANNUNCIATOR 603307; ALARM INSTANTLY CLEARS. PLEASE TROUBLESHOOT AND REPAIR (TAG 26341 ON PNL 603)	REPLACED ANALOG MODULE A10
W154660	HVR RMS-2HVR*CAB14B	REPLACE THE CHECKSOURCE SOLENOID. FAULTY SOLENOID FOUND DURING WORK BEING PERFORMED VIA WR 165756	REPLACED SOLENOID COIL FOR CHECK SOURCE
W154903	CSH-2CSH*MOV101	CSH*MOV101 CAUSED ANNUNCIATOR 601729 RIPCS PRGSS PMP2 VALVES NOT OVERLOAD TO ANNUNCIATE WHEN ITS BREAKER WAS OPENED ABOUT 1/2 HOUR LATER THE ANNUNCIATOR CLEARED WITH THE BREAKER STILL OPEN SUSPECT AN OPTICAL ISOLATOR FAILURE PLEASE TROUBLESHOOT ANNUN	CHECKED ANN AND COMP PT AT KNIFE SW AND OPTICAL ISO. BOTH WORKING FINE
W157234	HVC-2HVC*CAB18B	CHECKSOURCE WAS NOT GREATHER THAN ONE DECADE ABOVE BACKGROUND - TROUBLESHOOT	REPLACED SOLENOID ON CHECK SOURCE OF 2HVC*CAB18B PER S-MI-5.3-001

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W158192	DFR-2DFR*HOV 121	WHILE PERFORMING N2-EPM-GEN-R520 FOUND WATER IN LIMITORQUE OPERATOR LIMIT SWITCH COMPARTMENT TORQUE AND LIMIT SWITCH HAVE CORROSION. PLEASE REPAIR AS NECESSARY. LOCATION SUPP. POOL.	LLRT (PMT) ON 2DFR*MOV121 COMPLETED SAT. MET ACCEPTANCE CRITERIA
W158607	HVC-2HVC*CAB 18A	2HVC-CAB18A CONTROL ROOM VENT MONITOR SKID CK SOURCE UNIT IS MISSING TWO SCREWS.REPLACE PER R. DEAN.	INSTALLED MISSING SCREWS LOCK WASHERS AND TORQUED TO 5.2 IN LBS USING M&TE E0115 CAL DUE 911214
W159104	SWP-2SWP*PT7 9B	LOCATED DIV II CB CHILLER ROOM CB 261; 2SWP*PT79B IS PROVIDING AN ERRONIOUSLY LOW READING TO THE PROCESS COMPUTER. SHOULD BE READING AROUND 45 PSI AND IS CURRENTLY READING 3.45PSI. TAG HUNG AT 2SWP*PT79B	REPLACED INPUT AND OUTPUT OPTICAL ISOLATORS. PERFORM N2-ICP-GEN-001 ON LOOP SAT. PERFORMED N2-IMP-GEN-V005 ON OPTICAL ISOLATORS- SAT.
W159144	CES EGS-2CES*IPN L408	ALARM WILL NOT LIGHT WHILE TESTING ANNUNCIATORS. REPAIR AS NECESSARY. TAG AT 2CES*IPNL408 DIV II DIESEL RM CB 261	RESEATED CARD INTO ITS SLOT AND REPLACED LIGHT BULBS WITH BULBS FROM SPARE ANNUNCIATOR
W159153	RRS-C22-P002	INVESTIGATE TEST FAULT ON DIV II PANEL (C22-P002)	REPLACED ISOLATION PAIR C-A16-A13- REMOVED HPII SER NO. 1V1306; REMOVED HPOI NO. TAD8T9-73; INSTALLED HPII NO. 30V1305- HPOI NO. TADST7252; FOUND SPARE HPOI INSTALLED BAD- REMOVED NO. TADST7252 AND REINSTALLED ORIG TAD8T9-73
W159154	RRS-NOCOMPID	TROUBLESHOOT T68T FAULT ON DIV II RRCS PER THE FOLLOWING DISPLAYED MESSAGE- 2C1613 HPII/OI INTER DIV TST02 CARD INPUT PATH FAILED- INT TEST- C22-P002 RANGE LOCATED 288 CONTROL BLDG RELAY ROOM. TAG LOCATED ON P603 IN CONTROL ROOM DISPLAY	REPLACED HPOI C-A16-A05 NEW HPOI SER NO. TADST9-10
W159503	EGF-2EGF*LS1 2B	WHILE PERFORMING LOOP CAL FOUND BROKEN TERMINAL BLOCK ON LOWER SWITCH - DOES NOT EFFECT OPERATION	REPLACED TERMINAL BLOCK WITH NEW ONE FROM MI 136761 FINISHED LOOP WORKS SAT
W160790	HTS-2HTS*PNL 003	2HTS-PNL003 CARD C3-9 SPARE INSTALLED CARD DOES NOT READ WHEN PLACED IN ACTIVE CARD SLOT.REPAIR SPARE BOARD.	REMOVED CARD. CARD TO BE RETURNED TO VENDOR FOR REPAIR AND RETURN TO SPARES. MR 56031 MSRF 35476
W160791	HTS-2HTS*PNL 003	2HTS-PNL003 CARD C3-9 SPARE INSTALLED CARD DOES NOT READ WHEN PLACED IN ACTIVE CARD SLOT.REPAIR BOARD.	REMOVED CARD. CARD TO BE RETURNED TO VENDOR FOR REPAIR AND RETURN TO SPARES MR 56031 AND MSRF 35476

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W160792	HTS-2HTS*PNL 003	2HTS-PNL003 CARD C3-10 SPARE INSTALLED CARD DOEN NOT READ WHEN PLACED IN ACTIVE CARD SLOT.REPAIR SPARE BOARD.	REMOVED CARD. CARD TO BE RETURNED TO VENDOR FOR REPAIR AND RETURN TO SPARES MR 56031 MSRF 35476
W160793	HTS-2HTS*PNL 003	2HTS-PNL003 CARD C3-12 SPARE INSTALLED CARD DOES NOT INDICATE WHEN PLACED IN ACTIVE SLOT.REPAIR SPARE CARD.	REMOVED CARD CARD TO BE RETURNED TO VENDOR FOR REPAIR AND RETURN TO SPARES MR 56031 MSRF 35476
W160795	HTS-2HTS*PNL 003	2HTS-PNL003 CARD C3-14 SPARE INSTALLED CARD DOES NOT READ WHEN PLACED IN ACTIVE CARD SLOT.REPAIR SPARE BOARD.	REMOVED CARD. CARD TO BE RETURNED TO VENDOR FOR REPAIR AND RETURN TO SPARES MR 56031 MSRF 35476
W161136	EGS-2EGS*EG3	TURBO OIL PRESSURE REGULATOR CONTROLLING PRESSURE TOO LOW.TURBO PRESSURE 33.5 IN/HG AND OIL PRESSURE ONLY 28 LBS.TROUBLESHOOT.	CHECKED RATION RELAY 2EGS*PY6001B CAL'ED GOOD.ALSO SHUTTLE VALVE PY-24 CHECKED SAT. PER DER 2-91-00183 AND VENDOR LETTER TURBO PRESSURE CANNOT GET ANY HIGHER THAN 30PSI MINUS 2 POUNDS THAT IS USED UP BY RATIO RELAY SO 28 PSI IS OK
W161663	HVC-2HVC*ACU 1A	PERFORM AIR BALANCE ON EQUIPMENT LISTED IN EDC 2M00243 PER PROCEDURE N2-ICP-GEN-0004 - RESULTS TO BE ATTACHED TO MOD PACKAGE 87-208 BY BOB CRANDALL	PERFORMED AIR BALANCES 900410 AND 900423
W162032	SWP-2SWP*RR2 3B	DIV II SWP FROM RHR HEAT EXCHANGER B RAD RECORDER-THE CHART DRUM DRIVEN SPROCKET HAS SPLIT RESULTING IN THE CHART PAPER COMING OFF THE CHART DRIVE AND BEING MISALIGNED - REPLACE	INSTALLED CHART DRUM KIT AND WATCHED PAPER TAKE UP SAT.
W162393	HVC-2HVC*UC1 08A	REPERFORM WORK TO SUPPORT DER 2-91-0-706 FLOW BALANCE OF UNIT COOLER SWP SIDE AS DIRECTED BY SYSTEM ENGINEERING R GREEN. FLOW BALANCE TO INCLUDE FLOW AND DELTA P DATA	TOOK FLOW READINGS
W163935	CSH-2CSH*PDT 109	MEASURE THE DELTA P ACCROSS 2CSH*PDT109 AT OR ABOUT 100 PERCENT POWER RECORD PERCENT POWER AND DELTA P READING BELOW REFERENCE LCR IL2CSH-008 TO REFLECT THE OPERATING DELTA P SETPOINT SHOULD BE 3.8 PSID BELOW OPERATING DELTA P	DELTA P AT 100 PERCENT WAS 4.2 PSID NO CHANGE WAS MADE ON THE LCR SINCE THE 4.2 IS THE HEAD CORRECTION
W164029	HVC-2HVC*FN1 1A	FANS 11A OR 11B WILL AUTO RESTART WHEN PLACED IN THE STANDBY MODE - NO LOW ALARMS ARE IN - TROUBLESHOOT AUTO RESTART	REPLACED AND CALIBRATED FLOW SWITCH CIRCUIT CARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W164046	CSH-2CSH*P1	HPCS PUMP MOTOR LOWER THERMOCOUPLE HAS A MINOR OIL LEAK PLEASE REPAIR	ELEC MAINT DRAINED RESERVOIR; PULLED THERMOCOUPLE;CLEANED THREADS;PIPE DOPED FITTINGS AND REASSEMBLED.
W164343	GTS-2GTS*MOV 28A	LEAKS FROM VALVE ACTUATOR	TIGHTENED TWO LOOSE FITTINGS
W164360	MSS-2MSS*FT1 5A	LOW SIDE INSTRUMENT VALVE HANDLE IS MISSING HOLD DOWNS NUT. PLEASE REPLACE. RX 215 AZ 340 RACK 2CEC*15	INSTALLED NEW NUT ON LOW SIDE INSTRUMENT VALVE HANDLE; ISSUE NO 149104 FOR NEW NUT
W164943	HVC-2HVC*FS5 6C	LOW FLOW CAUSWES AUTO START OF HVS*F11B	RECALIBRATE
W164944	HVC-2HVC*FS5 6D	LOW FLOW SIGNAL CAUSES AUTO START OF HCU*F11A ANN-UN.	RECALIBRATE
W165052	RPS-2CEC*PNL 632	REPLACE THE RILEY TEMP SWITCH IN 2CEC*PNL632 GEMPL E31-N6006. GE PART NO. 1645687P002. REF GE DWG 807E154TY SHEETS 3 4 AND 8 AND EDC 2E00438	REPLACED SPARE RILEY SWITCH INTO SLOT E31-N600C
W165457	CMS RMS-2CMS*RIC 10B	CMS10B RIC IS LOCKED UP AND WON'T RESPOND. DEFICIENCY TAG NO. 14079 IS ATTACHED TO RIC OF CMS10B.	R1C FOR 2CMS*CAB10B WAS OPERATIONAL ON 910213. WAS NOT LOCKED UP AND DID RESPOND TO COMMANDS
W165468	HVR RMS-2HVR*CAB 14A	CONTINUOUS FILTER MECHANISM STEP FAILURES.	TIGHTENED TAKE UP REEL HOLD DOWN NUT FOUND LOOSE WHICH CAUSED FAILURE
W165471	CMS RMS-2CMS*CAB 10B	MONITOR PULLING LOOP DOWN LOOP 8 WHEN S1 SWITCH IS IN THE ON POSITION	WORK PERFORMED BY SUPPORT DEPT. I&C CHECKED POWER SUPPLY VOLTAGES SAT.
W165479	CMS RMS-2CMS*CAB 10B	MOVING FILTER WILL NOT STEP. RX 284 NORTH	ORDERED NEW FUSE F2. REPLACED 5 AMP FUSE AND STEPPED FILTER OK

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W165485	HVC RMS-2HVC*CAB 18B	UNIT DROPS OFF LINE BY ITSELF (BOTH A AND B PORTS)	FOUND BAD POWER SUPPLY- REPLACED. NEW POWER SUPPLY NO GOOD. REPLACED POWER SUPPLY AGAIN. NEW POWER SUPPLY OK
W165487	HVR RMS-2HVR*CAB 32A	HVR-32A SAMPLE PUMP IS MAKING AN EXCESSIVE AMOUNT OF NOISE. (RX 289)	HAD MECHANICAL MAINTENANCE REPLACE PUMP MOTOR
W165492	SWP RMS-2SWP*CAB 146A	PUMP KEEPS TRIPPING OFF WHEN STARTED	PERFORMED WR 177143 SAT. PROBLEM FIXED BY WR 177143
W165495	CMS RMS-2CMS*CAB 10B	CMS10B HAS LOW FLOW ALARM SUSPECT AND FLOW CONTROL VALVE IS STUCK	REPLACED PAPAR AND FILTERS ALSO CLEANED AND DRIED MOVING FILTER ASSEMBLY
W165682	SWP RMS-2SWP*CAB 23B	CONTROL BUILDING AT SKID 23B INLET SIDE TO HCU 07 LEAKS AROUND THREADED NIPPLE. ALSO HANDLE IS BROKEN ON HCU 017. LEAK OCCURS WHEN TRYING TO OBTAIN SAMPLE FOR RTP-130	REPLACED VALVE HANDLE AND TIGHTENED FITTING
W165739	CMS RMS-2CMS*CAB 10B	LOW FLOW ALARMS- PLEASE INVESTIGATE REPAIR AS REQD. RX BLDG 289	CALLED UP MONITOR ON CONSOLE NO LOW FLOW PRESENT NONE IN PAST 24 HOURS. CALLED MONITOR ON CONSOLE STILL NO PROBLEM FOUND
W165740	SWP RMS-2SWP*CAB 146A	PUMP KEEPS TRIPPING OFF WHEN STARTED	FOUND IF PUMP STARTED IT TAKES 7 SECONDS TO RESET LOW FLOW ALARM BUT PUMP TRIPS AFTER 5 SECOND DELAY. WILL BE SOLVED BY PR 09604. WR'S WRITTEN TO MECH. MAINT TO CHANGE BUT PIPING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W165746	SWP	UPON POWERING UP (S1) MICROCOMPUTER WITH MOTOR STARTER SWITCH IN AUTO THE PUMP STARTED WITHOUT ACTUATION FROM L1C OR R1C. FAIL CODE 16 ON R1C AND NUMEROUS UPLOAD REQUESTS. ELECT TUNNEL 214 SOUTH	MONITOR IS WORKING CORRECTLY. PUMP ON COMMAND IS KEPT IN MEMORY WHEN S1 IS OFF SO PUMP WILL TURN ON WHEN S1 .3 TURNED ON. FAILURE CODE 16 WAS BROUGHT IN WHEN S1 WAS TURNED ON. UPLOAD REQUEST COMES IN BECAUSE OF ALARM
	RMS-2SWP*CAB 23B		
W165747	SWP	PUMP DOES NOT STAY RUNNING WHEN TURNED ON AT R1C IN CONTROL ROOM. PLEASE INVESTIGATE AND REPAIR. TAG HUNG AT R1C. SDC SC2-0121-91	CHANGED SWITCH 2SWP*FS23B SETPOINT PER EDC 2E10397; SET AT 135MV AROUND .6GPM
	RMS-2SWP*RE2 3B		
W165756	HVR	MONITOR SPIKED OUT RECEIVING INTERMITTENT SATURATION HIGH AND ALERT LEVEL ALARMS. PLEASE INVESTIGATE AND REPAIR	INVESTIGATED LOSS OF FLOW FOUND AFTER ALERT AND HIGH ALARMS CAUSE RB VENT ISOLATION; FOUND BLOWN FUSE. REPLACED FUSE PER S-MI-5.3-0041 AND 5.4-001. MONITORED FLOW FOR CORRECT VALUE
	RMS-2HVR*CAB 14B		
W165759	SWP	PUMP FOR SAP*146B TRIPS OFF ON LOW FLOW ATTEMPTS TO RESTART FROM R1C ARE UNSUCCESSFUL. PLEASE INVESTIGATE AND REPAIR SAMPLE PUMP LOCATED IN SKID ON 245 EL IN SERVICE WATER PIPE TUNNEL. TAG HUNG AT R1C AND RP DRMS	RECALIBRATE FLOW SWITCH LCR-154 (SWP)
	RMS-2SWP*CAB 146B		
W165763	SWP	PUMP STARTED FROM RIC/LIC USING ALTERNATE METHOD PUMP WILL START BUT WILL NOT STAY RUNNING. ONCE YOU SHUT OFF FLUSH WATER PUMP STOPS RUNNING. LOW FLOW ALARM PRESENT. SW146B HAS SHUT ITSELF DOWN	ADJUSTED SETPOINT ON FLOW SWITCH
	RMS-2SWP*CAB 146B		
W165769	CMS	RIC TEST LIGHT BUTTON IS BROKEN; PUSHED INWARD. UNABLE TO TEST R1C LIGHTS. R1C IS IN CONTROL ROOM ON PANEL 2CEC*PNL880C. PLEASE REPAIR. TAG HUNG AT R1C- NOTIFY RP PRIOR TO RETURN TO SERVICE	PUT SWITCH BACK TOGETHER;BROKE WIRE WHILE UNDER REPAIR- SOLDERED SWITCH WIRE BACK ON
	RMS-2CMS*CAB 10B		

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W165773	SWP RMS-2SWP*CAB 146A	SAMPLE PUMP TRIPS OFF AND WILL NOT RESTART FROM R1C OR MANUALLY. TAG LOCATED AT R1C	CLEANED FLOW SWITCH
W165788	SWP RMS-2SWP*CAB 146B	PUMP FOR SWP*146B TRIPS OFF ON LOW FLOW; CANNOT START FROM R1C. ALTERNATE METHOD FOR COAXING PUMP TO START; ONLY KEEPS PUMP RUNNING FOR AROUND 2 HOURS.	STARTED PUMP IN MANUAL 12/MV; FLUSHED STANDPIPE;STARTED PUMP IN AUTO - 58MU
W165789	SWP RMS-2SWP*CAB 146A	SAMPLE PUMP TRIPS OFF AND WILL NOT RESTART FROM R1C. TAG LOCATED AT R1C	DRAINED STAND PIPE AND CLEANED SAMPLE CHAMBER
W165790	SWP RMS-2SWP*CAB 146B	PUMP FOR SWP*146B TRIPS OFF ON LOW FLOW; ATTEMPTS TO RESTART FROM R1C ARE UNSUCCESSFUL; PLEASE INVESTIGATE AND REPAIR	CLEANED FLOW ELEMENT
W165791	SWP RMS-2SWP*CAB 146A	PUMP SHUT OFF BY ITSELF AND WILL NOT RESTART FROM R1C. TAG LOCATED ON R1C; PART OF ONGOING PROBLEM SINCE COMPLETION OF.FLOW SWITCH MOD	BACKFLUSHED SPOOLPIECE; WATER WAS BROWN WITH CLUMPS OF DIRT-RUST; PUMP REMAINED RUNNING 36 HRS LATER
W165798	SWP RMS-2SWP*CAB 23B	PUMP WILL NOT STAY RUNNING. KEEPS SHUTTING ITSELF DOWN. TAG ON LIC AT SWP*CAB23B	SAMPLE PIPING; SAMPLE FLOW INCREASED WELL BELOW TRIP SETPOINT. LOCALLY STARTED PUMP AROUND 10 TIMES WITHOUT PUMP TRIPPING OFF LINE.
W165800	ZZZ-NOCOMPID	MONITOR KEEPS GOING IN AND OUT OF FILTER STEP ALARMS	RAD PROTECTION REPLACED PAPER AND CHECKED FOR PROPER PAPER ORENTATION. ALARMS CLEARED
W166605	HVC RMS-2HVC*CAB 18A	LIC DISPLAY MISSING MINUS SIGN PLEASE REPAIR AS NECESSARY CONTACT D. MACDONALD AT 2594 OR 2815 WITH QUESTIONS	INSTALLED DISPLAY BOARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W167081	NMS-2NMS-GEC 51-J008	REMOVE UNDER VESSEL TIP TUBING. INSURE EACH PIECE IS TAGGED STORE IN AREA DESIGNATED BY RAD PROTECTION. UPON COMPLETION OF UNDER VESSEL WORK. REINSTALL TIP TUBING	REMOVED-STORED AND REINSTALLED TIP TUBING PER BLOCK 10.
W167090	PCB-2PCB*DRA 4A	OPEN NORTH SUPPRESSION POOL HATCH DURING AUGUST OUTAGE AND RECLOSE AND RETORQUE AS REQUIRED 71-87 FT LBS PER N2-MMP-PCB-003. NOTIFY I AND C TO DO LLRT WHEN COMPLETE.	AS FOUND LLRT PERFORMED 900907 AS LEFT LLRT PERFORMED 910114
W167091	PCB-2PCB*DRA 4B	REMOVE SOUTH SUPPRESSION POOL HATCH DURING AUGUST AND RECLOSE AND RETORQUE AS REQUIRED 71-87 FT LBS PER N2-MMP-PCB-003. NOTIFY I AND C TO DO LLRT WHEN COMPLETE.	AS FOUND LLRT PERFORMED AS LEFT LLRT PERFORMED 910115
W168466	GTS-2GTS*MOV 2A	TROUBLESHOOT VALVE ACTUATOR TO VERIFY PROPER DESIGN OPERATION	E&DCR 2E-10392 TEMP MOD 91-018 INSTALLED TO CLEAR PROBLEM UNDER WR 168472 COPY ATTACHED
W168467	GTS-2GTS*MOV 3A	TROUBLESHOOT VALVE ACTUATOR TO VERIFY PROPER DESIGN OPERATION	TEMP MOD 91-018 EDC 2E-10392 INSTALLED TO CLEAR PROBLEM UNDER WR 168472 COPY ATTACHED
W168468	HVK-2HVK*LS1 6B	INSTALL TEMP MOD 91-012 EDC 2F00295 SER 91-018. SEE MIKE DOWNS X 7538 FOR FURTHER INFO. THIS IS A NUISANCE ANNUN TEMP MOD	INSTALLED JUMPERS AS DIRECTED PER EDC NUMBER 2F00295
W168472	GTS-2GTS*MOV 28A	INSTALL TEMP MOD 91-018; EDC 2E10392	DID WORK PER ATTACHED S-MI-5.3-001
W168473	GTS-2GTS*MOV 28B	INSTALL TEMP MOD 91-019 EDC 2E10393	PERFORMED S-MI-5.3-001 FOR EACH VALVE TORQUE WRENCH NO. 9311 DUE 910402
W168694	EGA-2EGA*SV1 11	TO FULFILL THE NMP2 IST PUMP AND VALVE PROGRAM PLAN; REMOVE VALVE 2EGA*SV111 FOR TESTING CALIBRATION AND REINSTALL WHEN NOTIFIED BY THE I&C DEPARTMENT. LOCATED DIESEL GENERATOR ELEV 261. REF SEI 712 AND ASME 1 ANSI OM-1 1981	CALIBRATED NEW RELIEF VALVE
W169284	HVK-2HVK*TV2 1B	VALVE ACTUATOR LEAKING HYDRAULIC FLUID	CHECKED FOR OIL LEAKS; FOUND NO LEAKS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W169516	SVV,ADS-2SVV *NBE237	REMOVE AND COIL BACK TO CONDUIT ALL ACCELEROMETER CABLES FOR ALL EIGHTEEN SAFETY RELIEF VALVES	REMOVED CABLES FROM ACCELERMOETERS. REMOVED ACCELEROMETERS AND REMOVED ACCELEROMETER BANDS FROM ALL 2MSS-PSVS IN DRYWELL. BANDS AND ACCELERMOETERS ARE BEING STORED IN DIRTY SHOP ON SHELF AT NORTH END.
W169518	MSS-2MSS*SOV 6D-1	THE MAIN STEAM SOLENOIDS REQUIRE REPLACEMENT PER EQRM 2SV-1	REPLACED DAMAGED CONDUIT HUB FOR SOV-7A1 SYMBOL NO. 93-20-847 MI NO. 128920. REPLACED DAMAGED CONDUIT HUB FOR SOV6A SYMBOL 93-20-847 MI 128993. REPLACED DAMAGED CONDUIT HUB FOR SOV6D SYMBOL 93-20-847 MI 137431. REPLACED DAMAGED CONDUIT HUB FOR SOV6D. TOOK TWO FROM SOV6B TO BE REPLACED BY ONE FROM WAREHOUSE. TOOK TWO NIPPLES FROM SOV6B. REPLACED TWO NIPPLES ON SOV6B WITH TWO FROM SPARE ASSEMBLY IN WAREHOUSE 93-30-724 MI 137451. WR 190847 WRITTEN TO REPLACE NIPPLES ON SPARE SOV ASSEMBLY. REPLACE ALL SOV'S LISTED IN LINE 9 COMPLETED N2-IMP-SOV-0003
W169724	RPS LDS-N600F-2R PSB01	REPLACE SPARE TS USED AS REPLACEMENT FOR E31-N615A 2CEC*PNL632	INSTALLED NEW SPARE TEMPERATURE SWITCH
W169749	EGA-2EGA*PS1 0A	2EGA*PS10A AND 2EGA*V7A ARE LABELED INCORRECTLY; THEY ARE LABELED 2EGA*PS9A AND 2EGA*V9A. TAGS SHOULD BE SWAPPED.	SWAPPED SWITCH ISOLATION VALVE TAGS TO PROPER CONFIGURATION PER CONTROLLED LOOP DIAGRAMS TLEGA-003 AND 005
W169795	EGF-2EGF*LS1 2A	WHILE CALIBRATING NOTICED TERMINAL BLOCK IS CRACKED.	REPLACE BROKEN TERMINAL BLOCK
W169975	EGS-2EGS*PS4 001B	DURING A SMART TOUR ONE OF THE OBSERVERS NOTED THAT THE JACKET WATER LOW PRESSURE CIRC PUMP ALARM FOR DG 3 TOOK 10 MINUTES TO CLEAR WITH THE ENGINE RUNNING AND THE JACKET WATER PRESSURE AT 32 PSI. IT IS BELIEVED THAT THE WATER TEMPERATURE REACHED 130 DEGREES F WHICH BYPASSES THE ALARM. PLEASE CALIBRATE AND INVESTIGATE.	RECALIBRATED LOOP FOR EGS*PS4001B PER NEW SETPOINT DATA SHEET

