

LICENSEE EVENT REPORT

CONTROL BLOCK: [][][][][][][][] (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0][1] [0][H][D][P][S][1] [2] [0][0][0][0][0][0][0][0][0][0][0][0][0][0] [3] [4][1][1][1][1] [4] [] [5]

LICENSEE CODE

LICENSE NUMBER

LICENSE TYPE

CAT 58

CONT

[0][1] REPORT SOURCE [L] [6] [0] [0] [0] [0] [3] [4] [6] [7] [0] [8] [2] [8] [8] [0] [8] [1] [0] [0] [3] [8] [0] [9]

REPORT SOURCE

DOCKET NUMBER

EVENT DATE

REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

[0][2] (NP-33-80-78) On 8/28/80 during the weekly Diesel Fire Pump (DFP) Test, ST 5016.01,
[0][3] the DFP failed to start at the required pressure of 95 psig. During tests in the
[0][4] following weeks, the problem recurred. In the above cases, the pump would run but was
[0][5] technically inoperable because it would not auto start at the required pressure. The
[0][6] station had entered the action statement of T.S. 3.7.9.1. There was no danger to the
[0][7] public or station personnel. The Electric Fire Pump was operable. Because the prob-
[0][8] lem was not resolved in 7 days, this is being submitted as a Special Report.

[0][9] SYSTEM CODE [A][B] (11) CAUSE CODE [E] (12) CAUSE SUBCODE [A] (13) COMPONENT CODE [I][N][S][T][R][U] (14) COMP. SUBCODE [S] (15) VALVE SUBCODE [Z] (16)

[17] LER/RO REPORT NUMBER [8][0] (21) [] (23) SEQUENTIAL REPORT NO. [0][7][0] (24) OCCURRENCE CODE [] (28) REPORT TYPE [L] (30) REVISION NO. [] (32)
ACTION TAKEN [E] (18) FUTURE ACTION [X] (19) EFFECT ON PLANT [Z] (20) SHUTDOWN METHOD [Z] (21) HOURS [0][0][0] (22) ATTACHMENT SUBMITTED [Y] (23) NPD-4 FORM SUB. [Y] (24) PRIME COMP. SUPPLIER [A] (25) COMPONENT MANUFACTURER [C][7][4][2] (25)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[1][0] After the first occurrence the cause was explained as a broken pressure switch. Under
[1][1] MWO IC-606-80, the switch was repaired and recalibrated. The switch has been recal-
[1][2] brated three additional times when the problem recurred each week up until 9/20/80. It
[1][3] has successfully passed ST 5016.01 since then during the weekly tests. A maintenance
[1][4] electrician will oversee the starting sequence of upcoming weekly tests to look for
adverse conditions.

[1][5] FACILITY STATUS [H] (28) % POWER [0][0][0] (29) OTHER STATUS [NA] (30) METHOD OF DISCOVERY [B] (31) DISCOVERY DESCRIPTION [Surveillance Test ST 5016.01] (32)

[1][6] ACTIVITY CONTENT [Z] (33) OF RELEASE [Z] (34) AMOUNT OF ACTIVITY [NA] (35) LOCATION OF RELEASE [NA] (36)

[1][7] PERSONNEL EXPOSURES NUMBER [0][0][0] (37) TYPE [Z] (38) DESCRIPTION [NA] (39)

[] PERSONNEL INJURIES NUMBER [0][0][0] (40) DESCRIPTION [NA] (41)

[1][3] LOSS OF OR DAMAGE TO FACILITY TYPE [Z] (42) DESCRIPTION [NA] (43)

[] PUBLICITY ISSUED DESCRIPTION [N] (44) [NA] (45)

SPECIAL REPORT

TOLEDO EDISON COMPANY
*DAVIS-BESSE NUCLEAR POWER STATION UNIT ONE
SUPPLEMENTAL INFORMATION FOR LER NP-33-80-78

DATE OF EVENT: August 28, 1980

FACILITY: Davis-Besse Unit 1

IDENTIFICATION OF OCCURRENCE: Diesel Fire Pump would not start at required pressure

Conditions Prior to Occurrence: The unit was in Mode 5 with Power (MWT) = 0 and Load (Gross MWE) = 0.

Description of Occurrence: On August 28, 1980 at 0645 hours during the performance of the Diesel Fire Protection System Pump Weekly Test, ST 5016.01, the Diesel Fire Pump failed to start at the proper fire water header pressure. The required decreasing starting pressure is 95 psig but the pump did not start until the pressure had dropped to 64 psig. A check of the pressure switch revealed that it was broken. The pump was declared inoperable. The station had entered the action statement of Technical Specification 3.7.9.1. This requires two high pressure pumps to be operable in all modes. Action Statement (a) requires the pump to be restored to operable status within 7 days or in lieu of any other report required by Technical Specification 6.9.1, submit a Special Report within the next 30 days outlining the plans and procedures to be used to provide for the loss of redundancy in this system. This is not a mode restraint.

However, on September 4, 1980 at 0700 hours, during the next weekly run of ST 5016.01, the same problem was encountered. This time the Diesel Fire Pump did not start until the pressure had dropped to 85 psig. The diesel was placed in standby but was technically inoperable due to the problem with the starting pressure.

Again on September 18, 1980 the pump would not start until the pressure had dropped to 90 psig. It was placed in standby.

In all of the above cases the Diesel Fire Pump could be operated but was inoperable because it would not auto start at 95 psig.

Because the problem was not corrected in the first seven days, these events are being submitted as a Special Report per Technical Specification 6.9.2.

Designation of Apparent Cause of Occurrence: The failure to start at the required pressure in the first event appeared to be due to a damaged pressure switch which had been accidentally bumped. It was repaired and recalibrated. However, when the problem repeated it was apparent there was more involved. The switch has since been recalibrated three additional times and the problem recurred until September 20, 1980. Investigation is continuing to find the sources of the problem.

Corrective Action: Under Maintenance Work Order IC-606-80 the first event was corrected by replacing a broken glass and recalibration of the pressure switch. ST 5016.01 was successfully performed on August 30, 1980. The diesel fire pump was declared operable.

SPECIAL REPORT

TOLEDO EDISON COMPANY
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When the problem recurred during the next weekly test run, Maintenance Work Order IC-615-80 was issued and again the pressure switch was recalibrated. On September 13, 1980 under Maintenance Work Order 80-3196, a problem in the starting relay was corrected by replacing the AC2 coil. ST 5016.01 was again successfully performed, and the Diesel Fire Pump was declared operable. When the problem recurred on September 18, 1980, the switch was again recalibrated. On September 20, 1980, the Diesel Fire Pump was declared operable.

A maintenance electrician will accompany the operator for the upcoming weekly surveillance tests on the Diesel Fire Pump to oversee the starting sequence and look for any adverse conditions.

Failure Data: Previous failures of the Diesel Fire Pump were reported in Licensee Event Reports NP-33-78-52 (78-042), NP-33-78-68 (78-054), and NP-33-80-30 (80-021).

LER #80-070