LICENSEE EVENT REPORT

CONTROL BLOCK: [ ] [ ] (1–6) (PLEASE PRINT ALL REQUIRED INFORMATION)

	LICENSEE NAME	LICENSE NUMBER	LICENSE TYPE	EVENT TYPE
0 1 (1–6)	LDRS2 (7–14)	00-00000-00 (15–25)	41111 (26–30)	03 (31–32)

	CATEGORY	REPORT TYPE	REPORT SOURCE	DOCKET NUMBER	EVENT DATE	REPORT DATE
0 1 CON'T (8)	(57–58)	L (59)	L (60)	050-0237 (61–68)	051276 (69–74)	061076 (75–80)

EVENT DESCRIPTION

2 MALFUNCTION OF THE DRIVE BRAKES ON THE UNIT 2/3 REACTOR BUILDING CRANE SPECIAL SLOW
3 SPEED HOIST CAUSED THE UNIT-2 REACTOR VESSEL HEAD TO SLIP VERTICALLY ABOUT 15
4 INCHES AS IT WAS BEING LOWERED INTO PLACE. AN ATTEMPT TO CONTINUE LOWERING
5 RESULTED IN A SECOND 15-INCH DROP, AND THE SLOW-SPEED DRIVE WAS TAKEN OUT OF SERVICE.
6 OPERATIONS WERE RESUMED USING THE NORMAL-SPEED DRIVE. SINCE THE SPECIAL SLOW-SPEED
(SEE ATTACHED SHEET)

	SYSTEM CODE	CAUSE CODE	COMPONENT CODE	PRIME COMPONENT SUPPLIER	COMPONENT MANUFACTURER	VIOLATION
7 (8)	XX (9–10)	B (11)	CKTBRK (12–17)	0 (43)	G080 (44–47)	N (48)

CAUSE DESCRIPTION

8 INVESTIGATION REVEALED THAT THE SLOW-SPEED HOIST BRAKES, WHICH WERE DESIGNED TO ENGAGE
9 UPON LOSS OF POWER TO A RELEASE SOLENOID, WERE FULLY ENGAGING ONLY AFTER A DELAY OF 1-2
0 SECS. IT WAS FURTHER DISCOVERED THAT THE CONTACTOR FOR THE BRAKE RELEASE SOLENOID
(SEE ATTACHED SHEET)

	FACILITY STATUS	% POWER	OTHER STATUS	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION
1 (8)	H (9)	000 (10–12)	NA (13–44)	A (45)	LOAD SLIPPED ON SIGNAL TO STOP (46–80)

	FORM OF ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY	LOCATION OF RELEASE
2 (8)	Z (9)	Z (10)	NA (11–44)	NA (45–80)

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION
3 (8)	000 (9–11)	Z (12)	NA (13–80)

PERSONNEL INJURIES

	NUMBER	DESCRIPTION
4 (8)	000 (9–11)	NA (12–80)

OFFSITE CONSEQUENCES

5 NA (8–80)

LOSS OR DAMAGE TO FACILITY

	TYPE	DESCRIPTION
6 (8)	Z (9)	NA (10–80)

PUBLICITY

7 NA (8–80)

ADDITIONAL FACTORS

8 NA (8–80)

912 179

7 1

7909050206

EVENT DESCRIPTION (Continued)

hoist drive is a new piece of equipment, no data on past performance exists. (50-237/1976-32)

CAUSE DESCRIPTION (Continued)

was undersized, which permitted arcing when the contacts opened. This arcing caused the release solenoid to remain partially energized, and prevented the immediate full engagement of the hoist brakes in the slow-speed mode.

The hoist brakes, which are common to both the normal-speed and slow-speed drives, are controlled by two similar circuits, one in each drive system. Each circuit culminates in a single contactor. Since the slow-speed drive had been selected, only the slow-speed circuit contactor was in operation at the time of failure.

The normal-speed circuit contactor has proven its reliability; however, representatives of the crane vendor (Whiting Crane Corp.) have been consulted and have agreed that the slow-speed circuit contactor is indeed undersized for its duty requirements. The entire slow-speed hoist drive design is being reviewed for other improper component applications. The slow-speed drive will remain out of service until appropriate modifications have been completed.