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W170466	CMS-2CMS*ASH X71A	DIGITAL COMPUTER PT CMSAC03 APPEARS TO ALARM RANDOMLY. I.E. WHEN COMPARED TO ANALOG COMPUTER PT CMSAA02 THERE APPEARS TO BE NO CORRELATION BETWEEN THE ALARM AND OP-82 PG 23 SETPOINT OF 3.5PERCENT. THIS CAUSES ANN 873309 TO BE A NUISANCE ALARM. INVESTIGATE AND CORRECT CMSAC03 SETPT ANNUN/ANN*UN/ANN-UN	NO WORK PERFORMED AS FOUND AS LEFT SAT ON 0 N2-ISP-CMS-Q110 PERFORMED ON 910114
W170567	SWP-2SWP*FV4 7A	WITH ANNUNCIATOR 601103 IN ALARM FOR FV47A LOCAL INSPECTION OF VALVE INDICATED LOCAL LEAKS BUT PUMP WAS NOT RUNNING FIND CAUSE OF ALARM;ANNUN/ANN-UN.	ALARM NOT IN 910206 ANNUNCIATOR 601103 IS FOR 2SWP*FV47A AND 2SWP*FV54A WR 154708 ON 2SWP*FV54A ACCUMULATOR
W170770	CMS-2CMS*TTX 105	REPLACE CUSTOM TERMINATION MODULE ON CMS*TTX105 288 PGCC PANEL 890 NEST 5 SLOT 7	INSTALLED A NEW CUSTOM TERMINATION MODULE
W175746	RDS-NOCOMPID	INDICATOR LIGHT COVERS ARE BROKE AND FALLING OFF. REPAIR AND REPLACE INDICATOR LIGHT COVERS ON CEC*PNL603 VERTICAL BOARD AS NEEDED	REPLACED 15 LIGHT COVERS; ORDERED MORE COVERS- REPLACED LAMPS AND COLLERS THROUGH ROW NO. 16 FROM BOTTOM ON VERTICAL (PANEL 60 COLLARS). REPLACEMENT OF ALL LIGHT COVER COMPLETED
W176241	HVK-2HVK*TV2 2A	2HVK*TV22A IS LEAKING HYDRAULIC FLUID. PLEASE INSPECT	REMOVED UPPER RETAINER FROM ACTUATOR ASSEMBLY; REPLACED DUST NIPER RING OIL SEAL;ORING AND BACKUP RING; REFILLED ACTUATOR- TESTED FOR LEAKS. NONE FOUND. FIRST OIL SEAL MI 136981;SPLIT UPON INSTALLATION SO A SECOND ONE WAS ORDERED MI 135793 AND INSTALLED - NO PROBLEMS
W176292	GTS-2GTS*PV5 A	INSPECTION COVER ON NORTH SIDE MISSING 2 THUMBSCREWS. PLEASE REPLACE. LOCATION SBCT A ROOM UPPER ELEVATION WIP	MSRF 35172 REPLACED 3 SCREWS AND WASHERS
W176298	HVK-2HVK*RV4 3B	VALVE LEAKING WATER OUT OF GAG SCREW HOLE- REPAIR	RELIEF VALVE CALIBRATED PER SPDS NO. 2HVK*43 - N2-IMP-GEN-0036
W176497	SWP-2SWP*PDS H1A	ABOVE MENTIONED ALARM CARD IN 2CEC*PNL896 NEST 2 SLOT 2 HAS THE COMMON TEST PROBE CONNECTOR BROKEN AND MISSING. REPAIR OR REPLACE CARD. 288 RELAY ROOM TAG 14920 ON 2CEC*PNL896 WIP	REPLACED 2SWP*PDSH(HH) 1A

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W176601	EGS-2EGS*EG3	CONTROL BLDG ELEVATION 261 SOUTH. INDICATED JACKET WATER TEMP 137 DEGREES F (7 DEGREES F HIGH OOS) WITH J.W. HEATER AND CIRCULATING PUMP ENERGIZED RUNNING INDICATIONS AT 2CES*IPNL408. CHECK 23JW TEMP CONTROLLER LOW	CHECKED CAL ON 2EGS*TS1033B SWITCH WAS FOUND SAT AND IN SPEC HEAT TRANSFER GREASE WAS VERY SPARSE IN TEMP WELL AND ON TEMP SW PROBE. REAPPLIED HEAT TRANSFER GREASE
W176668	CMS-2CMS*TRZ 140	PAPER DOES NOT ADVANCE. DRIVE GEARS TEETH DO NOT REMAIN MESHED. REPAIR AS NECESSARY. RECORDER IS LOCATED ON 2CEC*PNL875 IN MAIN CONTROL ROOM	ADJUSTED MOTOR ASSEMBLY SO GEARS MESHED PROPERLY
W176722	CEC-2CEC*PNL 603	ANNUUNCIATOR 603211 AND 603430 KEEPS REFLASHING BUT WILL NOT ACKNOWLEDGE WITHOUT TAKING PANEL 603 ANNUNCIATORS TO TEST FIRST.	REF VOIDED WR 164816 FOR 603430 AND 176727 ACKNOWLEDGE FUNCTION PROBLEM COPIES ATTACHED TESTED SAT ON 910215 NO OTHER ACTIONS TAKEN
W176730	ICS-2ICS*P1	OUT BOARD SEAL IS LEAKING APPOX. 80 DRIPS PER MINUTE. REPAIR AS NECESSARY. ALSO DO INBOARD SEAL.	REMOVED VIBRATION PROBES ON RCIC PUMP. REMADE CONNECTION AND REINSTALLED TO PROBE.
W176849	RCS-2RCS*HYV 17A	METER INDICATION ON P602 FOR VALVE POSITION INDICATOR 4 PERCENT HIGHER THAN GETARS. DEF TAG ON P602. METER INDICATOR 73 PERCENT- GETARS INDICATOR 69 PERCENT	RECALIBRATED INDICATOR 2RCS-ZI1621
W177115	PCB-2PCB*Z67	PERFORM AS FOUND LOCAL LEAK RATE TEST AT PA IAW APP J. WELD PLUGS. PERFORM AS LEFT LEAK RATE TEST AT PA. TEST MUST BE PERFORMED AT PA TO ENSURE NO TYPE A TEST IS REQUIRED. REF PR 4596 E&DCR C93655	NONE
W177129	SWP RMS-2SWP*CAB 146A	ADJUST FLOW ON 2SWP*CAB146A USING FCV01 AS PER TROUBLESHOOTING PLAN.	FLOW SET PER TS PLAN. ADJUSTED FLOW PER SPDS 4.5 GPM AND 1.0 GPM PUMP TRIP
W177130	SWP RMS-2SWP*CAB 146B	ADJUST FLOW IN 2SWP*CAB146B USING FCV01 AS PER TROUBLESHOOTING PLAN. TB250 SW-SERVICE WATER	FLOW SET PER TS FLOW. CALIBRATED FLOR SWITCH PER SPDS 4.5 GPM AND 1.0 GPM PUMP TRIP
W177139	SWP RMS-2SWP*CAB 146B	TROUBLESHOOT FLOW SWITCH 2SWP*FS146B LOW FLOW CONDITIONS. TB 250 SW	CONNECTED CONTROLOTRON CHART RECORDER AS PER TROUBLESHOOT PLAN

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W177143	SWP RMS-2SWP*FS146A	INSTALL FM71D 3 PRONG MONITOR CALIBRATOR ON 2SWP*FS146A AND RECORD MV OUTPUTS ON A CHART RECORDER SEE TROUBLESHOOTING GUIDELINE PER TEMP MOD 91-04 TB250 SW	INSTALLED FM710 AND CONTROLOTRON AND MONITORED AND RECORDED PER N2-ICP-GEN-001 AND IL 2SWP-153
W177153	HVC-2HVC*UC102	UC102 FAILED TO ACHIEVE RATED FLOW. I&C TO TROUBLESHOOT FLOW PROBLEM. CONTACT C BURNSWORTH X 4626 FOR TROUBLESHOOTING INFO	FLOW READING TAKEN BY I&C
W177169	CEC-NOCOMPID	REPLACE TRANSISTOR Q8 WITH A CODE DATE OF 8052 OR LOWER; PRESENTLY IN WAREHOUSE SPARES. INSTALLED IN MODEL 510 DU TRIP UNITS. THIS IS TO SATISFY GE S1L NO. 520 AND MAY 5 1990 10CFR21 NOTIFICATION	REPLACED Q8 IN NUMEROUS ROSEMOUNT TRIP UNITS (SEE ATTACHED SHEET FOR S/N'S OF COMPLETED TRIP UNITS) IN WAREHOUSE AS SPARES
W177244	HVR-2HVR*AOD10A	AIR IS LEAKING FROM THE BODIES OF BOTH ACTUATORS ON THIS DAMPER.	REPLACE SOV BLOCKS AND REBUILT AIR REGULATORS
W177245	CSH-2CSH*LS3A	CHANGE INDICATOR SCALE ON MASTER TRIP UNIT PER E AND DCR C47762. CLOSE TEMP MOD 88-39. WIP	NEW MOTOR FACE INSTALLED AND CAL PROCEDURE PERFORMED SAT
W177246	CSH-2CSH*LS3B	CHANGE INDICATOR SCALE ON MASTER TRIP UNIT PER E AND DCR C47762. CLOSE TEMP MOD 88-39	INSTALLED NEW METER FACE AND CAL PROCEDURE N2-ISP-CSH-R105 PERFORMED SATISFACTORY. ALSO CLEARED TEMP MOD 88-39
W177263	RMS-NOCOMPID	EVALUATE GROUNDING ON TEST SKID LOCATED IN THE ENVIRONMENTAL ROOM AT THE UNIT 2 WAREHOUSE.	TOOK OHM READING AS VARIOUS POINTS OF THE SKID AND RICK SCHAMP TOOK THE DATA
W178802	RDS-2RDS*LS125	DURING THE PERFORMANCE OF N2-ISP-RDS-M106 COMPUTER POINT RDSLC103 DID NOT COME IN. UPON INVESTIGATION THE MICRO SWITCH WAS FOUND TO BE BAD. REPLACE	REPLACED MICRO SWITCH IN 2RDS*LS125
W178803	GTS-2GTS*PDT5B	COMPUTER POINT OUT OF TOLERANCE FOR LCR GTS 049. CALIBRATED LOOP FROM PDT5B COMPUTER POINT OUT OF TOLERANCE WITH PROPER CURRENT INPUTS TO GTS PWRS5B	REPLACED ISOLATOR POWER SUPPLY PS ZE-2 IN PNL 838 ELEVATION 288 RELAY ROOM REPLACED INPUT AND OUTPUT ISOLATOR CARDS ZE 41/42 IPNL 838
W178806	MSS-2MSS*AOV7C	MSIV 7C LS33-2 CONNECTIONS H-G FAIL TO PROVIDE INPUT TO GETARS (FOR 10 PERCENT OPEN INDICATION) THE OTHER 2 LS33-2 OUTPUTS DO WORK (ERF COMPUTER PT AND P602 INDICATION). REF GE 807E152TY SH 10.	CHECKED MUX05 CARD 5 SAT. TEN PERCENT OPEN INPUT DOES FUNCTION. WHEN VALVE REACHES TEN PERCENT OPEN SWITCH PROVIDES INPUT SATISFACTORILLY TO GETARS.

WR NUMBER	EPN.NUMBER	FAILURE DESC	CORRECTIVE ACTION
W178812	HVR RMS-2HVR*CAB 32A	WHILE PERFORMING N2-ISP-RMS-R101 STEP 8.4.3 FAILURE CODE 6 DID NOT COME IN FLOW WAS AT 1.4 SCFM THROUGH THE SKID SHOULD BE APPROXIMATELY 0.00 WHEN INLET VALVE IS SHUT	REPLACED RUBBER GASKET
W178845	NMS-C51-K601 F	IRM F INTERMITTENTLY FAILS DOWNSCALE WHEN RANGE SWITCH POSITION IS CHANGED AND RETURNED TO THE ORIGINAL POSITION. IRM F COMES BACK ON SCALE. TROUBLESHOOT AND REPAIR	PERFORMED APPLICABLE STEPS OF N2-ISP-NMS-Q109
W178855	CMS-2CMS*LI1 1B	2CMS*LI11B ON 2CEC*PNL601 HAS EXCESSIVELY HIGH DEVIATION FROM ALL OTHER SUPP. POOL LEVEL INDICATIONS (AROUND 1/2 FOOT HIGHER) RECALIBRATE 2CMS*LI11R. TAG AT METER.2CMS*LI11R ON 2CEC*PNL601	VENTED -B- SIDE INSTRUMENT LEG. NO PARTS REQD. CMSLA103 EQUALS 200.59 ST. VERSES CMSLA102 EQUALS 200.49 FT. SAT.
W178859	HVP-2HVP*FN1 C	EXHAUST FAN IS TRIPPED ON LOW AIR FLOW POSSIBLE FLOW SWITCH TROUBLE. PLEASE INVESTIGATE AND REPAIR	RECALIBRATED FLOW SWITCH TO THE FLOW VALVE WHICH CORRESPONDS TO DISCHARGE DMP OPEN RECIRC CLOSED SINCE THE CONFIGURATION HAD THE LOWER FLOW VALVE
W178875	MSS RPS LDS-2MSS*TS1 069A	BURN OUT CIRCUIT ALARMS ARE NOT CONSISTENT. NEED TO REPLACE	REPLACED WITH NO. 164C5687P301 SERIAL NO. 6749
W178883	NMS-C51-K601 H	IRM H FAILED SRM/IRM OVERLAP PROCEDURE DURING START UP. NEVER SHOWED ANY CHANGE IN POWER AT ALL.	PERFORMED N2-ISP-NMS-Q109 IRM H DRAWER AND PRE-AMP OPERABLE PROBLEM APPEARS TO OR FROM PRE-AMP TO IRM H DETECTOR UNDER POT. RAN TDR TRACE ON CABLE TO DETECTOR OPEN AT CONNECTOR UNDER VESSEL
W178888	CMS-2CMS*TE5 4B	2CMS*TE54B IS AT LIMIT FOR DEVIATION FROM TE54A ON N2-OSP-LOG-D001. NEEDS TO BE RECALIBRATED. DEF TAG STUB HUNG ON 2CEC*PNL601 AT 2CMS*TI172 SELECTOR SWITCH.	NONE-2CMS*TI172 AND 171 POINTS 5 FOR TE54A AND TE54B -CHECKED ON 910202. READINGS ARE 80 DEG.F. AND 79 DEG.F. MAX DIFFERENTIAL PER N2-OSP-LOG-D001 IS 6 DEG. F.
W178892	HVR-2HVR*UC4 13B	DURING PERFORMANCE OF OSP-CNT-M003 HVR*VC413B WAS GIVEN AN AUTO START SIGNAL. HVR*VC413B STARTED THEN TRIPPED. VC RAN FOR 38 SECONDS.	RECALIBRATED FLOW SWITCH PER N2-IPM-GEN0003

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W178897	NMS-C51-K605	SUMMER CARD Z6 HAS BLOWN FUSE F4 -REPAIR	REPLACED SUMMER CARD. ISSUE 126431 (B35-K607A)
W178899	CES EGS-2CES*IPN L408	COMPUTER POINT EGSPC16 IS IN ALARM. CANNOT DETERMINE ANY PROBLEMS WITH DIESEL COMPONENT. TROUBLESHOOT AS NEEDED. TAG ON PNL 852 CONT RM	CALIBRATED PRESSURE SWITCH 2EGS*PS4005B TO SPEC ADJUSTED LIMIT SWITCH POSITION BRACKET
W179175	EGF-2EGF*P3	WHILE PERFORMING N2-EPM-EGS-R655 DISCOVERED THAT 2EGF-P3 WAS INCORRECTLY LABELED 2EGF*P5. PLEASE CORRECTLY LABEL FUEL OIL PUMP	REPLACED LABELS
W179290	ICS-2ICS*HYV 151	GENERAL OVERHAUL OF GOVERNOR VALVE FOR NEXT REFUEL OUTAGE	SEE ATTACHEMENT 4
W180509	GTS-2GTS*MOV 3A	NEED TO REPLACE THE RESERVOIR PISTON OIL SEAL- DUE TO LEAKAGE. P/N =7238006 SYM 93-61-026	REPLACED OIL SEAL ON RESERVOIR PISTON AND ORING AT THE BOTTOM OF THE RESERVOIR
W180527	SWP-2SWP*PSY 1004A	ANNUNCIATOR 601103 AND COMP PT SWPBC18 DID NOT CLEAR WHEN ACCUMULATORS 1-4 WERE CHARGED WITH NITROGEN	COMPUTER POINT NORMAL 910204 NO PROBLEM WITH ANNUNCIATION FOUND WHEN PERFORMING WR'S 191588 AND 191576 HOWEVER WR 191576 FOUND A LEAKING ACCUMULATOR WR 154708
W180554	CEC-2CEC*P00 2	WHILE PERFORMING N2-ISP-ISC-M008 ATT 3 AND 4 AFTER FIRST RX LEVEL CHANNEL WAS DISPLAYED SECOND RX LEVEL CHANNEL WAS SKIPPED AFTER NO KEY WAS DEPRESSED DISPLAYING SLICK TANK LEVEL. TROUBLESHOOT	N2-ISP-ISC-M008 ATT 3 AND 4 HAVE BEEN SUCCESSFULLY PERFORMED 900513 900630 900801 AND 900901 AND 910114 WITHOUT REOCCURRANCE OF FAILURE. PLEASE CLOSE THIS WR AS NO PROBLEM FOUND
W180556	ZZZ-NOCOMPID	PERFORM N2-IMP-GEN-a037 TO CORRECT JUMPER. LOCATION ON RILEY TEMP SWITCH SN 5620. MOVE JUMPER FROM (J11) TO (2NC).	NONE;SWITCH SENT BACK TO MANUFACTURER FOR REPAIR
W180626	CSL-2CSL*MOV 104-ACT	LPCS INJECTION VALVE HAS TEMPORARY OPERATOR AND POSTED TO INFORM OPERATOR DECLUTCH LEVER MUST BE CONTINUOUSLY DEPRESSED TO MANUALLY OPERATE VALVE. PERMANENT SIGN IS REQD.	ATTACHED TAG TO VALVE
W180633	HVC RMS-2HVC*RUZ 18D	RIC DISPLAY SECOND DIGIT OF PARAMETER AND E ARE MISSING AT 2HVC*RUZ18D.	REPLACED DISPLAY BOARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W180773	HVC-2HVC*ACU 3A	PERFORM ON AIR BALANCE ON 2HVC*ACV3A.	AIR BALANCE 2HVC*ACU3A AS PER N2-ICP-GEN@004
W180819	SWP-2SWP*FT2 00E	REPLACE SUSPECT TRANSMITTER S/N 407984 WITH NEW ONE	REPLACED TRANSMITTER (PER N2-IMP-EQM@005)
W180838	CMS-2CMS*AE6 B	WHILE PERFORMING N2-ISP-CMS-Q110. COMPUTER POINT (ERF) CMSYA101 WAS FOUND TO BE OUT OF SPEC.	NO PARTS WERE REPLACED OPTICAL ISOLATOR CHECKED GOOD USING SPECS IN UPDATED N2-ISP-CMS-Q110. SEE TROUBLESHOOTING PLAN
W180856	RHS-2RHS*FT6 4B	REPLACE SUSPECT TRANSMITTER S/N 410844 WITH NEW ONE	REPLACED AND CALIBRATED 2RHS*FT64B AS DIRECTED
W182089	HVR RMS-2HVR*RUW 32B	LIC DISPLAY IS MISSING THE MINUS SIGN. REPAIR AS NECESSARY. MICRO CABINET IS LOCATED CONTROL BLDG 214 SOUTH SIDE. DEF TAG PLACED AT MICRO 2HVR*RU32B	A NEW LIC DISPLAY BOARD WAS INSTALLED INTO 2HVR*RUW32B USING S-MI-5.3-001 AND N2-IMP-GEN@037. PMT WAS TO DEPRESS TEST LIGHT BUTTON ALL LIC LIGHTS LIGHT AND DISPLAY SHOW ALL EIGHTS AND A MINUS SIGN. PMT SAT
W182098	HVC RMS-2HVC*CAB 18D	LIC'S LED SHOWS A 2 IN THE FIRST DIGIT OF THE EXPONENT. OUT OF SPEC	REPLACED CARD
W182099	HVC RMS-2HVC*CAB 18B	MONITOR SPIKES IN ALERT AND HIGH RADIATION THEN SLOWLY DROPS BACK TO NORMAL. HAPPENS ALOT AFTER S1 IS TURNED OFF THEN ON AND THE NUMBER OF OCCURENCES INCREASES WITH TIME IF NOT TOUCHED. ALSO GIVES LOW PRESSURE ALARM	SURVEILLANCE N2-RSP-RMS-M109 WAS SUCCESSFULLY COMPLETED ON 910108 AND THIS PROBLEM WAS NOT OBSERVED
W182922	ISC-2ISC*LS1 684A	REPLACE TRIP UNIT TO SATISFY 10CRF PART 21 NOTIFICATION -ROSEMOUNT LETTER DECEMBER 7 NINETEEN EIGHTY NINE-MODEL 710DU SERIAL NUMBER 66561 LOCATED 2CEC*PNL609 ELEV 306 CR.	REPLACED B22-N684A AND TESTED PER N2-ISP-ISC-R105 SAT.
W182925	RHS-E12A-Z8-1	PRESS TO CAL KNOB OUTER CASE IS BROKEN GIVING NO INDICATING POINTER POSITION. REPAIR OR REPLACE AS NEEDED. LOCATED IN 2CEC*PNL618 306 CONTROL ROOM E12A-24-1	REPLACED BROKEN PRESS TO CAL KNOB FROM E12A-Z8-1 CALIBRATION UNIT ON 2CEC*PNL618

