

TOLEDO EDISON COMPANY
DAVIS-BESSE UNIT ONE NUCLEAR POWER STATION
SUPPLEMENTAL INFORMATION FOR LER NP-33-77-94

DATE OF EVENT: November 16, 1977

FACILITY: Davis-Besse Unit 1

IDENTIFICATION OF OCCURRENCE: Emergency Ventilation System Train 1-2 pressure differential controller malfunction.

Conditions Prior to Occurrence: The plant was in Mode 1, with Power (MWT) = 1108 and Load (MWE) = 398.

Description of Occurrence: On November 16, 1977, Surveillance Test ST 5067.01, "Emergency Ventilation System Monthly Test" was performed and the differential pressure was within specifications. It was found, however, that dampers PDV 5014A and B were not modulating correctly to draw down the annulus. Since #2 Emergency Ventilation System (EVS) Train could not serve its intended safety function, #2 EVS Train was declared inoperable at 1530 hours on November 16, 1977.

This placed the station in the Action Statement of Technical Specification 3.6.5.1 which requires two operable EVS Trains in Mode 1. An Instrument and Control Work Order (No. 749) was issued to investigate the reason for dampers PDV 5014A and B not modulating properly.

Designation of Apparent Cause of Occurrence: The pressure differential controller (PDC 5014) was then removed and a bench check performed. The controller was found to be heat sensitive and would fail intermittently when it was at operating temperature. A new controller (PDC 5014) was installed and energized for more than twelve hours prior to re-performing Surveillance Test ST 5067.01. EVS Train 2 then functioned properly and was declared operable at 1015 hours on November 22, 1977. This removed the station from the Action Statement of Technical Specification 3.6.5.1.

Analysis of Occurrence: There was no danger to the health and safety of the public or to station personnel. The system was inoperable; however, it would not affect the operation of EVS Train 1-1 which would still draw down the annulus to the -0.75 inches of water setpoint if an accident requiring the EVS had occurred.

Corrective Action: The pressure differential controller (PDC 5014) was found to fail intermittently when it was at operating temperature. Since it was not possible to determine what component was responsible, the entire controller was replaced.

Failure Data: There was one previous occurrence. EVS Train 2 dampers PDV 5014A and B failed to modulate properly on October 19, 1977 (see LER NP-33-77-82). Since the problem was found to be in PDC 5014, and it has been replaced, this occurrence should not recur.