

LICENSEE EVENT REPORT

CONTROL BLOCK: _____ (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | O | H | D | B | S | 1 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 5
7 8 9 14 15 25 26 30 57 58

CONT
0 1 | REPORT SOURCE | L | 6 | 0 | 5 | 0 | - | 0 | 3 | 4 | 6 | 7 | 1 | 0 | 0 | 4 | 7 | 9 | 8 | 1 | 0 | 3 | 0 | 7 | 9 | 9
7 8 60 61 68 69 74 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)
0 2 | On October 4, 1979 at 1007 hours during the performance of Component Cooling Water
0 3 | Monthly Test, ST 5074.01, the Decay Heat Cooler 1 Component Cooling Outlet Valve
0 4 | CCI467 would not operate. This rendered Decay Heat and Low Pressure Injection Train
0 5 | 1 inoperable placing the station in the action statement of Technical Specification
0 6 | 3.5.2. This required the inoperable train be made operable within 72 hours. There
0 7 | was no danger to the health and safety of the public or station personnel. Redundant
0 8 | Train 2 was available. (NP-33-79-114)

0 9 | SYSTEM CODE | S | F | 11 | CAUSE CODE | B | 12 | CAUSE SUBCODE | A | 13 | COMPONENT CODE | V | A | L | V | O | P | 14 | COMP SUBCODE | D | 15 | VALVE SUBCODE | Z | 16
7 8 9 10 11 12 13 18 19 20
17 | LER/RO REPORT NUMBER | 7 | 9 | 21 | 22 | SEQUENTIAL REPORT NO. | 0 | 9 | 8 | 24 | 26 | OCCURRENCE CODE | / | 27 | REPORT TYPE | L | 30 | REVISION NO. | 1 | 32
ACTION TAKEN | E | 18 | FUTURE ACTION | F | 19 | EFFECT ON PLANT | Z | 20 | SHUTDOWN METHOD | Z | 21 | HOURS | 0 | 0 | 0 | 0 | 22 | ATTACHMENT SUBMITTED | Y | 23 | NPRD-4 FORM SUB. | Y | 24 | PRIME COMP. SUPPLIER | A | 25 | COMPONENT MANUFACTURER | H | 0 | 3 | 5 | 26
33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
1 0 | The inoperability of CCI467 was due to slippage of the valve linkage. The slippage
1 1 | was due to a design deficiency which allows vibrations to loosen the bolt that retains
1 2 | the two linkage arms. The linkage was realigned, calibrated and successfully tested
1 3 | under ST 5074.01 on 10/4/79. On 12/10/79 the design deficiency was corrected via
1 4 | the implementation of Facility Change Request 79-347.

1 5 | FACILITY STATUS | E | 28 | % POWER | 1 | 0 | 0 | 29 | OTHER STATUS | NA | 30 | METHOD OF DISCOVERY | B | 31 | DISCOVERY DESCRIPTION | Operator observation | 32
7 8 9 10 12 13 44 45 46 80

1 6 | ACTIVITY CONTENT | Z | 33 | Z | 34 | AMOUNT OF ACTIVITY | NA | 35 | LOCATION OF RELEASE | NA | 36
7 8 9 10 11 44 45 80

1 7 | PERSONNEL EXPOSURES | 0 | 0 | 0 | 37 | TYPE | Z | 38 | DESCRIPTION | NA | 39
7 8 9 11 12 13 80

1 8 | PERSONNEL INJURIES | 0 | 0 | 0 | 40 | DESCRIPTION | NA | 41
7 8 9 11 12 80

1 9 | LOSS OF OR DAMAGE TO FACILITY | Z | 42 | DESCRIPTION | NA | 43
7 8 9 10 11 80

2 0 | PUBLICITY | N | 44 | DESCRIPTION | NA | 45
7 8 9 10 80
ISSUED DESCRIPTION (45)

TOLEDO EDISON COMPANY
DAVIS-BESSE NUCLEAR POWER STATION UNIT ONE
SUPPLEMENTAL INFORMATION FOR LER NP-33-79-114

DATE OF EVENT: October 4, 1979

FACILITY: Davis-Besse Unit 1

IDENTIFICATION OF OCCURRENCE: Decay Heat Cooler 1 Component Cooling Outlet Valve CCI467 would not operate

Conditions Prior to Occurrence: The unit was in Mode 1, with Power (MWT) = 2770, and Load (Gross MWE) = 920.

Description of Occurrence: On October 4, 1979 at 1007 hours during the performance of ST 5074.01, Component Cooling Water Monthly, CCI467 would not move. Component Cooling Pump 1 was shut off. Additional attempts to move the valve were unsuccessful. The operator suspended the test and CCI467 was declared inoperable which rendered Decay Heat and Low Pressure Injection Train 1 inoperable. This placed the unit in the Action Statement of Technical Specification 3.5.2 which requires the inoperable train be made operable within 72 hours or be in Hot Shutdown within the next 12 hours.

Designation of Apparent Cause of Occurrence: The improper operation of valve CCI467 was attributed to slippage of the valve linkage. This was caused by a design deficiency which allowed vibrations to loosen the bolt that retains the two linkage arms together.

Analysis of Occurrence: There was no danger to the health and safety of the public or to station personnel. An inspection of the Decay Heat/Low Pressure Injection Train 2 was performed to assure its availability.

Corrective Action: Under Maintenance Work Order IC-455-79, the valve linkage was realigned and calibrated. The applicable portions of ST 5074.01, Component Cooling Water Monthly Surveillance Test and ST 5074.02, Component Cooling Water System Refueling Test were performed to verify operability. The valve and train 1 were declared operable at 1415 hours on October 4, 1979.

Facility Change Request 79-347 was implemented on December 10, 1979 to prevent vibrations from loosening the retaining bolts on CCI467 and CCI469. This Facility Change Request is identical to Facility Change Request 79-151 which resolved the vibration problems on Service Water Valves SW1429, 1434 and 1424.

Failure Data: There have been three previously reported occurrences with valves of this type of actuators. They were reported in Licensee Event Reports NP-33-78-120, NP-33-78-147 and NP-33-79-74.

LER #79-098