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W182926	MSS-2MSS*SOV 6A-2	WHILE PERFORMING N2-IMP-SOV-@003 REMOVE TERMINAL STRIPS ON SOV AIR CIRCUIT -2MSS*AOV6A AND D- AND INSTALL RING LUGS PER ATTACHED PROCEDURE S-MI-5.3-001 ATTACHED. WORK NECESSARY TO COMPLY WITH FDDR KG1-0797.	REMOVED TERMINAL STRIP AND INSTALLED RING LUGS PER S-MI-5.3-001. PERFORMED N2-IMP-SOV-@003 SAT. N2-OSP-MSS-R001 ATTACHED AS ELECT FUNCTIONAL CHECK
W182936	RHS-2RHS*PT3 A	ROSEMOUNT TRANSMITTER SERIAL NUMBER 412964 IDENTIFIED BY 10CRF PART 21 NOTIFICATION. ROSEMOUNT LETTER DATED 10-31-90 OIL LOSS SUSPECT LOT. LOCATION RX 175.	REPLACED OLD TRANSMITTER NO. 412964 WITH NEW TRANSMITTER SN 419928A. RECAL'D LOOP- SAT.
W183173	RCS-2RCS*P1A	REVISE VIBRATION ALERT SET POINT IN ACCORDANCE WITH 2M10279. SDC NUMBER SC2-0007-91.	CALIBRATE ALERT MODE LEVEL TO 13.5 MILS FOR 2RCS-NBI86A AND B
W183370	SFC-2SFC*P1B	THE OUTBOARD BEARING OF 2SFC*P1B IS OPERATING APPROX. 10 DEG. HOTTER THAN *P1A OUTBOARD BEARING. INSPECT *P1B PUMP OUTBOARD BEARING AND CHECK FOR WEAR AND PROPER CLEARANCE	REMOVED 2SLS*P1B INBOARD AND OUTBOARD VIBRATION AND TEMPERATURE PROBES 910222. REINSTALLED VIBRATING TEMP PROBES
W184455	GTS-2GTS*MOV 2B	OIL IS LEAKING FROM ACTUATOR TO THE FLOOR. TAG HUNG ON GTS*MOV2B. LOCATION RX BLDG ELEV 261 IN B GTS RM.	REMOVED COVER; CLEANED FILM OF OIL OFF VALVE PARTS;TIGHTENED FITTINGS-HAD VALVE STROKED AND FOUND NO NEW LEAKS
W184484	CEC-2CEC*PNL 899	WHILE PERFORMING N2-ISP-ISC-P899 COMPUTER POINT ISCLA104 WAS FOUND OUT OF SPEC HIGH	SIMULATED 0-10 VDC INPUT TO ISOLATOR 2CEC*899 ZJJ-C (BQ) TB3-13 AND 12. OBSERVED 0-160 M VDC OUTPUT OF ISOLATOR.(ISOLATOR OK) REINSTALLED ORIG INDICATOR CAL'D LOOP COMPUTER OUT OF SPEC. STILL GAVE COMPUTER VALVES THEY WERE TO CALIBRATE COMP
W184559	RCS-2RCS*HYV 17A	PLEASE INCREASE THE FCV MINIMUM POSITION INTERLOCK LIMIT SWITCH SETTING AS PER ATTACHED EDC NO. 2E10362 OF SDC SC2-0005-91 (REFER TO RESOLUTION OF PR 07751)	STROKED THE VALVE AS REQD
W184560	RCS-2RCS*HYV 17B	PLEASE INCREASE THE FCV MINIMUM POSITION INTERLOCK LIMIT SWITCH SETTING AS PER ATTACHED EDC NO. 2E10362 OF SDC NO. SC2-0005-91 (REFER TO PR 07751 RESOLUTION)	STROKED VALVE AS REQD BY USING SBV. NO NEED TO LIFT LEADS USING THIS METHOD
W184571	HVC-2HVC*FLT 2A	PROVIDE INFO REQUESTED INTERIM RESPONSE TO PR 09184. RUN FILTER TRAIN A AS NECESSARY. CONTACT MIKE DOWNS FOR INFORMATION AND RESULTS	PROVIDED INFO REQUESTED ABOVE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W184675	ISC-2ISC*LIS 1691F	REPLACE ROSEMOUNT MODEL 710DU MASTER TRIP UNIT TO SATISFY 10CRF PART 21 NOTIFICATION. DEFECTIVE TRIP UNIT SERIAL 66732. ROSEMOUNT LETTER 12-07-89. TRIP UNIT IS LOCATED 2CEC*PNL618 ELEVATION 306 CR.	REPLACED MTU B22-N691F PER S-MI-5.3-001 AND COMPLETED N2-ISP-ISC-R014 SAT
W184773	CEC-2CEC*PNL 736	WORK ON EDC - RETURN THIS PANEL TO ORIGINAL DESIGN BY IMPLEMENTING EDC 2E10379A	PERFORMED S-MI-5.3-001 FOR EDC 2E10379A
W184789	CMS RMS-2CMS*CAB 10B	2CMS*CAB10B PARTICULATE SAMPLE CHAMBER FAILED LEAK-5#- RATE TEST.AT SMALL BOX BETWEEN DETECTOR AND HOUSING IN REAR OF CHAMBER.RX 289 BY ELEVATOR.SEE MIKE GARBUS-RICK KLEIN OR PAT FOTI FOR DETAILS.	REPLACE SQUARE GASKET
W184806	GTS-2GTS*MOV 2A	EXCESSIVE OIL LEAKAGE FROM GTS*MOV2A ON RX BLDG EL 261 -A- GTS TRAIN. OIL IS LEAKING FROM ELECTRICAL PENETRATIONS ON MOV2A. TAG AT 2GTS*MOV2A IN DIV I GTS BLDG	REPLACED DAMAGED ELBOW ON ACCUMULATOR MANIFOLD PART NO. 7237995
W184815	GTS-2GTS*MOV 2A	MOV 2A HAS A OIL LEAK FROM ACCUMULATOR BOX. LOCATED ON 261 RX BLDG A GTS ROOM	INVESTIGATED OIL LEAK FOUND SMALL AMOUNT OF OIL RESIDUE LEFTOVER FROM LAST TIME VALVE WAS WORKED: HAD OPERATIONS STROKE VALVE AND OBSERVED NO ABNORMALITIES IN VALVE OPERATION
W184816	GTS-2GTS*MOV 2B	DIV LEAK FROM GTS*MOV 2B ACCUMULATOR BOX 261 RX BLDG B STANDBY GAS TRAIN ROOM	RETIGHTENED LOOSE FITTINGS
W184827	EGS-2EGS*EG1	ON LOSS OF OFF SITE POWER (NO. 5 LINE) EGS AND EG2 AUTO STARTED AND ENERGIZED DIV I AT 58.8 H2 (LOAD WAS 900KW). PLEASE ADJUST FOVERNOR SETPOINT. TAG LOCATED AT PNL851 AT GOVERNOR CONTROL *EG2	CHECKED R-D1 AND R-D2; SUPPORTED N2-STP-26
W184828	HVK-2HVK*CHL 1A	2HVK*CHL1A AUTO TRIPPED; REASON UNKNOWN CHL1A WILL NOT RESTART	CALIBRATED 2HVK*PSL-1007A;TIGHTENED LEAD 210 ON RELAY 4R
W184833	SWP-2SWP*P1A	2SWP*P1A TRIPPED ON LOW FLOW FOLLOWING AN AUTO START SEQUENCE FOLLOWING THE LINE 5 TRANSIENT- VERIFY THE LOW FLOW SETPOINT (TRIP SETPOINT) IS CORRECT	CALIBRATED LOW FLOW TRIP LOOP FOR 2SWP*P1A
W184834	SWP-2SWP*P1E	2SWP*P1E TRIPPED ON LOW FLOW FOLLOWING AN AUTO START SEQUENCE FOLLOWING THE LINE 5 TRANSIENT. VERIFY THE LOW FLOW TRIP SETPOINT IS CORRECT	RECALIBRATE AS PER N2-ICP-SWP-A101

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W184840	GTS-2GTS*PV5 A	2GTS*PV5A HAS SLIGHT OIL LEAKAGE FROM MOTOR HOUSING SEAL LOCATED IN STBY GAS BLDG LINE H COLUMN 33.70. PLEASE INVESTIGATE AND REPAIR	TIGHTENED LOOSE FITTING. DRAINED REFILLED AND BLED. STROKED VALVE FROM CONTROL ROOM. OBSERVED FULL TRAVEL. INSTALLED COVER AND TORQUES ON 911017
W184851	MSS-2MSS*PSV 135	RELIEF VALVE TAILPIECE TEMPERATURE INDICATION ON PANEL 2CEC*PNL614 IS ACTING ERRATICALLY WITH UNEXPLAINED INCRESES AND DECREASES. PLEASE TROUBLESHOOT AND REPAIR. SEE WR 194360	PERFORMED LOOP CAL
W184871	SWP-2SWP*FV5 4A	FV54A HYDRAULIC ACCUMULATOR PUMP IS RUNNING CONTINOUSLY INVESTIGATE AND REPAIR. DEF TAG LOCATED ON SWP*FV54A TB 244 SOUTH WEST AND ON ANNUNCIATOR 601103 IN CONTROL ROOM CB 306	PRECHARGED ACCUMULATORS. DRAINED AND REFILLED RESERVOIR TANK 4
W184886	CMS-2CMS*TRY 170	DURING PERFORMANCE OF N2-ISP-CMS-M003 STEP 7.2.4 RECORDER FOUND TO BE OUT OF SPEC. CALIBRATE RECORDER	PERFORMED N2-ISP-CMS-R115 ATT 4 AND ADJUST ZERO AND SPAN FOR 2CMS*TRY170 RED PEN
W184887	HVC RMS-2HVC*CAB 18D	DETECTOR FAILED; LOW COUNTS EVEN WITH SOURCE IN DRAWER. POSSIBLE BAD DETECTOR ON CABLE. TAG HUNG AT SKID- CONTROL RM VENT RM 306	REPLACED DETECTOR
W184894	HVC RMS-2HVC*CAB 18B	THIS MOV18 SHUTS ON A HIGH RAD SIGNAL FROM BOTH RAD MONITORS HVC18B AND HVC18D. RIGHT NOW HVC18D IS IN THE TRIPPED CONDITION WITH A H/O. MOV18 KEEPS CLOSING WITH NO ALARMS NO TRIPS OF ANY KIND ON HVC18B AND NOT AUTO STARTS OF 2HVC*FN2B. TAG ON P871 IN CR	INSTALLED NEW DIFF VACUUM SWITCH
W184909	ICS-2ICS*FC1 01	AFTER SEVERAL MINUTES OF OPERATION DURING THE RCIC QUARTERLY SURVEILLANCE THE RCIC FLOW CONTROLLER IN AUTO BEGAN TO HUNT AT APPROXIMATELY PLUS OR MINUS 50 GRAM ABOUT ITS SETPOINT 600 GPM. NEED CONTROL LOOP SETTING VERIFICATION PER ATTACHED AND TROUBLESHOOT AS NECESSARY	CHECKED FUNCTION OF FC101 CONTROLLER CHECKED SAT. PERFORMED CAL ON FT101 SLIGHT ADJUSTMENTS MADE TO TRANSMITTER. FLUSHED LINES TO TRANSMITTER;AIR AND BLACK WATER WERE FLUSHED FROM LINES

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W184913	SWP RMS-2SWP*FS146A	RECALIBATE AND ADJUST AS NECESSARY FS 146A	ADJUSTED FLOW IN SPECS ACCORDING TO SPDS 2SWP*FS146A. NO FLOW VALUE 380MU PUMP TRIP 200 MU. TIME DELAY MAY NOT BE LONG ENOUGH TO ESTABLISH PUMP RUNNING AFTER START. PUMP WAS STARTED TWICE SECOND TIME BEFORE COMPLETE COAST DOWN
W184957	SWP RMS-2SWP*FS146A	INVESTIGATE FLOW SWITCH DRIFT	RECALIBRATED FLOW SWITCH AT 80 DEG.F. FOR 1.0 GPM;CLEANED FLOW SWITCH
W184958	SWP RMS-2SWP*FS146B	INVESTIGATE FLOW SWITCH DRIFT	RECALIBRATED FLOW SWITCH AT 80 DEG. F. FOR 1.0 GPM- VERY SLIGHT BUILDUP OF SCALE AND SILT. CLEANED FLOW SWITCH
W184959	SWP RMS-2SWP*FS23A	INVESTIGATE FLOW SWITCH DRIFT	RECALIBRATED FLOW SWITCH AT 80 DEGREES F WATER
W184960	SWP RMS-2SWP*FS23B	INVESTIGATE FLOW SWITCH DRIFT	RECALIBRATED FLOW SWITCH AT 80 DEGREES F WATER
W186514	CMS RMS-2CMS*CAB10A	RIC DISPLAY IS MISSING THE SECOND DIGIT IN THE PARAMETER. THE "E" AND THE FIRST DIGIT IN THE EXPONENT. TAG HUNG ON RIC IN CONTROL ROOM.	INSTALLED A NEW RIC DISPLAY CIRCUIT BOARD
W187237	HVR RMS-2HVR*CAB14A	CHECK SOURCE DOES NOT EXCEED 1 DECADE ABOVE BKGD WHEN ACTIVATED. DEF. TAG NO. 17924 - HUNG ON MONITORS SKID RX 328 EL	REPLACED SOLENOID HOUSING WITH NEW HOUSING

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187238	SWP RMS-2SWP*CAB 146A	LIC DISPLAY AT THE SKID IS MISSING THE FIRST DIGIT OF THE PARAMETER AND THE FIRST DIGIT OF THE EXPONENT. DEF. TAG NO. 17960 WAS HUNG AT THE SKID.	REPLACED LIC DISPLAY BOARD PER S-MI-5.3-001 AND N2-IMP-GEN-@037 PERFORMED PMT PER WIP SHEET
W187249	SWP RMS-2SWP*CAB 23B	L1C DISPLAY IS MISSING THE MINUS SIGN. TAG HUNG AT L1C- S. ELECTRICAL TUNNEL 214	INSTALLED NEW LIC DISPLAY BOARD
W187251	RMS-2RMS*RE1 A	COMPUTER POINTS ARE OUT OF TOLERANCE FOR THE 1.00E1 1.00E3 AND 1.00E4 RANGES	REPLACED AIMS MODULE
W187252	RMS-2RMS*RE1 C	COMPUTER POINT IS OUT OF TOLERANCE ON THE 1.00E01 1.00E02 1.00E03 AND 1.00E04 RANGES	REPLACED MODULE -AIMS.
W187253	RMS-2RMS*RE1 B	COMPUTER POINT RMSRU101 IS OUT ON THE 1E07 RANGE. TAG HUNG AT RE1B R1C.	RECALIBRATED PER N2-IPM-RMS-V001
W187260	CMS RMS-2CMS*CAB 10A	DURING PERFORMANCE OF N2-RSP-RMS-R111 PARTIAL CAL FOR THE SPDS MOD THE AMPLIFIER OUTPUT COULD NOT BE SET TO THREE VOLTS. THE AMP-DISC BOARD IS USPECTED BAD.	REMOVED OLD BOARD REMOVED SW1 AND SW2 FROM OLD BOARD AND REPLACED ON NEW BOARD INSTALLED NEW BOARD. THIS DID NOT SOLVE PROBLEM WITH RAD PROTECTION PROCEDURE. REINSTALLED ORIGINAL BOARD WITH SW1 AND SW2
W187265	CMS RMS-2CMS*CAB 10B	BATTERY FAILED TO RETAIN SETPOINTS IN MEMORY. FAILED MEMORY BACKUP TEST OF PROC. N2-RSP-RMS-R111. QUESTIONS D MACDONALD EXT 2594.	REPLACED BATTERY
W187277	CMS VBS RMS-2CMS*RUW 10B	LOCATION FOR 2CMS*RU10B MICRO COMPUTER IS MISSING THE MINUS SIGN AND THE FIRST DIGIT OF THE EXPONENT. QUESTIONS D. MACDONALD AT 2394	REPLACED LIC DISPLAY BOARD
W187297	CMS RMS-2CMS*CAB 10A	COMPUTER POINT OUT OF TOLERANCE ON ALL RANGES.	PERFORMED N2IPMRMSV001

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187508	MSS RPS LDS-2MSS*TS1076A	REPLACE SPARE RILEY TEMP SWITCH	REPLACED SPARE WITH NEW SWITCH MI 136377
W187524	IAS ADS-2IAS*PI235	2IAS*PI235 READS 36 LB. WITH PT 235 VENTED TO ATMOSPHERE	REPLACED METER. PRESS READING IS CONSISTANT WITH OTHER ADS TANK PRESSURE INDICATIONS AND COMPT PT IAS DA12
W187532	CMS RMS-2CMS*CAB10A	WHEN THE PUMP TO CMS*10A SKID IS TURNED ON CMS*10A-1 DETECTOR EXCEEDS THE ALERT AND HIGH RADIATION SETPOINTS. REPAIR AS NECESSARY. SKID IS LOCATED ON RX 289 SOUTHEAST	REMOVED BLOCKAGE FROM SAMPLE FLOW PATH WHICH CORRECTED THE HIGH DIP FAILURE. CAL'D DP SWITCH.
W187544	CMS-2CMS*SOV26C	2CMS*SOV26C - SURVEILLANCE TEST N2-OSP-CMS-R001 SUCT 7.3.109 - IT WOULD NOT HOLD ANY PRESSURE WHEN CLOSED AND LINE ISOLATED DOWNSTREAM. LOCATED RX BLDG EL 215 AZ 117.	PERFORMED FOR INFO ONLY LRT SATISFACTORY. PERFORMED SUCCESSFUL PMT N2-ISP-LRT-R0011 ON 2CMS*SOV26C
W187557	MSS RPS LDS-2MSS*TS1604A	E31-N604A ON CEC*PNL632 INDICATES 71 DEG.F. E31-N604C (ABOUT 2 FT. AWAY IN THE STEAM TUNNEL) INDICATES 75 DEG. F. AS DOES A HAND HELD PYROMETER. INVESTIGATE AND CALIBRATE AS NECESSARY	USING N2-ISP-LDS-R106 ADJUSTED READING UP 2 DEG. F.
W187564	ADS-F1-2ADSA03	FRF COMPUTER PT DID NOT CHANGE WHEN PROCESS COMPUTER DID. WHILE PERFORMING N2-ISP-SVV-R102.	REPLACED FUSE AS PER SMI 5.3-001 AND SMI 5.4-001 CHECKED VOLTAGE ON CIRCUIT SIDE OF FUSE CHECKED OK. N2-ISP-SVV-R102 PERFORMED
W187565	ADS-1-3-2ADSA01	2CES*PNL405 POSITION LIGHT DOES NOT CHANGE STATE WHILE PERFORMING N2-ISP-SVV-R102 ATT 2.	TIGHTENED LOOSE TB CONNECTION. REPLACED ALARM CORD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W187568	RHS	TRIP UNIT E31-N608C FAILED TO CAUSE GP 5/10 ISOLATION WHEN LEAD LIFTED PER N2-OSP-RSS-R005 FOR DIV 1. TROUBLESHOOT. TAG ON TRIP UNIT	PERFORMED ATTACHMENT THREE OF N2-ISP-LDS-M007 E31-N608C FUNCTIONED SATISFACTORILY. NO PROBLEM FOUND. TRIP UNIT NOT REPLACED.
	LDS-2RHS*TS1 608C		
W187577	SWP-2SWP*FV4 7B	WHEN MOVING VALVE FOR MAKEUP TO BASIN RECEIVED COMPUTER POINT SWPBC21 -FV47B ACCUM PRESS LOW. THE ALARM STAYED IN AND ACTUATOR HYDRAULIC PUMP CONTINUES TO RUN. PLEASE TROUBLESHOOT. TAG HUNG ON ALARM 601203 AT 2CEC*PNL601.	RECHARGED ACCUMULATORS 1 2 3 4 AND STROKED VALVE. NO PROBLEMS (ANNUN 601203 REMAINED CLEAR)
W187579	CMS-2CMS*TRY 140	CHART DOES NOT ADVANCE DUE TO DRIVE GEARS NOT MESHING. RECORDER IS ON PANEL 2CEC*PNL875 IN THE CONTROL ROOM. TAG HUNG ON PNL875	ADJUSTED MOTOR ASSEMBLY SO GEARS PROPERLY MESHED
W187588	HVC-2HVC*TE3 7A	RELAY ROOM TEMP ELEMENT 2HVC*TE37A HAS FAILED HIGH CAUSING FULL COOLING IN RELAY ROOM. TROUBLESHOOT AND REPAIR. TAG HUNG AT 2CEC*PNL870 AT 2HVR*TV22A AND TE37A RELAY ROOM	CLEANED CONTACTS ON INPUT TO TEMPERATURE TRANSMITTER; RESULTED IN NORMAL READING. CAL PER IL2HVK023 SAT.
W187599	CPS-2CPS*AOV 104	PSOITION INDICATOR AT VALVE SHOW THE VALVE TO BE SHUT WHEN ITS OPEN AND OPEN WHEN THE VALVE IS SHUT. CORRECT POSITION INDICATOR PLATE TO READ CORRECT POSITION. LOCATED RB 289 NE	THERE IS NO WAY TO ADD POSITION INDICATORS AT THE VALVE;AT PRESENT TIME OPERATION AID 91-012 IS ON VALVE SHOWING OPEN AND CLOSE. THE WAY THE MANUAL SAYS TO TELL IF VALVE IS CLOSED IS TO LACK AT THE SHAFT MARKED WITH S AND VALVE BODY
W189103	NMS-C51-K605	LRPM READS 28 ON APRM PANEL BUT METER ON 603 PNL SHOWS DOWNSCALE. TROUBLESHOOT PROBLEM WITH METER READING ON 603 PNL.	REPLACED FIRST LEVEL MULTIPLEXER (Z10)
W189151	RHS-2RHS*FI1 4A	RHS*FI14A (E12-R603A) ON CEC*PNL601 READS APPOX. 100-200 GPM LOW. PLEASE RECALIBRATE RHS*FI14A. TAG HUNG ON PNL601 BY FI14A.	PERFORMED CALIBRATION OF 2RHS*FI14A
W189158	CEC-2CEC*PNL 837	COMPUTER POINT SWPPAZ1 OUT OF SPEC LOW WHILE PERFORMING N2-ISP-SWP-R108.	REPLACED ISOLATOR POWER SUPPLY SYMBOL 93-08-652 ISSUE NO. 138502;REPLACED ANALOG OUTPUT ISOLATOR SYMBOL 93-57-957 ISSUE NO. 138581
W189200	EGS-2EGS*EG3	INTERLOCK VALVE IN LEAKING AIR OUT ACTUATES ROD. REPLACE SEE ATTACHED DRAWING.	REPLACED INTERLOCK VALVE PU-1

