| . LICENSEE EVENT REPORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CONTROL BLOCK: (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 0 1 0 H D B S 1 2 Ø Ø - Ø Ø Ø Ø Ø - Ø Ø 3 4 1 1 1 1 1 4 5 6 15 CAT 58                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| CON'T    O   1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 0 2 (NP-33-82-35) On June 25, 1982 door 500 was found slightly open. On June 29, 1982,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| old door 302 was found partially open. Also, on July 6, 1982 door 426 was found slightly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| o 4 open. These are both fire and negative pressure doors. The action statement limita-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| tions of Tech Specs 3/4.9.12 and 3/4.7.10 were being met. There was no danger to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 0 6 the health and safety of the public or to station personnel. The door could have                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 0 7   been closed had the system been needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7 8 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| SYSTEM CAUSE CODE SUBCODE COMPONENT CODE SUBCODE SUBCO |
| 17 REPORT   8 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| ACTION FUTURE COMPONENT TAKEN ACTION ON PLANT METHOD HOURS (22) ATTACHMENT SUBMITTED FORM SUB. PRIME COMP. COMPONENT MANUFACTURER  X 18 C 19 Z 20 Z 21 Ø Ø Ø Ø Ø Y 23 N 24 Z 25 Z 9 9 9 9 (2)  CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| The cause was a design error. The exsiting closure mechanisms are unable to seat the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| doors tightly when released from a nearly closed position. Maintenance work requests                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 82-1187-177 and 169 have been written to replace the closure mechanisms on doors 302                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1 3 6 500 respectively, with a stronger style mechanism. Door 426 had its mechanism ad-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| justed. All negative pressure door mechanisms will be replaced with this new style.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| FACILITY STATUS SPOWER OTHER STATUS SO METHOD OF DISCOVERY DESCRIPTION (32)  1 5 G 28 Ø Ø Ø 29 NA A A STATUS A STATUS STATUS A ST |
| 7 8 9 10 12 13 44 45 46 80 ACTIVITY CONTENT RELEASE OF RELEASE AMOUNT OF ACTIVITY (35) NA LOCATION OF RELEASE (36)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| PERSONNE' EXPOSURES NUMBER TYPE DESCRIPTION (39) NA NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| PERSONNEL INJURIES NUMBER DESCRIPTION 41 PDR ADDCK 05000346 S PDR ADDCK 05000346                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| LOSS OF OR DAMAGE TO FACILITY 43  TYPE DESCRIPTION  1 9 2 42 NA  80                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| PUBLICITY (45) ISSUED DESCRIPTION (45) ISSUED DESCRIPT |
| 7 8 9 10 80 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| DVR #82-075 NAME OF PREPARER Ron Wolfe PHONE: (419) 259-5000 ext. 299 a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

## TOLEDO EDISON COMPANY DAVIS-BESSE NUCLEAR POWER STATION UNIT ONE SUPPLEMENTAL INFORMATION FOR LER NP-33-82-35

DATE OF EVENT: June 25, June 29, and July 6, 1982

FACILITY: Davis-Besse Unit #1

IDENTIFICATION OF OCCURRENCE: Negative Pressure Doors 302 and 500 found slightly open. (The southwest stairway doors on the 585 and 623 level, respectively in the Auxiliary Building). Door 426 (entrance to No. 2 Electrical Penetration Room) found slightly open.

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

Description of Occurrence: At 0600 hours on June 25, 1982, an operator making his rounds found door 500 not fully closed. In addition, on June 29, 1982 at 0650 hours, door 302 was found partially open. On July 6, 1982 at 1620 hours, door 426 was found slightly open. The doors were immediately closed when discovered.

These doors are fire and negative pressure boundary doors. At the time of the occurrences, there was no operations involving the movement of fuel within the fuel pool or any loads being moved over the pool. The action statement limitations of Technical Specification 3/4.9.12 were being met. Technical Specification 3/4.7.10 for fire barriers was also applicable. With these doors not fully closed the integrity of the fire barriers were degraded.

Designation of Apparent Cause of Occurrence: The cause of these events was a design error. The existing closure mechanisms are unable to completely close the doors under all operating conditions. When the doors are released from a nearly closed position, the closure mechanism is not strong enough to seat the door tightly.

Analysis of Occurrence: There was no danger to the health and safety of the public or to station personnel. The door could have been closed had the Emergency Ventilation System been needed.

Corrective Action: There have been previous occurrences of open fire and negative pressure doors involving the existing closure mechanisms. Maintenance work requests 82-1187-177 and 169 have been written to replace the closure mechanisms on doors 302 and 500 respectively, with a stronger style mechanism. The closure mechanism on door 426 was adjusted to exert full force on the door. All negative pressure doors' mechanisms will in replaced with this new style. In addition, a monthly preventive maintenance program is now in effect to check for proper operation of the closure mechanisms, handles, latches, and other operating parts on all negative pressure doors.

Failure Data: A previous similar occurrence of an open fire or negative pressure door due to a design deficiency was reported in LER NP-33-82-11 (82-009).

LER #82-031