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W189325	SWP-2SWP*P1B	OUTBOARD BEARING IS LEAKING OIL EXCESSIVELY LEAKING TO POSSIBLE PUMP BEARING DAMAGE. PLEASE FIX AS SOON AS POSSIBLE.	REINSTALLED TE155B
W189411	HVC-2HVC*PDR 50A	2HVC*FR10A/*PDR50A (CHART RECORDER FOR 2HVC*FN2A) ON 2CEC*PNL870 IS IN GENERAL STATE OF DISREPAIR. NEEDS DOOR LATCH RECORDER LATCH MECHANISM AND TRACTOR FEED REPAIRED. TAG HUNG AT 2HVC*FN2A RECORDER ON 2CEC*PNL870	DOOR LATCH SCREWS TIGHTENED LATCH MECH AND TRACTOR PAPER DRIVE. REPAIRED UNDER WR 180630
W189454	ISC RPS-2ISC*PIS 1650B	WHILE PERFORMING N2-ISP-RDS-R101 STEP 7.5 APPROXIMATELY 2 MINUTES ELAPSED BETWEEN CARD BEING PULLED AND ANNUNCIATOR 603418 AND COMPUTER POINT RPS BC 28 ALARMED-TRIED IT TWICE-RESET IMMEDIATELY	AFTER NM ELECTRICIANS REPLACED RELAY C72-K40B PMT WAS PERFORMED PER BLUE SHEET
W189455	CEC-2CEC*PNL 899	N2-ISP-CMS-R120 STEP 8.2.3 ERF COMPUTER POINTS OUT OF SPEC. PLEASE TROUBLESHOOT AND CORRECT	INITIATED PR POWER RETURNED TO CHANNEL A H2/O2 ANALYZER
W189482	SWP RMS-2SWP*RUZ 23A	DIGITAL DISPLAY LED'S BURNED OUT. LOCATED IN MAIN CONTROL ROOM 2CEC-PNL880B. TAG ON PNL 880B	REPLACED DISPLAY BOARD
W189516	CMS-2CMS*TRX 130	RECORDER IS NOT ADVANCING. RECORDERS GEAR TEETH WILL NOT REMAIN ENGAGED. RECORDED IS LOCATED ON 2CEC*PNL873 IN MAIN CONTROL ROOM.	FOUND RECORDER IN SERVICE WITH TRACES ON PAPER. TIMING FOR PAPER APPEARS TO BE CORRECT. CANNOT FIND ANYTHING LOOSE OR OUT OF ALIGNMENT
W189549	HTS-2HTS*PNL 001	HTS*PNL001 C1-14 OT LIGHT BLOWN. LIGHT IS PART OF TEMP UNIT. TAG ON CARD 14.	SPARE CARD FROM C3-8 INSTALLED AND CALIBRATED PER N2-ICP-HTS-SA001 IN C1-14. LED TEST PUSH BUTTON DEPRESS ALL LIGHTS LIT. PMT SAT.
W189566	EGT GTS-2EGT*CH3	LUBE OIL HEATER DOES NOT CYCLE ON AT LESS THAN 120 DEG.F. WHEN REQD TO MAINTAIN LUBE OIL TEMP WITHIN SPECIFICATIONS	PERFORMED LOOP- CALIBRATED SWITCH
W189574	WCS LDS-2WCS*TS1 601B	DURING B RPS EPA TESTING THE MONITOR FAILED UPSCALE CAUSED BY DOWNPOWERING AND UPPOWERING THE CIRCUITS. PER J. KINSLEY TEST-REPLACE RILEY TRIP UNIT AS REQUIRED. LOCATION 2CEC*PNL642.	RELACED RILEY SWITCH

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W189782	CEC-2CEC*PNL 625	TAMPER BAR COMES OFF ON END OPPOSITE LOCK WHEN TAMPER BAR IS LOCKED	LOOSEN TAMPER BAR STOP SCREWS SLIDE STOP OVER RETIGHTEN SCREWS
W189789	EGS-2EGS*PDS 1508	ANNUNCIATOR 413-22 ALARMED AFTER D/G WAS SHUTDOWN (NO DIFF PRESSURE) REPAIR.	RECALIBRATE 2EGS*PDS1508 CALIBRATION WAS SAT
W189849	SWP RMS-2SWP*CAB 23B	WORK REQUEST NO. 165682 WAS WRITTEN TO REPLACE HANDLE ON HCU 017 ON INLET SIDE TO HCU07. VALVE IS LEAKING BY. REPAIR OR REPLACE OF NECESSARY	REPLACED HCV07
W189944	ICS-2ICS*T1	RCIC TURBINE SPEED EXHIBITS HUNTING DURING SURVEILLANCE TEST; PERFORM APPLICABLE PROCEDURE STEPS (N2-IMP-ICS-@010) TO TUNE UP THE RCIC CONTROL SYSTEM. TAG HUNG 306 CONTROL ROOM. P601 RCIC CONTROLLER	PERFORMED STEPS 7.7 THRU 7.8 OF N2-IMP-ICS-010 PER I&C SUPV AND ORIG- GE RECOMMENDATION
W189947	CMS-2CMS*TRX 130	PEN SHOWING ELEVATION 307 TEMPERATURE ON DRYWELL TEMP RECORDER DID NOT MOVE DURING TEMP TRANSIENT IN DRYWELL. COPY OF RECORDER PAPER DURING TRANSIENT INCLUDED WITH THIS WR. TAG HUNG AT RECORDER ON PANEL 873	REPLACED SERVO AMPLIFIER BOARD
W189954	ICS-2ICS*FT1 01	MEASURE OUTPUT OF 2ICS*FT-101 WEEKLY OR AS DIRECTED BY TEST ENGINEER SYS SUPPORT. THIS IS TO TREND LOOP PERFORMANCE. SPECIFIC ATTENTION SHOULD BE PAID TO OSCILLATIONS. (REF WR 184909 COPY ATT). OUTAGE INVESTIGATION ISSUE	PROBLEMS WERE FOUND WITH ELECTRONIC GOVERNOR OSCILLATIONS ENDED WITH WORK ON GOVERNOR;WORK COMPLETED UNDER WR 190994 AS PER D FLOOD
W189980	RCS-2RCS*P1B	I&C NOTED THAT PUMP SHAFT INDICATORS WERE GIVING A HIGH VIBRATION READING. INVESTIGATE AND RESOLVE AS REQUIRED. CHECK MOUNTING BRACKET SOCKET HEAD CAPSCREW TO ENSURE THEY ARE TORQUED TO A MINIMUM OF 15 FT	REQUESTED DATA OBTAINED AND GIVEN TO JAMES TING
W190265	ICS-2ICS*AOV 157	INDICATOR ARM ON 2ICS*AOV157 DOES NOT MOVE DURING VALVE STROKING.PLEASE REPAIR AS NECESSARY.SDC SC2-0274-91.	STROKE VALVE 2ICS*AOV157 WITH TEMP AIR PERFORMED LLRT SAT RESULTS
W190437	PCB-2PCB*DRA 5	REMOVE TEST CLAMPS ON INNER DOOR TO GAIN ACCESS TO DRYWELL FOR INSPECTION MAINT. REINSTALL WHEN WORK IS COMPLETE AND INSPECTIONS ARE COMPLETE.	WORK PERFORMED PER N2-ISP-CNT-@002

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190657	CMS-2CMS*PNL 66B	REGULATORS R1 THRU R4 AND CELL ORINGS MAY NEED REPLACEMENT DUE TO LOSS OF POWER DURING BUS OUTAGE TO ANALYZER HOT BOX. REPLACE ORINGS AS REQUIRED AND PERFORM PRESSURE TEST ON PANEL	REPLACED O-RINGS ON H2 AND O2 CELLS AS REQD
W190658	CMS-2CMS*PNL 66A	REGULATORS R1 THRU R4 AND CELL ORINGS MAY NEED REPLACEMENT DUE TO LOSS OF POWER DURING BUS OUTAGE TO ANALYZER HOT BOX. REPLACE ORINGS AS REQUIRED AND PERFORM PRESSURE TEST ON PANEL	REPLACED ORINGS ON H2 AND O2 CELLS AS REQUIRED
W190695	RHS-2RHS*PDT 18B	175 FEET RB AZMITH 240 DEGREES 2RHS*PDT18B HIGH SIDE ISOLATION VALVE BEGAN LEAKING AROUND PACKING WHEN VALVE WAS CHECKED	TIGHTENED PACKING NUT. TAG CONTAMINATED AND DISCARDED
W190700	HVR-2HVR*UC4 13A	DURING SURVEILLANCE TESTING UC 443B AUTO TESTED AS DESIGNED BUT THEN 413A STARTED BEFORE IT SHOULD HAVE. THEN THE UC TRIPPED. TROUBLESHOOT CAUSE. CONTACT BOB MAWHINNEY PRIOR TO WORK.	COMPLETED N2-IPM-GEN-a003 FOR 2HVR*FS18A B C D FOR SETPOINT CAL
W190717	SXS-2SXS*MUX 01-01	DURING THE PERFORMANCE OF N2-ICP-SXS-a005 FOUND MUX01 CH1 TO BE OUT OF SPEC- NEED TO REPLACE AND RECAL CARD WITH NEW ONE. CARD MODEL NO. DI338-Q2 DIGITAL ENCODER	INSTALLED NEW DI338 BOARD IN MUX01-01
W190718	SWP-2SWP*PT4 F	2SWP*PI4F INDICATES ABNORMALLY LOW SUCTION PRESSURE. TROUBLESHOOT.	CALIBRATED TRANSMITTER PER LCR IL2SWP-020
W190726	CMS-2CMS*TE7 0B	COVER WAS BROKEN DURING REMOVAL OF COVER. WORK AFTER COMPLETION OF ILRT AND PROCEDURE N2-ISP-CNT-a005. REPLACE DURING RESTORATION SECTION OF N2-TSP-CNT-a005	REPLACE WITH NEW COVER. RELACED NEW COVER PER N2-IMP-EQM-a017 FOR RESTORATION OF N2-TSP-CNT-a005
W190729	NMP-2NMPBGX0 29	CABLE 2NMPBGX029 HAS BEEN OBSERVED TO BE HANGING LOOSE UNDER THE VESSEL. REPAIR AS REQUIRED.	REPLACED LPRM CONNECTOR PER PROCEDURE N2-IMP-NMS-a006
W190742	CMS-2CMS*TE7 0A	WHILE PERFORMING RETURN TO SERVICE FOR N2-TSP-CNT-a005. COVER MISSING	REPLACED COVER PER N2-IMP-EQM-a017. SEE RESTORATION PROCEDURE OF N2-TSP-CNT-a005
W190745	SVV ADS-2SVV*NBE 237	HARDWARE CABLE BROKE WHILE INSTALLING INSULATION.CABLE CONNECTS TO ACCELEROMETER 2SVV*NBE237.NO TAG HUNG DUE TO RADIOLOGICAL CONDITIONS.SDC SC2-0008-91.	REPLACE CABLES PER ECN 2F00264

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190746	SVV ADS-2SVV*NBE 220	HARDWARE CABLE DISCOVERED BROKE WHILE PREFORMING N2-ISP-SVV-R102.CABLE NEEDS TO BE REPLACED.NO TAG HUNG DUE TO RAGIOLOGICAL CONDITIONS.SDC SC2-0008-91.	REPLACE THE CABLE PER EDC 2F00264
W190749	CMS-2CMS*AE6 B	WHILE PERFORMING N2-ISP-CMS-Q110 ATTACHMENT NO. 2 THE O2 ANALYZER CELL WAS FOUND TO BE PEGGED LOW IN ALL RANGES. (SPAN-ZERO MODES). ANALYZER CELL FAILURE LIGHT IS LIT. SUSPECT BAD O2 CELL OR WATER.	REPLACED O2 CELL PER MI 5.3. REPLACED SOV FOR H2 REAGENT. REPLACED O2 AMP BOARD. REPLACED FAULTY CELL WITH NEW ONE PER MI 5.3.
W190750	CMS-2CMS*P2B	PUMP FAILS TO DRAW ENOUGH VACUUM. PUMP WILL ONLY DRAIN AROUND 10 IN. HG VAC SHOULD DRAW AROUND 28 IN HG VACUUM. REPLACE PUMP	REPLACED PUMP 910114
W190753	SVV ADS-2SVV*NBE 220	FOUND ACCELEROMETER BROKEN DURING PERFORMANCE OF N2-ISP-SVV-R102. REPLACE PER EDC 2E00641. NO TAG DUE TO RADIOLOGICAL CONDITIONS	PURCHASED NEW ACCELEROMETER AND INSTALLED
W190754	CMS-2CMS*PNL 66B	WHILE PERFORMING N2-ISP-CMS-Q110 ATT. 2 (TRAIN B) H2/O2 ANALYZER STEP 7.8.8 FOUND REGULATOR R1 NOT CONTROLLING PROPERLY. REPLACE REGULATOR R1.	REPLACED REGULATOR R1. REPLACED R2 R3 R4. REPLACED CELL FLOW ROTOMETERS (TUBE CUBES)
W190761	CPS-2CPS*AOV 106	2CPS*AOV106 FAILED QUARTERLY LLRT -N2-ISP-CPS-Q001- LEAKAGE EXCEEDING ACCEPTANCE CRITERIA TECH SPEC.	BLEW OFF SEATS WITH 40 LBS AIR AND REPLEALED TWICE. LKG DROPPED TO ACCEPTABLE LIMITS.
W190769	SXS-2SXS*MUX 03	PS294 FOR MUX 3 IS BAD. REPLACE POWER SUPPLY.	REPLACED PS294
W190771	CES EGS-2CES*IPN L408	REPLACE SPARE ANNUNCIATOR CARD 408-2-8 WITH NEW CARD. ORIGINAL CARD USED FOR WR 193581. NOTE CARD MODEL AN 1116C 6-3 REV G	INSTALLED NEW BOARD FOR WINDOW
W190788	CMS-2CMS*LT1 1A	A REVIEW OF PREVIOUS CALIBRATIONS INDICATE THAT ZERO AND SPAN READINGS MAY BE DRIFTING. INVESTIGATE AND PROVIDE AS FOUND CALIBRATION DATA TO G FLEURY EX 7381. TRANSMITTER AT ELEV 175 SC	TOOK AS FOUND DATA FOUND TRANSMITTER OUT OF SPEC HIGH; REPLACED TRANSMITTER WITH NEW TRANSMITTER SERIAL NO. 414764A ISSUE NO. 154789

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190790	NMS-C51-K605	LPRM SWITCH NOT ALWAYS MAKING GOOD CONTACT IN CALIBRATE POSITION CAUSING METER FLUCTUATION WHEN NO ADJUSTMENT TO CALIBRATION CURRENT HAS BEEN MADE. REPLACE CARD- LOCATED 2CEC*PNL608	REPLACED LPRM 48-41D AMPLIFIER CARD PERFORMED N2-ISP-NMS-Q187
W190792	MSS RPS LDS-2MSS*TS1 077C	REPLACE RILEY TEMPERATURE UNIT THAT WAS REMOVED FROM E31-N624C WITH A SPARE FROM STORES	INSTALLED RILEY TEMP SWITCH IN 2CEC*PNL609 SPARE SLOT E31-N6246
W190797	SWP RMS-2SWP*FS2 3A	RELAY 1 CONTACTS N.C. 22 23 FROZEN CLOSED (BLOWED CONTACTS). REPLACE FLOW SWITCH	REPLACE FLOW SWITCH
W190807	SLS-2SLS*PI4 B	CHANGEOUT METER LEGEND FROM PS1 TO PSIG. GE NUMBER C41-R660A B. SEE TOM SULLIVAN FOR INFO AND PARTS	INSTALLED NEW LEGENDS PSIG ON METERS.
W190854	SWP-2SWP*PNL 35A	VENTILATION FAN INSIDE CABINET IS SLOW RUNNING. NEEDED A PUSH TO RUN AT ALL. FAN REPLACEMENT WILL REQUIRE DISABLING PANEL.	FAN IN VIDMAR A-6. REPLACED FAN AND ASSOCIATED SCREWS.
W190858	HVR RMS-2HVR*CAB 32A	OUTLET LINE ON 2HVR*CAB32A HAS A SWAG-LOK FITTING ON IT WITH STRIPPED THREADS. THIS FITTING IS ATTACHED TO THE SKID LOCATION 289.	REPLACED OUTLET UNION
W190861	HVR RMS-2HVR*CAB 14A	WHILE PERFORMING N2-ISP-RMS-R101 STEP 8.3 AND 8.5 PURGE FLOW DID NOT MEET 3-5 SLFM READING WAS AROUND 2.3 SLFM	REPLACED PURGE SOV AND PUMP PROTECTION SOV AND AIR REGULATOR ALSO CLEANED TRANSDUCER AND CALIBRATED PER N2-ISP-RMS-R101 ALSO PURGED OUT OUTLET LINE
W190891	ICS-2ICS*HYV 151	RCIC TURBINE SPEED OR GOV VALVE HUNTING MAY BE CAUSED BY FRICTION IN THE REMOTE SERVO. RECOMMEND REBUILD AS SOON AS POSSIBLE. NOTIFY SYSTEM ENGINEER OF ANY CORROSION OR CRUD FOUND DURING DISASSEMBLY	REPLACED REMOTE SERVO
W190908	HVP-2HVP*MOD 6D	WILL NOT CLOSE WHEN HVP*FAN1D OPENS ON AUTO SIGNAL. FAILS PMT FROM N2-EPM-HVPA799	NO PROBLEM FOUND DAMPER WORKS PER LCR IL2HVP-003

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190918	RSS-2RSS*LT114	REPLACE TRANSMITTER IDENTIFIED BY VENDOR (ROSEMOUNT) 10CFR21 NOTIFICATION LETTER 910703 AS BEING FROM SUSPECT LOT. RX BLDG 175	REPLACED SUSPECT TRANSMITTER PER N2-IMP-EQM-@005 AND CALIBRATED PER N2-ISP-CMS-R101
W190919	SWP-2SWP*PI23A	PRESSURE INDICATOR 2SWP*PI23A CANNOT BE CALIBRATED	OBTAINED GAUGE PER MATERIAL ISSUE NO. 145126; CALIBRATED PER LCR IL2SWP-900B AND INSTALLED
W190926	SWP RMS-2SWP*CAB146A	FLUSH FLOW SWITCH STANDPIPE USING ATTACHED S-MI-5.3	AS FOUND READING. 3.80 GPM 97 MV. FLUSHED STANDPIPE. AS LEFT READINGS 2.85 GPM 81MV
W190949	CMS-2CMS*AE6B	WHILE PERFORMING N2-ISP-CMS@001 H2 PORTION OF ANALYZER CAL WOULD NOT CALIBRATE PROPERLY	BYPASS FLOW ROTOMETER ADJUSTMENTS AND REGULATOR R1 ADJUSTMENTS WERE MADE USING N2-ISP-CMS-Q110
W190959	MSS RPS LDS-2MSS*FT14A	ISOLATE AND FILL TRANSMITTERS FT 14A AND 15A AS REQUIRED TO SUPPORT MECHANICAL MAINTENANCE WR 192826	TRANSMITTERS ISOLATED AND HIGH SIDE DRAIN LINE OPEN
W190979	SLS-2SLS*PT4A	REPLACE PRESSURE TRANSMITTER. S-MHI-5.2.2-001 ENHANCED SURVEILLANCE INSPECTION FOR ROSEMOUNT TRANSMITTER. INDICATES POSSIBLE OIL LOSS. RETURN TO ROSEMOUNT FOR EVALUATION	TRANSMITTER WAS REPLACED PER N2-IMP-EQM-@005 AND N2-ICP-GEN-@001 THEN CALIBRATED PER IL2SLS-004
W190982	NMS-C51-K605	DURING PERFORMANCE OF N2-ISP-RMC-Q101 SECTION 7.16 COULD NOT MEET ACCEPTANCE CRITERIA. THE ALARM REF OUTPUT TO THE RECORDER COULD NOT BE ADJUSTED FOR AS LEFT DATA. SUSPECT DC AMP. REPAIR.	REPLACED DC AMP CARD
W190988	PCB-2PCB*DRA5	TEST FITTING FOR THE OUTER DOOR 10 LB. TEST IS STRIPPED; SEE ATTACHED DRAWING	NEW PLUG FITTING WAS INSTALLED SAT. LLRT SAT. NO LEAKS
W190991	ICS-NOCOMPID	RCIC TURBINE EG-M CONTROL IS POSSIBLE CAUSE OF OSCILLATIONS DURING OPERATION. REPLACE AS NEEDED	REPLACED EG-M WITH NEW EG-M
W190992	ICS-NOCOMPID	RCIC TURBINE EG-R ACTUATOR IS POSSIBLE CAUSE OF OSCILLATIONS DURING OPERATION. REPLACE AS NEEDED	REPLACED EG-R ACTUATOR

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W190994	ICS-2ICS*FC101	TROUBLESHOOT RCIC TURBINE FLOW CONTROL LOOP OSCILLATIONS PRESENT DURING OPERATION	CHECKED MAGNETIC PICKUP CLEARANCE. RECALIBRATED NEW EG-M WING N2-IMP-ICS-010 READJUSTED FLOW CONTROLLER 2ICS*FC101 GAIN TO .2 DIAL SETTING PER DAVE FLOOD ADJUSTED NEEDLE VALVE ON EGR TO 1/8 TURN OPEN
W190996	ZZZ-NOCOMPID	SPERIAS ALARMS CAUSED BY CRACKED CIRCUIT BOARD TRACE. TO RETURN TO SPARE WAREHOUSE WHEN FIXED	THIS PART IS NOT COST EFFECTIVE TO REPAIR. TRASH BOARD
W191144	GTS-2GTS*MOV28A	VALVE WILL NOT OPEN WHEN CONTROL SWITCH IS TAKEN TO OPEN. MAY BE A LIMIT SWITCH PROBLEM. MOTOR WAS RUNNING CONTINUOUSLY. TAG HUNG AT CEC*PNL870 BY CONTROL SWITCH FOR MOV28A.	REPLACED PS-2. SET SWITCH 830PSI AND 510 PSI RESET. TORQUED COVER TO 25 IN. LBS. GAGE 7973 DUE 910212. TORQUE WRENCH 9313 DUE 910402
W191181	MSS RPS LDS-2MSS*TS1077B	REPLACED TEMPERATURE TRANSMITTER SWITCH E31-N620B WITH THE SPARE TEMPERATURE TRANSMITTER SWITCH E31-N624B NEED NEW SPARE	REPLACE SPARE TEMPERATURE SWITCH
W191444	EGS-2EGS*EG1	AIRLINE LEAKING AIR UNDERNEATH THE JACKING GEAR MOTOR ON EAST LOWER FRONT OF DIESEL. APPEARS TO BE LEAKING FROM UNDERSIDE OF JAKING MOTOR CARRIAGE. PLEASE REPAIR AS NECESSARY	REPLACED PV-1 WITH A NEW VALVE
W191480	CMS-2CMS*LI9A	METER APPEARS TO READ LOW (198.5 FT)- NO CALIBRATION STICKER AFFIXED. METER IS LOCATED ON 2CFC*PNL601- RECALIBRATE IS REQD. STARTUP RESTRAINT.	RECALIBRATED CMS*LT9A AND CMS*LI9A
W191489	CEC-2CEC*PNL602	ANNUNCIATOR AND COMPUTER POINT LOS TC79 COMES IN SPURIOUSLY WITH E31-N615A AT SW AND TEMP INDICATION AT PNL632 INDICATING NO TEMPERATURE DIFFERENCE. REF 807E154TY SHT.10. REPAIR AS REQUIRED.	PROBLEM ALSO IDENTIFIED ON WR 187539 CORRECTIVE ACTION TO BE COMPLETED ON WR 187539
W191547	ANN-601402	HIGH DRYWELL PRESS DIV I ANNUNCIATOR IS LIT. DRYWELL PRESS IS WELL BELOW SETPOINT. RELAYS 321A-K94 AND E21A-K84 ARE NOT ENERGIZED. THE ANN. SHOULD NOT BE IN. LOCATED AT CEC*PNL601402.	REPLACED OPTICAL ISOLATOR PAIR E21A-AT3

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191576	SWP-2SWP*FV54A	DURING THE PERFORMANCE OF N2-OSP-SWP-R001 2SWP*FV54A WOULD NOT OPEN. PLEASE TROUBLESHOOT	FOUND ACCUMULATOR NUMBER 3 LOW ON PRESSURE. REPRESSURIZED TO 372 PSI AT 68 DEGREES. VALVE PRESSURIZED AND OPERATED PROPERLY WR 154708 WAS WRITTEN TO ADDRESS LEAKING ACCUMULATOR PROBLEM.
W191586	SWP-2SWP*RV84B	2SWP*RV84B RELIEF VALVE IS LEAKING BY TO DRAIN OFF 2HVR*UC410B. PLEASE INVESTIGATE AND REPAIR. RB EL 240.	RV WOULD NOT CAL PER N2-IMP-GEN-@036 LEAKED BY EXCESSIVELY;NO ADJUSTMENT
W191588	SWP-2SWP*FV54A	DURING THE PERFORMANCE OF N2-OSP-SWP-CS001 THE BEST STROKE TIME ACHIEVED WAS 10.35 SEC. VS 10.0 ACCEPTABLE ADDITIONALY THE CHG'G PUMP RAN AROUND 20 MIN AFTER OPENING.	CHARGED ACCUMULATOR NUMBER 3
W191592	CEC-2CEC*PNL608	ROD BLOCK MONITOR FAILS TO RESPOND TO DOWNSCALE SIGNAL INPUT. IE. NO DOWNSCALE TRIP TROUBLESHOOT DISCOVERED WHILE PERFORMING N2-ISP-RMC-@101	REMOVED TRIP REF CARD AND RESEATED BACK IN RBM. TIGHTENED EDGE CONNECTOR FOR TRIP REF CARD
W191598	HVK-2HVK*TV22B	HVR*TV22B IS FULL SHUT (MAX BYPASS) WITH RELAY ROOM TEMPERATURE ABOVE SETPOINT	NO PROBLEM FOUND. SHIFTED TO 2HVC-ACU2B.'MAINTAINS TEMPERATURE.
W191600	WCS LDS-2WCS*TS1601A	DURING THE PERFORMANCE OF N2-ISP-LDS-R104 REILEY TEMP SWITCH FAILED TO ACTUATE 2WCS*MOV112. PLEASE REPAIR OR REPLACE TEMP SWITCH WITH SPARE FROM E31-N623A.	REPLACED RILEY TEMP SWITCH. E31-N601A WITH A SPARE (E31-623A)
W191654	ISC-2ISC*LR1615	ON 2CEC*PNL601 - RX VESSEL LEVEL - FUEL ZONE CHART RECORDER IS NOT ADVANCING. INST NUMBER B22-R615	REMOVED AND REPLACED CHART MAGAZINE
W191668	SLS-2SLS*RV2B	RELIEF VALVE IS LEAKING FROM TOP OF PRESSURE SETTING SCREW. TAG HUNG ON VALVE RB 289	LOCKWIRED CAP BACK ON TO VALVE PER MECH MAINT. INSTRUCTIONS. NO PMT BECAUSE VALVE NEVER REMOVED. PERFORMED N2-IMP-GEN-@036 BY ESPOSITO AND FRALICK
W191774	HVC RMS-2HVC*RR18C	RRX18C IS GREATER THAN 15 PERCENT OF THE R1C 18C-THEREFORE OUT OF TOLERANCE. ALSO NOTICED PRESSURE ON PAPER FROM PEN IS MORE THAN THAT FOR OTHER PER ON THIS RECORDER.	CLEANED FEEDBACK SLIDE WIRE AND CARD EDGE CONNECTOR FOR PEN DRIVE CIRCUIIT NO. 3. ALSO REALIGNED ALL THREE PEN TENSIONEERS FOR PROPER LATERAL CLEARANCE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W191849	HTS-2HTS*PNL 003	HTS*PNL003 CIRCUIT C1-1 INDICATES 72 DEGREES F. HEATER SHOULD BE ENERGIZED THE SETPOINT IS 80 DEGREES F. TEMP WAS TAKEN LOCALLY WITH HAND HELD PRYOMETER AT 86 DEGREES F. NO TAG REQUIRED.	COMPARED LOCAL READING WITH INSTRUMENT READING LOCAL READ 91.5 INST READ 91
W191850	NMS-C51-K601 C	WHILE PERFORMING N2-ISP-NMS-Q109 DOWNSCALE INDICATION AT PANEL 603 WAS INCONSISTENT.	REPLACED RELAY K31 IN TRIP AUX UNIT 22C WITH NEW ONE. MATERIAL ISSUES 143153 PERJFORMED APPLICABLE PORTIONS OF N2-ISP-NMS-Q104 AS PMT
W191892	CES EGS-2CES*IPN L406	2CES*IPNL406 ANNUNCIATOR 406-3-3 LUBE OIL LOW PRESSURE ENGINE ANNUN IS IN ALARM WITH DIVISION I DIESEL IN STANDBY. TAG STUB ON 2CES*IPNL406 AT ANNUN	REPLACED ANNUNCIATOR CARD WITH NEW PART FROM SUPPLY SYM 93-19-933
W191897	SWP-2SWP*PDS H1E	DELTA P METER READS PLUS .2 (INSTEAD OF DOWNSCALE) WITH POWER TURNED OFF TO MASTER. CHECK CALIBRATION. LOCATED SCREENWELL BLDG 2CEC*PNL896.	RAN N2-ISP-SWP-R103 ON 2SWP-PDI1E ADJUSTED PDI
W191942	GTS-2GTS*HOV 2A	HYDRAULIC FLUID FOUND IN AREA OF VALVE ACTUATOR HOUSING. LEAKING FROM HOUSING	TIGHTENED CONNECTIONS ON ACTUATOR REINSPECTED ACTUATOR AFTER 1 HOUR NO LEAKS
W192601	HVC RMS-2HVC*CAB 18C	DISPLAY IS MISSING THE FIRST DIGIT OF THE EXPONENT	REPLACED DISPLAY BOARD
W192612	HVR RMS-2HVR*CAB 14B	L1C DISPLAY IS MISSING THE MINUS SIGN. TAG HUNG AT L1C	REPLACED DISPLAY BOARD
W192624	SWP RMS-2SWP*CAB 23A	L1C DISPLAY IS MISSING THE 2ND DIGIT OF THE VALVE. THE -E- AND THE MINUS SIGN. TAG HUNG AT THE MICRO-CB 214	REPLACED BOARD SYMBOL 93-11-220 P/N 450-439-001
W192648	HVR RMS-2HVR*CAB 32B	THE TENS DIGIT IN THE EXPONENT DOES NOT SHOW AN EIGHT WHEN TEST BUTTON IS PUSHED. TAG HUNG AT MICRO- ELECTRICAL TUNNEL 214	REPLACED 2HVR*CAB32B LIC DISPLAY BOARD

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W192649	HVR RMS-2HVR*CAB 14B	PUMP RED LIGHT ON DOES NOT WORK. NEEDS LIGHT SOCKET	REPLACED ON LIGHT SOCKET 910818
W192663	SWP RMS-2SWP*CAB 23A	BATTERY BACKUP FAILED DURING N2-RSP-RMS-SA105	REPLACED BACKUP BATTERY
W192666	HVC RMS-2HVC*CAB 18A	CHECKSOURCE RESPONSE WAS NOT GREATER THAN ONE DECADE ABOVE BACKGROUND	REPLACED SOLENOID ISSUE 151744
W192667	HVC RMS-2HVC*CAB 18C	BATTERY BACKUP FAILED TO RETAIN MEMORY DURING PERFORMANCE OF N2-RSP-RMS-M019	REPLACED OLD BATTERY PACK WITH NEW
W192673	SWP RMS-2SWP*CAB 146B	LIC DISPLAY AT SKID IS MISSING THE E IN THE VALUE DISPLAY.	REPLACED LIC DISPLAY BOARD
W192676	HVC RMS-2HVC*CAB 18B	2HVC*RU18B RAD MONITOR GOES INTO LOCAL JUST BY TOUCHING THE LIC REMOTE LOCAL KEYSWITCH OR BY INSERTING THE KEY. REPAIR OR REPLACE KEY SWITCH AS NECESSARY. TAG HUNG AT LIC	REPLACED KEYSWITCH
W192809	SWP RMS-2SWP*FS2 3A	RECALIBRATE LOW FLOW SETPOINT FROM 1.0 GPM TO 0.6-0.7 GPM. DETERMINE FM71-D MV READINGS AT LOW FLOW SETPOINT. 2.0GPM 3.0 GPM. ET 214N PER SIMPLE DESIGN CHANGE SC2-0121-91 EDC 2E10397	OLD SWITCH READINGS: 3.0 GPM - 055 MV; 2.0 GPM - 080MU; 1.0 GPM - 093MV 0.65 GPM -103MV CANNOT VERIFY PIPE IS CLEAN- READINGS NOT ACCURATE. READINGS FOR CARSON STEEL PIPE. NEW SWITCH- BUCKET TEST - SEE ATTACHED SHEET. SWITCH REPLACED ON WR 190797

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W192810	HVC RMS-2HVC*RE18A	REPLACE KAPTON TAPE ON DETECTOR INSTALLED UNDER W 194151 PER EDC 2F00285. THIS TAPE WAS DAMAGED PRIOR TO OR DURING THE MONTHLY FUNCTIONAL CHECK. CB 306	REPLACED KAPTON TAPE
W192826	MSS-2-MSS-750-263-2	BRAIDED FLEX HOSE HAS A BULGE IN IT. REPLACE EL 277 PC	WR 190959 WILL VENT AND FILL MSS*FT14A/15A
W192831	EGO-2EGO*RV261	REMOVE CLEAN AND BENCH TEST DISCHARGE RELIEF VALVE. REPAIR ADJUST AS NECESSARY (SETTING 50 PSIG). REINSTALL WHEN TEST SAT. LOCATED ON EGS*EG3 ON ELEV 261 IN DIESEL BLDG. TAG ON VALVE	ADJUSTED SETPOINT TO 50 PSIG
W192923	CMS-2CMS*TTX50B	WHILE PERFORMING N2-ISP-CMS-M003 ATT 1; FOUND INDICATOR 2CMS*TI172 OUT OF SPEC. RECORDER 2CMS*TRW170 WAS LOW BUT IN SPEC. TAG ON 2CEC*PNL601 AT TI 172 SELECTOR	REPERFORMED SURVEILLANCE - NO PROBLEM FOUND- SEE ATTACHED SURV
W192943	RHS RPS LDS-2RHS*TS84A	TRIP UNIT FAILS TO RECOGNIZE A TRIP CONDITION DURING N2-ISP-LDS-M010 STEP 7.2.2 NOTE	REPLACED RILEY TEMP SWITCH WITH 320
W192960	SWP-2SWP*FV548	2SWP*FV54B IS LEAKING HYDRAULIC FLUID FROM THE ACTUATOR. PLEASE REPAIR LEAK. VALVE LOCATED TB EL 250 PIPE TUNNEL.	ACTUATOR FITTINGS ARE ALLOWED SLIGHT SEPAGE. FLUID LOSS FROM ACTUATOR WELL WITHIN NORMAL LIMITS
W192969	RPM-2RPM*ACB2B	EPA 2RPM*ACB2B SPURIOUSLY TRIPS; INVESTIGATE AND REPAIR. THIS RESULTS IN A HALF SCRAM AT ANY GIVEN TIME. LOCATION OF EPA IS CONTROL BLDG 237 NE. TAG AT P603 (SCRAM SOLENOID LIGHTS)	910712- CONNECTED DRANETZ DISTURBANCE ANALYZED AND GOULD RECORDER TO TEMP LEADS INSTALLED UNDER TEMP MOD 91-036 AND EDC 2F00343. PRESENT VOLTAGE 119.8VAC 60.0HZ;911118- REMOVED DRANETZ DISTURBANCE ANALYZER AND RECORDER AND TEMP MOD 91-036 WAS CLEARED BY BOB CRANDALL
W192977	CMS-2CMS*TRZ140	PENS ON 2CMS*TRZ140 ARE NOT TRACKING PROPERLY (APPEAR TO STICK WHEN SUPPRESSION CHAMBER IS COOLED AND DO NOT TRACK PROPERLY AS COMPARED WITH SPDS COMPUTER POINTS AS SUPP. CHBR HEATS UP) TAG HUNG ON 2CMS*TRZ140 AT 2CEC*PNL875	CLEAN AND LUBRICATE SLIDE FOR PENS

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W192987	GTS-2GTS*PV5 B	THE VALVE ACTUATOR HOUSING IS LEAKING OIL. VALVE LOCATED IN STBY GAS -B- TRAIN BLDG ELEV 275; S NICOLAOS AND P FOTI INVESTIGATED- NOT AN URGENT PROBLEM	TIGHTENED FITTINGS AND CYCLED VALVE. OBSERVED NO LEAKAGE
W192996	NMS-C51-K605	DURING THE PERFORMANCE OF N2-ISP-NMS-W@007 FOUND (METER) INDICATOR TO BE READING HIGH. TAG HUNG AT PNL 608	REPLACED PANEL METER M1 FOR APRM C. MATERIAL ISSUES 143155 SYMBOL 93-05-273; PMT PERFORMED SAT.
W192998	HVK-2HVK*CHL 1B	WHILE PERFORMING N2-OSP-SWP-Q001 ATT 8B-2 AS PMT FOR WR 193053 VALVE 2SWP*V240B FAILED TO PASS THE REQUIRED FLOW. V240B WAS DISASSEMBLED FOR WR 193053 AND NO CAUSE FOR LOW FLOW COULD BE FOUND. SUSPECT SERVICE WATER SIDE OF 2HVK*CHL1B IS FOULED. TROUBLESHOOT LOW FLOW CONDITION; CLEAN FLUSH CHL1B AS NECESSARY. TAG HUNG ON CHL1B CONTROL BLDG 261 DIV II CHILLER ROOM	LIFTED AND MOVED INSTRUMENTATION OUT OF MECH MAINT. WAY. WHEN THEY WERE DONE WE REINSTALLED WHAT WE LIFTED
W192999	HVC-2HVC*PDR 50B	2HVC*PDR50B DOES NOT RESPOND CORRECTLY. CLEAN AND RECALIBRATE (BLUE PEN); CONTROL ROOM PNL 871	CLEAN SLIDE WIRE AND WIPER AND CALIBRATED RECORDER
W193034	EJS-2EJS*US1	THE WINDING TEMPERATURE INDICATOR (ON THE -B- SIDE) IS READING 25 DEG.C. AND SLOWLY DRIFTING SOWN. CHECK CAL OF TEMP INDICATOR. TAG CB 261 DIV I SWITCHGEAR ON 2EJS*US1	TIGHTENED TEMPERATURE INDICATING NEEDLE WHICH WAS LOOSE ON CENTER PORT
W193037	SWP RMS-2SWP*CAB 146A	RIC DISPLAY FOR 2SWP*146A IS MISSING THE MINUS SIGN. QUESTIONS CALL RP CALS 2815	REPLACED LED BOARD
W193042	RDS-2RDS*LS1 25	DURING THE PERFORMANCE OF N2-ISP-RDS-M106 COMPUTER POINT RDSLC103 FAILED TO CHANGE STATE	VERIFIED COMPL RDSLC101 WORKS CORRECTLY FROM T-MOD (M101). WORK PERFORMED ON WR 178802
W193100	EGS-2EGS*EG2	WHILE PERFORMING N2-OSP-EGS-M002 DIV III D/G FAILED TO MEET THE MAXIMUM 30 PERCENT DELTA P BETWEEN AIRSTART BANKS DURING ENGINE STARTING	CALIBRATED 2EGA-PI119/124. READJUSTED 2EGA*PCV115 AND 2EGA*PCV116 TO 200PSI
W193109	CES EGS-2CES*IPN L408	COMPUTER PT EGSTC04 IN ALARM CONDITION WITH JACKET WATER TEMP NORMAL (135 DEG F). LOCATED ON ANNUN 852242 IN CONTROL ROOM. TROUBLESHOOT TO CLEAR ANNUN	REPLACED RETRANSMIT RELAY

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193211	CEC-2CEC*PNL 608	-A- ROD BLOCK MONITOR FAILURE TO NULL; TAG AT PNL603	SUSPECTED LOOSE WIRE BEHIND PANEL METER; REMOVED METER FOUND NO LOOSE WIRES; ALSO CHECKED WIRING ON NULL AND SETUP SWITCH ALSO LOOK GOOD. PROBLEM CLEARED WHILE CHECKING WIRING
W193216	CES EGS-2CES*IPN L406	EGSPC01 EDG1 ENGINE LUBE OIL PRESS LOW AND CONTROL ROOM ANNUNCIATOR 852142 IN ALARM. OIL PRESS NORMAL FOR STANDBY CONDITION AND LOCAL ANNUNCIATOR IS NOT IN ALARM. TROUBLESHOOT TO CLEAR CR ANNUNCIATOR. DEF TAG 26340 AT CR ANNUNCIATOR 852142	REPLACED LAMP DRIVER CARD (MI 154598)
W193222	CEC-2CEC*PNL 602	ANNUN 602120 IS FLASHING SPORADICALLY IN CONTROL ROOM. TAG ON PNL602	REPLACED LAMP DRIVER 93-51-041. JUMPER INSTALLED BY ELECT MAINT THRU SUPPORT. PMT PERFORMED SAT.
W193234	SWP-2SWP*PT4D	WHEN IDLE SUCTION PRESSURE READS 6.79 PSIG (SWPPA04) WHICH IS LOWER THAN EXPECTED. DISCH PRESSURE IS READING 7.52 PSIG (IDLE). N2-OSP-SWP-Q002 REQUIRES IDLE SUCTION PRESSURE ABOVE 6.89PSIG. RECALIBRATE REPAIR 2SWP*PT4D AS REQD	PERFORMED LOOP CAL LOOP FOUND LOW AND OUT OF SPEC. INDICATION STILL LOWER THAN EXPECTED. CONNECTED HEISE GAUGE IC 4431 TO V3 6.0 TO 6.1 PSI WAS OBSERVED SYSTEM NOW DETERMINED SAT PER SYSTEM ENGINEER DICK GREEN AND I&C SUPERVISOR GARNER
W193236	ISC-2ISC*PT4D	B22-N676D HIGH. READING 1018;INVESTIGATE AND CORRECT. CHECK CALIBRATION. 2CEC*PNL611	RECALIBRATED B22-N678D PER PROCEDURE N2-ISP-ISC-R101 APPLICABLE STEPS WERE DONE ONLY CALIBRATE INDICATOR
W193250	IAS ADS-2IAS*PI230	METER READS AROUND 163 PSIG WITH -A- HEADER PRESSURE (2IAS*PI181) READING 170 PSIG AND OTHER 2 TANKS IN -A- HEADER AT 168 PSIG. COMPUTER POINT FOR TK 32 (IAS PA07) READS 168.52. SSS DAVIS WANTED DISCREPANCY BETWEEN METER AND COMPUTER POINT VERIFIED AND REPAIRED AS NECESSARY. SEE TAG ON METER	RECALIBRATED 2IAS*PI230

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193260	ICS	2ICS*PDIS168JY (E31-N684B) ON PNL618 IN CONT RM HAS A NEG. OUTPUT. REQUEST I&C TO TROUBLESHOOT DETECTOR. TAG HUNG ON E31-N684B	NONE REQUIRED. MEASURED ALL 4 INSTRUMENT CHANNELS 4 SEPERATE SENSING ELBOWS LINES TRANSMITTER LOOPS. VOLTAGES WERE WITHIN 0.15 VDC OF EACH OTHER. N684B READS PLUS 2.86V ALL OTHERS READ APPROXIMATELY PLUS 3.00V
	LDS-2ICS*PDT 168		
W193262	HVC	RIC DISPLAY IS MISSING THE FIRST DIGIT IN THE EXPONENT	REPLACED RIC DISPLAY BOARD ISSUE 147603
	RMS-2HVC*CAB 18A		
W193268	RDS-2RDS*HCU 5835	CONNECTION BETWEEN VALVE BLOCK V111 AT PRESSURE SWITCH HAS LEAK. LOCATION RX BLDG 261 NORTH HCU AREA	REPLACED BULKHEAD FITTING
W193274	SWP-2SWP*PT4 F	2SWP*PT4F READING 6.69 ISI ACCEPT = 6.89- 10.10 PSIG PER N2-OSP-SWP-Q002 SECTION 8.1.1. PLEASE RECALIBRATE TRANSMITTER	BLED AIR FROM 2SWP*PT4F
W193324	RHS	2RHS*TS-81B FAILED TO ALARM WHEN LEADS WERE LIFTED AT PNL706 BAY F TH406 1 AND 2	REMOVED AND REPLACED 2RHS*TS81B (E31-N638B). ALARM POINT CALIBRATED UNDER N2-ISP-LDS-M010
	RPS LDS-2RHS*TS8 1B		
W193327	RHS	WHILE PERFORMING N2-ISP-LDS-M010 TEMP SWITCH DID NOT ALARM WHEN THERMOCOUPLE LEADS WERE LIFTED. REPLACE TEMP SWITCH	REPLACED TEMP SWITCH AND CALIBRATED NEW SWITCH
	RPS LDS-2RHS*TS8 5B		
W193337	CES	BOTH ANNUNCIATORS 408-1-4 EXCESSIVE VIBRATION AND 408-1-6 JACKET WATER HIGH TEMP WILL NOT LIGHT WHEN TESTED. BOTH ARE NECESSARY TO ENABLE DETERMINATION OF GAGING TRIP. TAG LOCATED ON CES*IPNL408 IN DIESEL BLDG	ALARMS CARDS AND KEY WAYS WHERE STRAIGHTEN FOR PROPER ALIGNMENT
	EGS-2CES*IPN L408		
W193349	MSS-2MSS*AOV 6D	2MSS*AOV6D INDICATED DUAL POSITION WHEN TAKEN TO CLOSE FOR N2-OSP-MSS-CS001	MOVED LIMIT ARM BACK ON PLATE NO ADJUSTMENT NECESSARY

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193399	SWP RMS-2SWP*CAB 146B	SAMPLE PUMP TRIPPED AND WILL NOT RESTART FROM ANY CONTROL POINT. TAG IN CONTROL ROOM AT DRMS CONSOLE	BACKFLUSHED 2SWP*FS146B; 105 MU BEFORE BACKFLUSH;47 MU AFTER BACKFLUSH
W193515	ISC RPS-2ISC*LIS 1680C	THE LEVEL SWITCH INDICATOR IS NOT WITHIN 4 INCHES OF THE 3 REMAINING LEVEL SWITCH INDICATORS CONTROL ROOM 306	PERFORMED N2-IMP-GEN-@020 TO FILL INSTRUMENT LINE. INDICATORS ARE NOW WITHIN DESIRED 4 INCHES
W193521	CMS-2CMS*PNL 66A	BYPASS FLOW IS READING 15CFH WITH SYSTEM SHUTDOWN; METER BALL WAS FOUND STUCK. TUBE NEEDS CLEANING.	PERFORMED N2-ISP-CMS-@110; NO PROBLEM FOUND
W193522	CEC-2CEC*PNL 608	WHILE PERFORMING N2-ISP-RCS-M@001 STEP 8.1.9 FOUND RBM-A METER READING OFF SCALE LESS THAN 125 SUSPECT 0A12 ON SUMMER CARD Z6 DEFECTIVE. LOCATED IN FLOW UNIT "A"	REPLACED BLOWN FUSE F4 ON SUMMER CARD Z6 OF FLOW UNIT A
W193525	EGS-2EGS*EG3	TROUBLESHOOT CAUSE OF ANNUN. 852225 EG3 OVERSPEED TEMP- SUSPECT OVERSPEED SWITCH E01/E02 PROBLEM; TAG LOCATED ON CONTROL BLDG 306 CONTROL ROOM PANEL 852	REPOSITIONED BUTTERFLY VALVE LEVER ACTUATOR ARM
W193527	RDS RPS-2RDS*LIS X12A	WHILE PERFORMING SHIFT CHECKS ON 2CEC*PNL632 LOCATED CCR 306; IT WAS NOTICED THAT C12-N601D LEVEL INDICATOR INDICATED 0 INCHES VICE DOWNSCALE (THE USUAL READING). I&C RECALIBRATE C12-N601D. TAG STUB AT C12-N601D ON 2CEC*PNL611	TRANSMITTER OUT OF ZERO USING N2-ISP-RDS-R101- WE RECALIBRATED TRANSMITTER AND RECHECKED TECH SPEC TRIP SETPOINT
W193539	HVP-2HVP*TE1 1B	2HVP*MOD6B AND D 2HVP*MOD1B AND D MODULATE AT A HIGHER THAN EXPECTED TEMPERATURE; CAUSES COOLING OF DIVII DIESEL TO BE INEFFICIENT. TROUBLESHOOT MODULATING CIRCUIT P01D 57A/7. TAG ON CEC*PNL871	CALIBRATED COMPONENTS AND SHOT LOOP
W193578	CEC-2CEC*PNL 851	ALARM 851129 FAILED TO ALARM WHEN 7 MILS ON BEARING NUMBER 2 WAS EXCEEDED. THE MAIN TURBINE TRIPPED. REPAIR AS NECESSARY	INSTALLED NEW RETRANSMITT RELAY TESTED CIRCUIT WORKED FINE
W193579	WCS LDS-2WCS*FT6 9X	TRANSMITTER 2WCS*FT69X SUSPECT OUT OF CALIBRATION. RECALIBRATE PER N2-ISP-WCS-R101	TRANSMITTER WAS CALIBRATED PER N2-ISP-WCS-R101

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193581	CES-NOCOMPID	ANNUNCIATOR 408-1-7 IS IN ALARM WITH NO TRIP ON DIESEL OR REMOTE A ANNUNCIATOR IN PANEL 851. TROUBLESHOOT. LOCATED IN DIV II DIESEL CONTROL ROOM ELEVATION 261 DIESEL GEN BLDG	REPLACED ANNUNCIATOR CARD WITH ONE FROM SPARE SLOT NUMBER 2 TO 8. WR 190771 WILL REPLACE CARD IN SLOT NUMBER 2 TO 8
W193602	EGF-2EGF*LS12A	DIV I FUEL OIL STORAGE TANK LEVEL LOW ALARM LOCKED IN ON PROCESS COMPUTER AND ON SYSTEM TROUBLE ALARM IN CONTROL ROOM BUT NOT ON DIESEL LOCAL PANEL. OPS REPORTS LEVEL IN MIDDLE OF BAND AT 135 INCHES BY DAILY SOUNDING. DO NOT VOID THIS WR T/S ATTACHED	PERFORMED LOOP CALIBRATION ON SWITCH. ALSO PERFORMED N2-IMP-EQM-Q002
W193609	EGF-2EGF*LS12B	DIV II FUSE OIL STORAGE TANK LEVEL LOW LOCKED IN ON COMPUTER CONTROL ROOM SYSTEM TROUBLE AND ON LOCAL DIESEL PANEL. LEVEL AS DAILY SOUNDED BY OPS IS 135 INCHES MIDDLE OF BAND. DO NOT VOID THIS WR AS A TIS PLAN IS ATTACHED TO HELD ENGINEERING IF A PROBLEM EXISTS	PERFORMED LOOP CALIBRATION ON SWITCH; FOUND SWITCH 1 AND 2 OUT OF SPEC. ADJUSTED SWITCH; PERFORMED N2-IMP-EQM-Q002 LOOP SAT.
W193619	ICS-2ICS*FC101	WHEN CONTROLLER IS OPERATED IN THE AUTO MODE SYSTEM FLUCTUATES IN FLOW. PRESS AND TURB SPEED. TROUBLESHOOT AND REPAIR AS NECESSARY.	CHANGED GAIN BACK TO .33 READING WHICH RELATES TO A GAIN OF .2 RAN CONTROLLER UP AND DOWN CONTROLLER WORKED FINE. RCIC RUN AT 950PSI CONTROLLER DID NOT FLUCTUATE
W193620	CMS-2CMS*LR9B	RECORDER APPEARS TO INDICATE HIGHER LEVEL THAN OTHER SUP POOL LEVEL INSTRUMENTS (EG EMSLA02 COMPUTER POINT AND TRIP CSH UNITS) TROUBLESHOOT AND FIX OR RECALIBRATE AS NECESSARY. (RECORDER LOCATED IN CONTROL ROOM ON PANEL 2CEC*PNL898)	REPAIRED PER N2-ISP-CMS-R104 NO QC REQD
W193624	RHS RPS LDS-2RHS*TS81A	WHILE PERFORMING N2-ISP-LDS-M010 WE FOUND THAT WHEN WE LIFTED THE THERMO-COUPLE LEADS THE RILEY TEMP SWITCH RED LAMP ILLUMINATED VERY DIM. IT IS SUPPOSED TO ILLUMINATE BRIGHTLY-UPSCALE BURN-OUT.	REPLACED WITH EQUIVALENT UNIT
W193627	RHS RPS LDS-2RHS*TS84B	WHILE PERFORMING N2-ISP-LDS-M010 WE FOUND A BAD RILEY TEMP SWITCH E31-N641B	REPLACED BAD RELAY

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193654	HVR RMS-2HVR*CAB 14A	2HVR-RE14A-1 KEEPS INDICATING DETECTOR FAILURE FOLLOWED A FEW MINUTES LATER BY DETECTOR BACK IN OPERATION ON CONTROL RODM DRMS COMPUTER. DETERMINE AND CORRECT PROBLEM WITH 2HVR-RE14A-1. TAG AT CONTROL DRMS CONSULT.	REPOSITIONED DETECTOR. PERFORMED N2-RSP-RMS-M108
W193656	CMS-2CMS*TE5 4B	BOTH TEMP ELEMENTS ARE IN ALARM AT 80 DEG.F. IN THE SUPPRESSION POOL. SETPOINT SHOULD BE 85 DEG.F. - BRINGS IN ANNUN 601560	N2-ISP-CMS-M003 FOR TE54B PERFORMED SAT.; N2-ISP-CMS-M005 FOR TE54A PERFORMED SAT.
W193671	EGS-2EGS*PS4 007A	2EGS*PS4007A IS BLOWING AIR. A BODY BONNET BOLT IS MISSING A CAP NUT AND THE INTERNAL DIAPHRAM MAY BE BROKEN. TAG HUNG AT 2EGS-PS4007 (AT 2EGS*EG1)	REPLACED SWITCH;CALIBRATED SWITCH
W193676	HVC RMS-2HVC*CAB 18A	UNABLE TO REMOVE TUBING FROM DETECTIVE CHAMBER. THIS IS TEST TUBING.	REPLACED SWAGELOCK FITTING NUT AND FERRULE
W193681	CSH-99-31-2I HSN18(2,A)	WHILE PERFORMING N2-ISP-CSH-M002 THE COMPT. PT CSHZC104 DID NOT CHANGE STATE WHEN WE BROUGHT IT INTO ALARM. TAG ON COMPT CONSOLE IN CONTROL ROOM.	RESET POWER SUPPLY TO COMPUTER WITH COMPUTER DEPARTMENT
W193698	HVC-2HVC*ACU 3B	ACU3B IS IN AUTO BUT FAILS TO START AT DESIGNATED SETPOINT ON TEMPERATURE INDICATOR IN REMOTE SHUTDOWN ROOM. CONTROL BLDG EL 261	RECALIBRATED TO PROPER SETPOINT
W193706	RDS-2RDS*HCU 5835	ACCUMULATOR 2RDS*HCU5835 LOCATED AT 261 RX B106 NORTH SIDE WAS AT 980 PSIG WITH NO ALARM IN AT CONTROL RM PANEL 603. SET POINT IS 1025 FOR ALARM.	AS FOUND -852.3- AS LEFT -1024.5-
W193717	NMS-NOCOMPID	RBM -A- GENERATED A ROD WITHDRAWAL BLOCK (INOP). THAT WILL NOT CLEAR- AS SOON AS IT AUTO-UNBYPASSED. EDC 2F00277	RECEIVER LOGIC CARD. REPLACED Q2 U15 U11 ON RCVR CARD NULL SEQUENCE CARD
W193725	CEC-2CEC*PNL 608	ANNUNCIATOR WINDOW IS LIT WITH NO LPRM'S INDICATING DOWNSCALE. COMPUTER POINT NMPBC28 INDICATES A DOWNSCALE ON LPRM GROUP A BUT ALL INDICATE GREATER THAN 10 PERCENT METER SCALE	REPLACED K15 RELAY. REPLACED LPRM CARD FOR 1A-32-49

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193742	RHS-2RHS*PI50B	GAUGE READS 20 INCHE VACUUM. THIS IS AN UNEXPECTED READING DUE TO THE FACT THAT SUPPRESSION POOL LEVEL SUCTION SOURCE FOR PUMP WAS APPROXIMATELY ELEVATION 200. TROUBLESHOOT OR RECALIBRATE GAUGE AS NEEDED. GAUGE LOCATED AT ELEVATION 175 ON RACK OUTSIDE 2PHS*P1B PUMP ROOM	CALIBRATED 2RHS*PI50B
W193790	SWP-2SWP*V800B	2SWP*V800B FAILED N2-OSP-SWP-Q001 FORWARD FLOW EXERCISE (OBTAINED 12 GPM- OSP-SWP-Q001 CALLS FOR GREATER THAN 19 GPM) SEE SECTION 7.2.109	SUPPORTED MECH MAINT
W193834	RPS-F1B-2RPSB01	HALF SCRAM B LOGIC FROM RDS*LSY1A WHILE PERFORMING EQM;BLOWN C72A-E1B FUSE- REPALCE	
W193851	NMS-C51-K605	WHILE PERFORMING N2-ISP-NMS-W@007 STEP 8.5.14 FOUND UPSCALE NEUTRON TRIP OUT OF SPECIFICATION	PERFORMED REQD SECTIONS OF N2-ISP-NMS-Q127
W193871	HVP-2HVP*FS8A	DURING MONTHLY DIESEL RUN FAN AUTO STARTED ON DIESEL START AND TRIPPED ON LOW FLOW (PERHVR FC01) WAS RESTARTED AND TRIPPED AGAIN LATER ALSO ON LOW FLOW. WEATHER CONDITIONS WERE SNOW AND HIGH WIND. TROUBLESHOOT AND REPAIR AS REQD	READJUSTED 2HVP*FS8A TO NEW SETPOINT
W193904	MSS RPS-2MSS*RT46C	MAIN STEAM RAD MONITOR C INTERMITTENT FAILURES ON LVPS MODULE FAULT- MOD A-15V. CONTROL BLDG 306 ELEV	REPLACED A AND B LVPS; CPU BOARD; DISPLAY CONTROL CARD AND I/O MODULE
W193911	GTS-2GTS*MOV3A	WHILE RUNNING GTS TRAIN -A- DUAL VALVE INDICATION WAS NOTICED; ALSO TRAIN DISCHARGE FLOW AND DELTA P DROPPED. GTS*MOV3A NEVER COMPLETELY CLOSED BUT CYCLED BACK OPEN. TAG AT CEC-PNL870	E&DCR 2E-103-92 TEMP MOD 91-018 WAS INSTALLED 910322 CLEARED PROBLEM. UNDER WR 168472 COPY ATTACHED
W193918	ISC-2ISC*LIS1691B	THIS CHART RECORDER ON 2CEC*PNL601 IN READING LOW OUT OF SPEC FOR N2-OSP-LOG-M001	PERFORMED CALIBRATION OF RECORDER PER N2-ISP-ISC-R104
W193928	CES EGS-2CES*IPNL408	CONTROL PANEL ANNUNCIATOR TEST FUNCTION IS NOT RESPONDING. NO HORN NO ANNUNCIATOR FLASH	EXERCISED SWITCH TEST AND RESET ON 2CES*IPNL408 SWITCH IS INTERMITTENT. WR 168641 WRITTEN TO ELECT TO REPLACE ANNUNCIATOR TEST AND RESET SWITCH ON 2CES*IPNL408

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W193929	EGT-2EGT*CH5	JACKET WATER TEMP IS NOT CONTROLLING BETWEEN 120-130 DEG.F. ITS TEMP IS HIGHER THAN EXPECTED ACCORDING TO TEMP INDICATOR ON 2CES*IPNL408. TEMP IND MAY BE BROKEN. MAINTAINING TEMP IN MANUAL CB 261	METER WAS REPLACED PER WR 178815
W193938	SLS-2SLS*RV2 A	RELIEF VALVE BEGAN LIFTING AT APPROXIMATELY 1250 PSIG DURING PERFORMANCE OF N2-OSP-SLC-Q001. ON SECOND ATTEMPT TO ACHIEVE DESIRED PRESSURE BAND STARTING LIFTING AT APPROXIMATELY 1150 PSIG. REMOVE RECALIBRATE AND REINSTALL	CHECKED RELIEF PRESSURE. FOUND IN TOLERANCE BUT ADJUSTED VALVE CLOSER TO SETPOINT 1387 PSI PER I&C SUPERVISOR USING N2-IMP-GEN-a036
W193946	RHS-2RHS*PI7 C	THIS METER IS READING 160 LBS. ; THE LOCAL GAGE (SOME INST. TAP) IS READING 78 LBS. THE P2 DISCH PRESSURE METER READS 78 LB AND THE P1B DISCH. PRESS. METER READS 70 LBS. RECAL OR FIX AS NEEDED.	PLACED GAUGE ON TRANSMITTER TEST TAP;READ 137 PSIG WHICH AGREED WITH 2RHS*PI7C (ALSO READING 137 PSIG). GAUGE IC 9508 CAL DUE 911106
W193980	SLS-2SLS*RV2 A	CALIBRATE RELIEF VALVE 2SLS*RV2A. THIS RELIEF VALVE WAS FOUND LIFTING AT 1220 PSIG DURING THE PERFORMANCE OF N2-OSP-SLS-Q001	RECAL VALVE PRESSURE FOUND AT 1360 PSI
W193982	NMS-C51-K605	DURING N2-ISP-NMS-W@007 STEP 8.4.3 8.4.5 LPRM OPERABLE COUNT WAS UNSAT AND RETURNING ONE LPRM TO OP DID NOT CLEAR INOP STATUS COUNT EQUALS 13 OP AND REQUIRED 2 OP TO RESET	ADJUSTED AUXILIARY CARD R3 FOR A 100 PERCENT INDICATION ON METER (20 LPRMS IN OP X 5 PERCENT EA.)
W193994	SWP-2SWP*FV4 7B	ANNUN 601203 ALARMS FOR SWP*FV47B LOW PRESSURE BEFORE LOW PRESSURE START OF VALVE ACCUMULATOR PRESSURE PUMP. TROUBLESHOOT. VALVE IS IN PIPE TUNNEL SOUTHWEST OF CCS H/X ON TB 250 EL. TAG ON 601203	ANNUN 601203 IS FED FROM RESERVOIR PRESSURE SWITCH PS4 MOTOR CONTROL PRESSURE SWITCH PS3 CONTROLS MOTOR OPERATION; ACTIVATION OF PS4 WILL NOT START MOTOR. MECH MAINT PERFORMED REPAIR OF COUPLING UNDER SUPPORT WR
W193995	CES EGS-2CES*IPN L408	ANNUNCIATOR CAME IN TEMP WAS NORMAL APPROXIMATELY 155 DEGREES F HIGH SETPOINT IS 190 DEGREES F WINDOW 408-3-7 IN PREMATURELY TROUBLESHOOT DIESEL GENERATOR BLDG 261 ELEVATION DIV II DIESEL CONTROL BLDG ROOM	BOTH HIGH TEMP SWITCH (26JWH) AND LOW TEMP SW (2GJWAL) WERE FOUND OUT OF SPEC. RECALED AND ADDED MORE HEAT COUPLING GREASE TO TEMP WELLS
W194019	CMS-2CMS*PNL 66B	H2O2 ANALYZER H2 CALIBRATION IS FLUCTUATING LOW. 7 DAY LCO.	CLEANED CORROSION FROM TERMINAL LUGS ON TB-9

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194058	GTS-2GTS*PV5 B	OIL LEAKS FROM VALVE ACTUATOR HOUSING. TROUBLESHOOT AND REPAIR. 2GTS*PV5B IS LOCATED IN THE STANDBY GAS B TRAIN ROOM UP ON MEZZANINE ELEVATION 275 OF THE STANDBY GAS BUILDING	TIGHTEN SCHRADER VALVES. TORQUED COVER DOWN. TORQUE WRENCH 7222 CAL DUE 910501
W194065	RDS-2RDS*V11 1(3819)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S.REMOVE LEVEL SWITCH TO REMOVE O-RING FROM V111 VALVE.	REATTACHED LEVEL SWITCH AND TORQUED BOLTS; LEVEL SWITCH REMOVED- LOST ORING FOUND; LEVEL SWITCH REINSTALLED PER S-MI-5.3-001
W194068	RDS-2RDS*V11 1(4203)	CARTRIDGE VALVE LEAKS LOCATION NORTH HCU'S.REMOVE LEVEL SWITCH INSPECTED FOR CARTRIDGE VALVE O-RING.	REMOVED LEVEL SWITCH. LOCATED AND REMOVED LOST ORING. REINSTALLED LEVEL SWITCH PER S-MI-5.3-001
W194105	HVR RMS-2HVR*CAB 14A	SEALING WASHERS MISSING ON THE TOP TWO LUGS ON LID OF MOVING FILTER HOUSING. 289 ELEVATION CAB 14A	REPLACED MISSING SEAL WASHERS ON 2HVR*CAB14A FILTER HOUSING
W194112	CEC-2CEC*PNL 899	FOUND IMPROPERLY INSTALLED CAPACITORS. REF DER 2-91-Q-0259 AND GE SIL 527. REPLACE POWER SUPPLY. CB 288 PNL 2CEC*PNL899	POWER SUPPLY PS-ZQQ1 REPLACED AND OUTPUTS CHECKED
W194114	CEC-2CEC*PNL 899	FOUND IMPROPERLY INSTALLED CAPACITORS. REF DER 2-91-Q-0259 AND GE SIL 527. REPLACE POWER SUPPLY. TAG ON POWER SUPPLY. CB 288 PANEL 2CEC*PNL899	REPLACED OPTICAL ISOLATOR POWER SUPPLY ZLL2 AS DIRECTED
W194153	HVC RMS-2HVC*RE1 8A	CHANGE DETECTOR WIRING CONFIGURATION FOR 2HVC*RE18A AS REQUIRED BY EDC 2F00285. IMPLEMENT BY 910430 CONTROL BLDG 306	PERFORMED SDC EDC 2F00285 PER ATTACHED S-MI-5.3-001. MOVED TAPE DOWN DETECTOR HOUSING SO IT EXTENDED ON BOTH SIDES OF ORING NO CONTINUITY PRESENT AS ADDRESSED ON EDC 2F00285 PG 2 OF 14. S-MI-5.3-001 FINISHED NO DETECTOR PROBLEMS AND SOURCE CHECK SATISFACTORY
W194154	HVC RMS-2HVC*RE1 8B	SDC SC2-0004-90 CHANGE DETECTOR WIRING CONFIGURATION FOR 2HVC*RE18B AS REQUIRED BY EDC 2F00285. NCTS ITEM 502787-01/02 CONTROL BLDG 306 HVAC ROOM	PERFORMED WIRING CHANGE PER EDC 2F00285 AND S-MI-5.3-001 AND GROUND ISOLATION WITH KAPTON TAPE. PERFORMED SOURCE SATISFACTORILY

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194155	HVC RMS-2HVC*RE18C	CHANGE DETECTOR WIRING CONFIGURATION FOR 2HVC*RE18C AS REQUIRED BY EDC 2F00285 NCTS ITEM 502787-01/02 CONTROL BLDG ELEVATION 306. SDC SC2-0004-90 IMPLEMENT BY 910430	PERFORMED EDC 2F00285
W194156	HVC RMS-2HVC*RE18D	CHANGE DETECTOR WIRING CONFIGURATION FOR 2HVC*RE18D AS REQUIRED BY EDC 2F00285. NCTS ITEM 502787-01/02 CONTROL BLDG 306 HVAC ROOM SDC SC2-0004-90 IMPLEMENT BY 910430	PERFORMED EDC 2F00285
W194159	HVR RMS-2HVR*REX14A	CHANGE WIRING CONFIGURATION OF THE DETECTOR PER EDC 2F00285 AND SIMPLE DESIGN CHANGE SC2-0004-90	MOD IS DONE BUT STEP 17 OF MI 5.3 CANNOT BE MET AT THIS TIME 910820. PERFORMED MOD EDC 2F00285 AND SC 20004-90 SAT. NEW MI AND COMPLETED SATISFACTORILY
W194160	HVR-2HVR*REX14B	CHANGE DETECTOR WIRING CONFIGURATION PER EDC 2F00285 AND SIMPLE DESIGN CHANGE SC2-0004-90. RX 328 EAST SIDE	EDC 2F00285 PERFROMED AND SC2-0004-90
W194161	HVR RMS-2HVR*REX32A	CHANGE DETECTOR WIRING CONFIGURATION PER EDC 2F00285 AND SIMPLE DESIGN CHANGE SC2-0004-90. RX 289 WEST	PERFORMED EDC 2F00285 AND SC2-0004-90
W194162	HVR-2HVR*REX32B	CHANGE DETECTOR WIRING CONFIGURATION PER EDC 2F00285 AND SIMPLE DESIGN CHANGE SC2-0004-90	EDC 2F00285
W194163	WCS LDS-2WCS*FT67X	TRANSMITTER OUTPUT READS HIGH. ELEVATION 215 RAD 010	LOOP CALIBRATION
W194184	GTS-2GTS*MOV2B	TROUBLESHOOT ACTUATOR TO VERIFY PROPER DESIGN OPERATION	TEMP MOD 91-019 EDC 2E10393 INSTALLED TO CLEAR PROBLEM UNDER WR 168473 COPY ATTACHED
W194185	GTS-2GTS*MOV3B	TROUBLESHOOT ACTUATOR TO VERIFY PROPER DESIGN OPERATION	TEMP MOD 91-019 EDC 2E-10393 INSTALLED TO CLEAR PROBLEM (UNDER WR 168473- COPY ATTACHED)

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194188	CMS-2CMS*PNL 66A	OXYGEN CELL FLOW ROTOMETER IS READING 150 SCCM WITH NO FLOW	REPALCED ROTORMETER WITH NEW ROTORMETER MI 136989
W194191	CEC-2CEC*PNL 608	WHILE PERFORMING N2-ISP-RCS-M@001 FOUND MODE SWITCH S1 KNOB BROKE ON METER MODE CARD Z7. REPLACE BLACK KNOB	REPLACED SWITCH S1 KNOB
W194202	NMP-2NMP*RE0 825A	LPRM 08-25A READS ERRATICALLY. SPIKES WHENEVER BOARD IS TOUCHED. LOCATED PANEL H13-P608 CABINET E	REPLACED LPRM CARD FOR LPRM
W194214	MSS-2MSS*FT1 1B	MAIN STEAM LINE FLOW METER READS 7 BY 10 TO THE 5TH LBM/HR STEAM FLOW WHEN RX SHUTDOWN AND COLD. INVESTIGATE CALIBRATE WHILE SHUTDOWN	ADJUSTED XMITTER 2MSS*FT11B AND INDICATOR 2MSS*FI11B PER N2-ISP-RMC-R105 ATT 2
W194234	EGF-2EGF*LS1 2B	2EGF*LS12B IS IN ALARM COMP PT EGFLC09 WITH SOTRAGE TANK LEVEL IN NORMAL BAND. BRINGING IN NUISANCE ANNUNCIATOR IN CONTROL ROOM 852210	REPLACED LOW SWITCH PLATE ASSEMBLY; REPOSITIONED DISPLACERS AND FERROUS SLEEVES FOR PROPER SET-RESET POINTS ON DISPLACERS
W194242	SWP-2SWP*PT4 F	F SERVICE WATER PUMP SUCTION PRESSURE INDICATES APPROXIMATELY 3.5 PSIG WHICH IS 4 PSIG LOWER THAN NORMAL. VERIFY CALIBRATION OF 2SWP*PT4F. LOCATED IN SERVICE WATER DIV II PUMP ROOM	CALIBRATED TRANSMITTER. TRANSMITTER CALIBRATION WAS SAT
W194263	CES EGS-2CES*IPN L408	ANNUNCIATOR BLOCK 408-1-7 OVERSPEED ENGINE ANNUNCIATOR WILL NOT ILLUMINATE ON TEST DEMAND. ANNUNCIATOR LOCATED AT 2CES-PNL408. CONTROL BLDG ELEVATION 261 DIV II DIESEL CONTROL PANEL	INSTALLED NEW AN-1116C MODIFIED CARD INTO PANEL
W194267	CPS-2CPS*AOV 106	DURING N2-ISP-CPS-Q001 LLRT AOV106 WAS FOUND TO HAVE LEAKAGE WHICH EXCEEDED TECH SPEC CRITERIA	LLRT PASSED N2-ISP-OPS-Q001
W194268	HVC RMS-2HVC*RE1 8B	RAD MONITOR WENT UNREACHABLE AND WILL NOT RESTART FLOW SAMPLE PUMP OFF MONITOR SKID APPEARS TO BE OFF LINE. PWR SUPPLIES VERIFIED ON. CORRECT PROBLEM MONITOR ON CB306 IN HVAC ROOM	REPLACED POWER SUPPLY
W194273	RDS-2RDS*HCU 2655	26-55 LOST INDICATION WHEN 30-55 WAS INSERTED TO POSITION 46	30-55 MOVED TO POSITION 46;26-55 DID NOT LOSE INDICATION - NO PROBLEM

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194274	HVK-2HVK*CHL 1A	2HVK*CHL1A TRIPPED AND FAILED TO RESTART-TROUBLESHOOT	WAS WITH ENGINEERING DURING TEST STARTUP. NO FAULTS OR PROBLEMS FOUND. 2HVK*CHL1A RAN PERFECTLY
W194290	HVR-2HVR*FS3 7A	FLOW SWITCH FAILED LOW; INITIATIVE RX BLDG VENTILATION SYSTEM NORMAL ISOLATION. TROUBLESHOOT AND REPAIR. TAG LOCATED AT 2CEC*PNL870 ANNUN 870112 IN CONTROL ROOM	PERFORMED N2-IPM-GEN-a003 ON FLOW SWITCH TO INPUT NEW SETPOINT
W194313	EGA-2EGA*PS2 0B	PRESSURE SWITCH ACTUATES AT 236 PSIG REQUIRED TO ACTUATE AT 233 PSIG. THIS WR WRITTEN IN CONJUNCTION WITH WR 194314	CALIBRATED SWITCH
W194314	EGA-2EGA*PS9 B	PRESSURE SWITCH ACTUATES TO START 2EGA*C1B AT 233 PSIG. REQUIRED TO START AT 240 PSIG. THIS WR WRITTEN IN CONJUNCTION WITH WR 194313	CALIBRATED SWITCH
W194332	GTS-2GTS*PV5 A	THE ACTUATOR HAS AN OIL LEAK WHICH IS SEEPING THROUGH THE BOTTOM OF THE COVER. PLEASE TROUBLESHOOT AND REPAIR	REMOVED COVER; WIPED DOWN-REINSTALLED COVER
W194359	RSS-2RSS*PI1 02	2RSS*PI102 DIV I INDICATES HIGHER APPROXIMATELY 1035 THAN OTHER PLANT RX VESSEL PRESSURE INDICATORS. PLEASE RECALIBRATE.	ADJUSTED 2RSS*PI102 TO MIDRANGE PER N2-ISP-ISC-R111
W194382	SFC-2SFC*LT3 2A	ANNUNCIATOR 873322 COMING IN PERSISTENTLY AND GENERATING COMP PT SFCLC01 FOR SHORT DURATION ONLY; BECOMING A NUISANCE. SUSPECT LT OUT OF CAL. TROUBLESHOOT AND REPAIR AS REQD. TAG AT PNL873	BROUGHT THE LOOP BACK INTO AN ACCEPTABLE CALIBRATION
W194384	HVC-2HVC*DMP F115	DID NOT CLOSE WHEN DOING N2-FSP-FPL-R001. THE REGULATOR MAY NEED ADJUSTING. LOCATED DIV III 261 SWGR NORTH WALL	PINNED DAMPER IN CORRECT MANNER
W194389	CES EGS-2CES*IPN L406	ALARM 406-4-1 JACKET WATER HOW PRESSURE CIRCULATING PUMP WILL NOT TEST. I CHANGED BULBS STILL WILL NOT TEST.	ADJUSTED RESEATED CARD FOR WINDOW 406-4-1 TESTED SATISFACTORY
W194391	EGS-2EGS*EG1	CONTROL ROOM ANNUNCIATOR 852134 EDG1 SHUTDOWN MECHANICAL FAILURE IS IN WITH COMUTER POINT EGSUC01 EDG1 TURBO THRUST BRG IN ALARM AND DIV I DIESEL IS NOT RUNNING	REPLACED RELAY ON RELAY CARD A8A6N24 IN PNL CEC859

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194470	SWP RMS-2SWP*FS146A	TEMPORARY MODIFICATION OF 2SWP*FS146A. ATTACH FC1 MONITOR CRF 71D TO THE SWITCH. MONITOR FM 71D OUTPUT AND EXTERNALLY MOUNTED FLOW METER ON A CHART RECORDER.	CONNECTED TEST EQUIP TO SERVICE WATER RAD SKID 2SWP*CAB146A PER TEMP MOD 91-042
W194580	HVK-2HVK*CHL1A	BASED ON N2-OSP-SWP-Q003 P2B FAILED SURVEILLANCE REMOVE END BELLS AND CLEAN SERVICE WATER SIDE TUBES ON SHILLER BEFORE SURVEILLANCE ON P2A. CONTACT DICK GREEN 343-8499 WHEN SHILLER IS OPEN	REMOVED 2HVK-TE1011A. REPLACED 2HVK*TE1011A
W194701	RHS LDS-2RHS*TS1608C	AFTER PERFORMING N2-ISP-LDS-M007 RILEY TEMPERATURE SWITCH E31-N608C FAILED HIGH WHEN FIELD LEADS WERE LANDED	REPLACED SWITCH E31-N608C
W194713	EGA-2EGA*PS9B	PRESSURE SWITCH IS ALLOWING ITS RESPECTIVE COMPRESSOR TO PRESS UP THE RECEIVER TO ITS RELIEF SETPOINT. PLEASE RECALIBRATE OR REPAIR IF NECESSARY	RECALIBRATED 2EGA*P59B TO LOWER ITS SETPT. STILL WITH IN SPEC; THEREFORE LOWERING ITS RESET PT. PROBLEM WAS 2EGA*P59B RESET IS TOO CLOSE TO 2EGA-SV4B SETPT CAUSING SV4B TO LIFT BEFORE P59B RESET TO STOP COMPRESSOR.
W194778	GTS-2GTS*MOV2B	VALVE ACTUATOR HOUSING IS LEAKING OIL. TROUBLESHOOT. REPAIR LOCATED IN STANDBY GAS ROOM B ELEVATION 261	RETIGHTENED BOLTS ON VALVE MANIFOLD. HAD VALVE STROKED BY OPS; NO LEAKAGE DETECTED
W194782	MSS RPS-2MSS*RT46A	ANNUNCIATOR 603133 COMPUTER POINT RMSRC01 DELAYED IN COMING INTO ALARM AND THEN RESET WITH A TRIP SIGNAL FROM RAD MONITOR A DRAINER. TROUBLESHOOT	REPLACE RELAY K71 IN AUX TRIP UNIT A
W194789	HVC-2HVC*FR10B	RECORDER PEN RED VIBRATES EXCESSIVELY APPEARS TO BE TO SENSITIVE TO INCOMING SIGNAL CHANGES. LOCATION ELEVATION 306 CONTROL ROOM PNL 2CEC*PNL871	ADJUSTED SLIDE WIRE AND CLEANED IT;LUBRICATED GUIDE BAR. MONITORED INPUT WITH OSCOPE;RAN LOOP PER N2-RSP-HVC-R@001;RECORDER OPERATED PROPERLY. INPUT WAS CHECKED AT 0; 30PERCENT AND 60 PERCENT DURING LOOP RUN AND CORRESPONDING RECORDER OUTPUTS WERE SAT.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194801	SWP RMS-2SWP*CAB 23A	SAMPLE PUMP WILL NOT STAY RUNNING WHEN STARTED FROM RIC IN CONTROL ROOM. TAG ON RIC IN CR	REMOVED FLOW SWITCH AND CALIBRATED TOOK ATTACHED TEST DATA
W194802	SWP RMS-2SWP*CAB 146A	PUMP FAILS TO RESTART AFTER TRIPPING OFF BY ITSELF	CLEANED AND FLUSHED SPOOLPIECE AND FLOW ELEMENT. AFTER FLUSHING MV READING WAS 87. AFTER CLEANING MV READING WAS 46MV
W194807	ZZZ-NOCOMPID	RAD MONITOR HAS LOW FLOW ALARM LOCKED IN MONITOR SEEMS TO BE OPERATING PROPERLY. RAD MONITOR WAS PUT BACK IN SERVICE ON 910823 AFTER WORK WAS PERFORMED BY I&C AND ALARM HAS BEEN IN SINCE	CALIBRATED PURGE REGULATOR AND RELIEF VALVE. REPLACED FLOW ELEMENT AND TRANSDUCER BOARD REPAIRED LEAKY FITTING
W194815	SWP RMS-2SWP*CAB 23B	SAMPLE PUMP WILL NOT START FROM THE RIC OR LIC AFTER PERFORMING MANUAL FLUSH AND FLOW SWITCH BLOW DOWN FLUSH PER N2-RTP-130. SAMPLE PUMP STARTS AND THEN KICKS OFF ET 215	107MU READING BEFORE SWITCH CLEANING;38 MU READING AFTER SWITCH CLEANED;CLEANED FLOW SWITCH
W194816	SWP RMS-2SWP*CAB 146B	PUMP SHUTS ITSELF OFF AND WILL NOT RESTART FROM THE RIC	FLOW SWITCH 146B WAS CLEANED. PLACED MON ON LINE AT 2100 HRS. MON STILL ON LINE AT 2342 HRS
W194819	SWP RMS-2SWP*CAB 146A	NORMAL FLOW INDICATOR LIGHT ON SAMPLE SKID 146A IS NOT LIT FOR NORMAL PUMP OPS. (I.E. WHEN PUMP IS RUNNING) LOC FOR TAG AT SKID; SKID LOC. IN PIPE TUNNELS IN TB 250	PLAN CLEANED FLOW ELEMENT. LIGHT CAME ON DURING NORMAL FLOW PUMP ON AND TRIPPED OFF WHEN PUMP OFF
W194820	SWP RMS-2SWP*CAB 23B	FLOW INDICATOR LIGHT WAS NOT LIT DURING SHIFT CHECK TO INDICATE NORMAL FLOW. UNABLE TO ASCERTAIN IF BULB IS BLOWN. PLEASE REPAIR. TAG HUNG AT RIC IN CR 306	CLEANED FS23B FLOW ELEMENTS PER AP 5.4.2

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194839	HVR RMS-2HVR*CAB 14A	MONITOR HAS EXCESSIVE FILTER STEP FAILURE ALARMS;DISCOVERED DURING RETURN TO NORMAL AFTER FIXED FILTER CHANGEOUT (N2-RTP-123). MONITOR LOCATED RB 328 EAST. TAG HUNG ON SKID. CONTACT RAD PROT PRIOR TO RETURNING MONITOR TO SERVICE.	REPLACED TRIGGER PHOTO STAR WHEEL
W194840	SWP RMS-2SWP*RE1 46B	RAD MONITOR NORMAL FLOW LIGHT WILL NOT LIGHT. BULB WAS CHANGED OUT AND STILL FAILED TO LIGHT. SKID APPEARS TO BE OPEARTING CORRECTLY SO LIGHT SHOULD BE ON. TAG HUNG AT SKID	CLEAN FLOW SENSOR AND RECAL'D
W194843	CMS RMS-2CMS*CAB 10A	LOW FLOW ALARM;UNABLE TO CLEAR.TROUBLESHOOT AND REPAIR.	REMOVED TAPE BLOCKING SUCTION TO MOVING FILTER AND CLEANED MOISTURE OUT OF ASSEMBLY
W194846	ABM-NOCOMPID	LOOP 2 UNREACHABLE PORT A.INVESTIGATE & REPAIR. TAG 35991. RX 261 SOUTH. TB 306 RP OFFICE.	RESEATED CPU AND SYSTEM BOARDS. HAD MONITOR BROUGHT ON LINE. AFTER FOUR HOURS MONITORIS STILL ON LINE AND ALL OTHER MONITORS IN LOOP ARE REACHABLE
W194926	SWP RMS-2SWP*CAB 146A	PERFORM PRESSURE AND FLOW TESTING AS DIRECTED BY SYS ENGINEERING (RICK SCHAMP). TB 250/SVP245	PERFORMED ENGS TESTING.
W194927	SWP RMS-2SWP*CAB 146B	PERFORM PRESSURE AND FLOW TESTING AS DIRECTED BY SYS ENGINEERING (RICK SCHAMP). TB 250/SVP245	REPLACED SWP*SOVFV01 AND PERFORMED FLOW;PRESSURE TESTING AS PER TROUBLESHOOTING GUIDE.
W194945	HVK-2HVK*PSL 1007A	REPLACE LP PRESS SWITCH FAILS TO RESET INTERMITTENTLY SDC SC2-0275-91	REPLACED SWITCH PSL1007A WITH NEW ONE. CALIBRATED PER IL2HVK-017
W194993	NMS-C51-K605	DURING PERFORMANCE OF N2-ISP-RMC-Q101 SECTION 7.16 COULD NOT MEET ACCEPTANCE CRITERIA. THE ALARM REF OUTPUT TO THE RECORDER COULD NOT BE ADJUSTED FOR AS LEFT DATA. SUSPECT DC AMP. REPAIR. TAG AT PANEL CEC-608	REPLACE DC AMP CORD- ISSUE NO. 147686 SYMBOL 93-18-766. OLD SN TAMXW8-2;NEW S/N 86Y353-3

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W194997	CMS	INVESTIGATE LABELING DEFICIENCY ON FLOW CONTROL SYSTEM FOR 2CMS*CAB10B. TAG AT 289 RX ON SKID	TERMINAL BOARDS ARE NOT LABELED AND NOT CONTROLLED DRAWING EXISTS TO SHOW NUMBERS;DER WILL BE WRITTEN
	RMS-2CMS*CAB 10B		
W195043	EGS-2EGS*PS4 001B	RECALIBRATE PRESSURE SETPOINT PER EDC 2E10473 AND SIMPLE DESIGN CHANGE SC2-0301-91	SETPOINT CHANGED
W195056	RDS-2RDS*HCU 3039	HYDRAULIC CONTROL UNIT 2RDS*HCU3039 NITROGEN SECTION HAS REQUIRED REPEAT CHARGINGS RECENTLY. INVESTIGATE AND REPAIR SOURCE OF NITROGEN LEAK. TAG HUNG ON HCU V111 VALVE RX BLDG 261 NORTH HCU BANK	TORQUED FITTING ON PS AND BLOCK TO 2 5 IN-LBS. AND LEAK STOPPED TORQUE. WRENCH 9231
W195082	HVR-2HVR*FS3 7B	RECALIBRATE 2HVR*FS36A B;37A B;IAW EDC 2E10489 AND SDC SC2-0234-91	RECALIBRATE AS PER N2-IPM-GENE@003
W195605	CMS	RIC DISPLAY IN CONTROL ROOM IS MISSING -E- AND 1ST DIGIT OF EXPONENT. TAG WRITTEN AND HUNG AT R1C PANEL	REPLACED DISPLAY BOARD ON RIC 10B. SYMBOL 93-40-609
	RMS-2CMS*RIC 10B		
W196136	NMS-C51-K601 E	DURING PERFORMANCE OF N2-ISP-NMS-W@009 ATTACHMENT 5 STEP 8.5.2 INOP INHIBIT SWITCH S4 DISPLAYED INTERMITTENT OPERATION. TAG LOCATION 306 CONTROL RM 2CEC-PNL606 IRM DRAWER E	REMOVED K43 RELAY THEN REINSTALLED IT BACK IN SLOT
W196159	CEC-2CEC*PNL 873	DURING PERFORMANCE OF N2-ISP-DER-M001 COMPUTER POINT DERXC06 DID NOT ALARM; MODICON OUTPUT INDICATION AND ANNUNCIATOR 873110 FUNCTIONED PROPERLY. TAG LOCATED AT 2CEC-PNL873	REPLACED DEFECTIVE RETRANSMIT RELAY
W196160	CEC-2CEC*PNL 873	WHILE PERFORMING PROCEDURE N2-ISP-DER-M001 COMPUTER PT DFRXC09 FAILED TO ALARM. MODICON OUTPUT INDICATION AND ANNUNCIATOR 873115 OPERATED CORRECTLY. TAG LOCATED AT 2CEC-PNL873	REPLACED DEFECTIVE RETRANSMIT RELAY
W196162	CMS-2CMS*TRY 130	WHILE PERFORMING N2-ISP-CMS-R108 FOUND RECORDER NOT INDICATING FULL RANGE WHEN 10FDC WAS APPLIED. TROUBLESHOOT- REPAIR RECORDER.	REMOVED CLEANED AND INSTALLED SLIDEWIRE FOR THE BLUE PEN ALLOWING FOR PROPER ELECTRICAL CONNECTION BETWEEN SLIDEWIRE AND WIPER ARM

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196227	ISC-2ISC*LT10D	WHEN PERFORMING N2-OSP-LOG-S@ALL IT WAS NOTICED THAT THE ABOVE TRIP UNIT IS READING 11 TO 12 INCHES BELOW THE OTHER THREE TRIP UNITS. PLEASE TROUBLESHOOT AND REPAIR. NOTE TRIP UNIT COMES OFF 2ISC*LT10D. TAG LOCATED ON 2CEC*PNL625 ABOVE TRIP UNIT	TRANSMITTER 2ISC*LT10D EXHIBITS ROSEMOUNT SYNDROME. TRANSMITTER REPLACED PER N2-IMP-E@M-@005 TIME RESPONSE TESTED PER N2-ISP-CSH-R202. CALD PER N2-ISP-CSH-R107
W196228	NMS-C51-K605	WHILE PERFORMING N2-ISP-NMS-W@007 AT 6 THE FUNCTION TEST OF INOP TRIP CIRCUIT STEP 8.4 ONLY 13 LPRM WERE LEFT IN OPERATE IN ORDER TO GET THE INOP TRIP. PROCEDURE RE@UIRES 19. RECALIBRATE	PERFORMED N2-ISP-NMS-W@007 NO PROBLEM FOUND
W196229	MSS RPS LDS-2MSS*TS1604C	WHILE PERFORMING N2-ISP-LDS-M006 RILEY TEMP SWITCH E31604C WOULD NOT PERFORM AND BRING IN MSIV 1/2 ISOLATION. REPLACE	REPLACED OLD TS1604C WITH NEW ONE
W196242	SWP-2SWP*FV54A	2SWP*FV54A HYDRAULIC PUMP IS RUNNING CONTINUOUSLY AND IS BRINGING IN CONTROL ROOM ANNUNCIATOR 601103. TAG HUNG AT ANNUNCIATOR 601103	PRESSURIZED ACCUMULATORS AND FILLED OIL RESERVOIR AFTER MAINTENANCE DEPT;REPLACED ACCUMULATORS CALIBRATED PS3 AND PS4. DER NO. WAS WRITTEN TO ADDRESS A PROBLEM CONCERNING THE LOW PRESS ANNC AND COMPT THAT CONSTANTLY COMES IN WHEN OPERATING VALVE
W196250	CEC-2CEC*PNL880	2CEC*PNL880A KESIM POWER ON LIGHT PUSH BUTTON IS BROKEN. TAG HUNG AT 2CEC*PNL880A KESIM MODULE. CONTROL ROOM 306	S-MI-5.3-001
W196293	HVR-2HVR*FS37B	REACTOR BLDG VENT;SPURIOUS ISOLATION- CONTACT BOB MAWHINNEY PRIOR TO TROUBLESHOOT	PERFORMED APPLICABLE STEPS OF N2-IPM-GEN@003 TO FIND AS FOUND TRIP POINTS FOR ENG. EVOLUTIONS FOR NEW SETPOTS
W196297	ICS-2ICS*FE101	SUSPECT AIR IN ABOVE FLOW ELEMENT SENSING LINES OR TRANSMITTERS 2ICS*FT104 AND 102 AND 2RSS*FT106. BLEED AND VENT AS NECESSARY PID 35	BLEW DOWN AND VENTED TRANSMITTERS AS DIRECTED
W196299	NMS-C51-K601F	IRM F DID NOT RESPOND AS EXPECTED DURING PLANT STARTUP ON 910919. IRMF DID NOT RESPOND DURING CRITICALLY. THE IRM LATER STARTED TO RESPOND BUT VERY ERRATICALLY. TAG IN CONTROL ROOM PNL603 AT IRMF CHART RECORDER	REPLACED DEFECTIVE CONNECTOR

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196314	VBA-2VBA*UPS 2A	CHECK OR REPLACE INTERNAL BATTERIES AS REQUIRED	NO BATTERIES IN THIS UPS
W196315	VBA-2VBA*UPS 2B	CHECK OR REPLACE INTERNAL BATTERIES AS REQUIRED	NO BATTERIES IN THIS UPS
W196373	ISC-2ISC*RV3 4A	DRYWELL VACUUM BREAKER FAILED TO OPEN WHEN TEST PUSHBUTTON WAS DEPRESSED DURING SURVEILLANCE TESTING.	STOKED VALVE AND VALVE OPERATED PROPERLY
W196375	HVR RMS-2HVR*CAB 32A	FIRST 8 OF EXPONENT FOR LIC DISPLAY IS MISSING THE TOP HALF OF ITS DISPLAY	REPLACED DISPLAY BOARD OF LIC-SYMBOL 93-11-220
W196430	RMS-NOCOMPID	REPAIR DRMS PRM TEST MICROCOMPUTER LOCATED IN THE TRAINING CENTER. UNIT FAILED DURING BOARD TESTING. ALSO THE DRMS MICRO SIMULATOR FAILED DURING SAME TEST.	REPAIRED SI REPAIRED SIMULATOR(LOOSE BOARD); REPLACED PWR SUPPLY ON P12M TEST MICRO. REPLACED ISOLATION BOARD ON PRM TEST MICRO
W196489	HVR-2HVR*FS3 6A	DEFECTIVE CIRCUIT CARD. PART FR 72-4R. REPLACE CARD- VERIFY ALL TERMINATIONS WITH CARD OUT	REPLACED DETECTOR ALARM CARD
W196530	IAS-2IAS*PYX 234(12,13)	COMPUTER POINT IASPA11 FAILED IL2IAS-052. TAG AT CSO CONSOLE	REPLACED INPUT PWR SUPPLY PS-2Y-2;CALIBRATED INPUT AND OUTPUT ISOLATOR CARDS
W196610	EGS-2EGS*EG3	PNEUMATIC RELAY PC-8 LEAKS AIR FROM EXHAUST PORT. REPLACE.	REPLACED PC-8 AS DIRECTED
W196614	SWP-2SWP*FV4 7B	OIL LEAK FROM VARIOUS CONNECTORS. TAG AT VALVE TB 250 ELEVATION SW	NO OIL LEAKS FOUND. WIPED DOWN VALVE WATCH FOR 2 DAYS NO LEAK OR LOOSE CONNECTIONS FOUND. NO PROBLEMS FOUND
W196615	SWP-2SWP*FV5 4B	OIL LEAKING FROM VARIOUS CONNECTIONS;TAG AT VALVE TB 250 SW 250 EL	MECH MAINT REBUILT ACCUMULATORS; ELECT MAINT REPLACED MOTOR. NEW PUMP WAS INSTALLED. I&C CHARGED AND FILLED ACCUMULATORS UNDER FIELD SERVICE REP DIRECTION AND PER MANUAL N20337. CALIBRATED 2SWP*PSW1004A SAT.

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W196619	NMS-C51-K605	WHILE PERFORMING N2-ISP-NMS-W@007 ATTACHMENT 1 STEP 8.6.1 DOWNSCALE WAS FOUND OF DESIRED TRIP REANGE BUT ABOVE TECH SPEC ACCOUNTABLE; AS FOUND TRIP FOUND AT 3.5 (DESIRED 4-6)	ADJUSTED DOWNSCALE SETPOINT PER N2-ISP-NMS-@117
W196627	CMS-2CMS*PNL 66B	BOTH THE COMMON ALARM AND THE LOW REAGENT OR CALIB PRESSURE ALARM INDICATORS ARE ILLUMINATED. PNL73B LOCATED ON RX 240 IN THE SOUTH AUX BAY. TAG HUNG AT PNL73B	OXYGEN BOTTLE WAS REPLACED AND ALARMS CLEARED
W196628	CEC-2CEC*P00 2	ANNUNCIATOR 603445 IS IN SOLID INDICATING RRCS TROUBLE OTHER LIGHTS INDICATE DIV 2 RRCS FAILURE. PLEASE REPAIR. TAG LOCATED ON P603 CB 306 CONTROL ROOM. SMALL PORTION ONLY	REPLACED HPOI C-25-01 AND HP INPUT ISOLATOR C-25-09
W196634	IAS-2IAS*PYX 233(9,10)	COMPUTER POINT FAILED WHEN PERFORMING LOOP IL2IAS-051;ALL OTHER PORTIONS OF LOOP PASSED. TAG AT COMPUTER CONSOLE 2IAS*PT233;POSSIBLE ISOLATOR PROBLEM. PNL838	NONE;PER TROUBLESHOOT GUIDE
W196780	ICS-2ICS*LS2 06	APPEARS NOT TO BE CONTROLLING *AOV110	LEVEL SWITCH ICS*LS206 WAS CALIBRATED PER N2-ICP-GEN-@007 AND LOOP IL-215-016 N2-IMP-EQM-@015 ALSO WAS PERFORMED
W197608	EGS-2EGS*EG3	WHILE PERFORMING N2-OSP-EGS-M001 OUTPUT VOLTAGE AND SPEED DID NOT REACH THEIR DESIRED SETPOINTS WITHIN 10 SEC. TAG AT PANEL 852	REPLACED THE FOLLOWING PNEUMATIC RELAYS IN START SYSTEM USCV-9 UCY-9 AND PV-2. SYS NOW SAT. RELAY PC-8 WAS FOUND TO LEAK- WR 196610 WRITTEN
W197617	RHS-E12A-Z6-1	THE OUTER LARGER KNOB OF THE COMMAND AND CONTROL SWITCHES CHANNEL POINTER IS LOOSE AND ROTATES FREELY. REPAIR OR REPLACE. LOCATED ON 306 CONTROL ROOM PANEL H13-P618	TOOK OFF BROKEN KNOB AND REPLACED WITH NEW KNOB
W197629	NMS-C51-K605	DURING PART OF N2-ISP-NMS-W@002 STEP 8.4.5 RETURN OF LPRM TO SERVICE DID NOT RESET ON OPERATIONAL. COMPUTER POINT NMP26108 ALARMING INTERMITTENTLY SUSPECT DIRTY RELAY	REPLACED TRIP REFERENCE CARD 136B3122AAG3

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W197636	CEC-2CEC*PNL 608	COMPUTER POINT NMP2A278 READS APPROX 3 ERCENT HIGHTER THAN THE APRM F METER ON 2CEC*P608. ALSO DURING APRM F GAIN ADJUSTMENT THE P608 METER RESPONDED AS EXPECTED BUT THE COMPUTER POINT DID NOT REACT AS EXPECTED. TAG AT 2CEC-DSPL609 IN CONTROL ROOM	PERFORMED N2-ISP-NMS-Q167
W197639	HTS-2HTS*PNL 001	WHILE PERFORMING N2-ICP-HTS-SA001 FOUND CIRCUIT CARD C2-5 (PASS SYSTEM RETURN TO DRYWELL) TO BE OUT OF SPEC. CARD COULD NOT BE ADJUSTED IN SPEC CARD SHOWED VERY ABNORMAL CHARACTERISTICS. RX BLDG 240 NAB	INSTALLED NEW BOARD
W197674	RDS-2RDS*HCU 3039	HCU ACCUM NEEDS TO BE RECHARGED WITH N2 AROUND EVERY 8-12HRS;CHECK LDS129 PI205 PS206 FOR N2 LEAKAGE. LOCATED RX BLDG 261. TAG LOCATED AT HCU 30-39	1.) CHECKED FOR EXTERNAL LEAKS ON COMPONENT CONNECTIONS AND FOUND NONE. 2.) CHECKED PS206 AND PI205 FOR LEAKS ON BOURDON TUBE AND FOUND NONE.
W197686	GTS-2GTS*MOV 2B	VALVE LEAKING OIL;INVESTIGATE AND REPAIR	TIGHTENED FITTING AND CONNECTIONS. ACTUATOR SEALS LEAKING. WROTE WR 196657 TO MECH MAINT TO REPAIR. WR 196658 TO I&C TO MONITOR. 2GTS*MOV2B CYCLES PROPERLY
W197700	EGS-2EGS*EG3	DIV II DIESEL FAILED TO PASS MONTHLY START SURVEILLANCE N2-OSP-EGS-M001 OUTPUT VOLTAGE WAS LESS THAN 3744 VAC AFTER 10 SEC. FREQUENCY WAS GREATER THAN 63 HZ AFTER 10 SEC AND FREQUENCY WAS LESS THAN 58.8 HZ AFTER 13 SEC. PLEASE INVESTIGATE AND REPAIR	MECH MAINT WIPED OFF FUEL RACK ACTUATOR WITH CLEAN DRY RAG PER CHIP BLUNT
W197724	NMP-2NMP*RE3 233C	LPRM 32-33C WHEN UNBYPASSED ALARMS DOWN SCALE. HOWEVER THE LPRM READS APPROXIMATELY 61 PERCENT AT 100 PERCENT POWER. TAG HUNG ON OUTSIDE OF PANEL 2CEC-PNL608 AND SMALL TAG PLACED ON FULL CORE DISPLAY P603 CONTROL ROOM	REPLACED LPRM CARD WITH SN- TG2-13
W197730	CCP-2CCP*AOV 37A	2CCP*AOV37A AIR REGULATOR OUTLET CONNECTION LEAKING AIR. TROUBLESHOOT AS NEEDED;VLV LOCATED RX 175 RHR A PMP ROOM. TAG AT SAME LOCATION. RX NAB	REPLACED AIR REGULATOR
W197732	SWP-2SWP*AOV 22B	2SWP*AOV22B AIR REGULATOR LEAKING AIR UNDER PRESS REG ADJ KNOB. TROUBLESHOOT AS NEEDED. VLV LOCATION RX SAB175 RHR B PMP ROOM. TAG SAME LOCATION	REPLACED AIR REGULATOR AND TUBING AS DIRECTED. GET OUTPUT PRESSURE TO 80 PSI;SYS NOW SECURE

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W197733	SWP-2SWP*AOV 20B	2SWP*AOV20B AIR REGULATOR LEAKING AIR AT LVL INDICATOR. TROUBLESHOOT AS NEEDED. VLV LOCATED RX SAB175 RHR B PMP ROOM. TAG SAME LOCATION	REPLACED REGULATOR SET PRESSURE TO 80 PSIG
W197742	CEC-2CEC*P00 2	TEST FAULT ALARM OBSERVED ON PNL603 INVESTIGATION PER ANNUNCIATOR RESPONSIBLE. THE FOLLOWING 2C2509 HPII/OI SYSTEM TST 03 CARD INPUT PATH FAILED SYSTEM TEST. MAKE NECESSARY REPAIRS	REPLACE HPII A25 A09 BAY C AND HPOI A25A01 BAY C ISSUE NO. 156963 PER MI 53-001
W197761	GTS-2GTS*MOV 2A	OIL IS LEAKING AT POINT WHERE CONDUIT PENETRATES VALVE ACTUATOR HOUSING. LOCATED IN STANDBY GAS BLDG 261 TROUBLESHOOT. REPAIR	TIGHTENED FITTING ON PUMP. REPLACED BOTH ELBOW FITTINGS ON PUMP. STROKED VALVE- NO LEAKS (REPLACE COVER TORQUED BOLTS 17 IN. M&TE 7959)
W197765	NMS-C51-K605	WHILE PERFORMING N2-ISP-NMS-W@007 SECTION 8.5 STEP 8.5.14 AND 8.5.21 UPSCALE NEUTRON AND UPSCALE THERMAL TRIPS WERE ABOVE GUIDE VALUES BUT BELOW TECH SPEC	PERFORMED SECTIONS OF N2-ISP-NMS-Q157
W197817	NMS-NOCOMPID	K15 RELAY IN APRMC PAGE IS HANGING UP. HOLDS ANN 603211 IN ALARM. REPLACE K15 RELAY	REPLACED K16 RELAY IN APRM-C
W197860	HVK-2HVK*CHL 1B	2HVK*CH1B TRIPPING PREMATURELY ON LOW REFRIGERANT PRESS. AT APPROX. 17 IN. HG RATHER THAN E13.3 HG	RECAL'D SWITCH;OP HAS OPERATING PERAMETERS FROM 10 IN.HG TO 30PSI.A TRIP POINT AT 17 IN. GIVES THEM MORE ROOM TO OPERATE NOT LESS. RECALIBRATE PER NEW SETPOINT
W197869	CMS-2CMS*PNL 66A	ANALYZER FAILS SPAN PORTION OF CAL. SUSPECT FLOW PROBLEM WHEN SPAN IS SELECTED R1	ADJUSTED SAMPLE BYPASS FLOW ROTAMETER.REPLACED PCURI AND PCVR2 PER S-MI-5.3-001. RECALIBRATED IAW N2-ISP-CMS-Q110
W197894	RHS-2RHS*PI5 0B	2RHS*PI50B IS INDICATING 150PSIG WITH THE 2RHS*P1B OFF. PRESSURE INDICATION SHOULD BE 10-12 PSIG. TAG HUNG AT 2RHS*PI50B RB 175	RECALIBRATED GAUGE
W197900	CMS-2CMS*TE5 4B	2CMS*TE54B INDICATES 62 DEGREES F AT 2CEC*PNL601 ON 2CMS*TI172. ALL OTHER SUPP POOL WATER TEMP ELEMENTS INDICATE. 72 DEGREES F TO 76 DEGREES F TAG HUNG ON 2CEC*PNL601 AT 2CMS*TI172	CLEANED SWITCH CONTACTS BY MOVING SELECTOR SWITCH THROUGH DIFFERENT CHANNELS. APPLICABLE SURVEILLANCE N2-ISP-CMS-R115 PERFORMED. NO FAILED COMPONENTS FOUND

WR NUMBER	EPN NUMBER	FAILURE DESC	CORRECTIVE ACTION
W197948	CMS-2CMS*PNL 66A	SAMPLING BYPASS FROM ROTOMETER HAS SIGNS OF MOISTURE BUILDUP (3/4 INCH IN BOTTOM OF ROTOMETER GLASS).ASSOCIATED HEAT TRACE CIRCUITS VERIFIED AT 300 DEGREES F.INVESTIGATE CAUSE OF MOISTURE BUILDUP AND REMOVE ANY BUILDUP.LOCATED RX BLDG 240 NAB DEF TAG ON ROTOMETER.	REPLACED R1 REGULATOR
W197949	CEC-2CEC*PNL 608	REPLACE BLOWN FUSE C51B-F12 (F1) WHICH IS CAUSING 1/2 SCRAM. TROUBLESHOOT AS NEEDED;REPAIR.	FUSE-C51B-F12 AND P.S. INTERNAL FUSE BLOWN DURING PERFORMANCE OF N2-ISP-NMS-Q167.REPLACED FUSES CONFIRMED WITH SARV.
W197968	NMS-C51-K002 A	IRM A RED RANGE SELECTOR SWITCH PLASTIC KNOB ON PNL 603 SKIRT SECTION IS BROKEN.REPLACE.	REPLACED RED RANGE SWITCH KNOB
W198053	CEC-2CEC*PNL 603	RANGE SWITCH IS LOOSE.THREE SCREWS UNDER BLUE RANGE SWITCH KNOB ARE MISSING.REPLACE SWITCHES.	REPLACED SCREWS IN RANGE SWITCH HOUSING.
W198075	HVC-2HVC*FS1 5A	2HVC*FS15A APPEARS TO BE STUCK IN THE LOW FLOW CONDITION.LOW FLOW LIGHT STAY LIT AT 2HVC*FN2P WITH FAN 2A OFF OR ON.TROUBLESHOOT.DEF TAG HUNG AT LOW FLOW LIGHT ON 2HVC-FN2A.	HIGH AND LOW TUBES ON 2HVC*FS15A WERE FOUND TO BE SWITCHED. RETURNED TUBES TO PROPER POSITION. FLOW IS BEING INDUCED BECAUSE NORMAL VENTILATION IS RUNNING. UNDER DESIGN CONDITIONS FOR SPEC.FLT NORMAL VENTIALTION IS OFF AND SWITCH FUNCTIONS PROPERLY
W198077	NMS-C51-K605	APRM A HAS GAIN ADJUSTMENT COMPARABLE WITH THE REMAINING APRMS YET IT CONTINUES TO ALARM ANNUNCIATORS 603208 AND 603442. TRIP SETPOINT MAY BE TOO LOW. TROUBLESHOOT AND REPAIR. TAG AT ANNUN 603208	PERFORMED SECTIONS OF N2-ISP-NMS-Q117

483 RECORDS LISTED.