

LICENSEE EVENT REPORT

CONTROL BLOCK: \_\_\_\_\_ (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | M I B R P | 1 2 | 0 0 - 0 0 0 0 0 0 - 0 0 3 | 4 1 1 1 1 1 | 4 | \_\_\_\_\_ | 5  
 7 8 9          14 15                                  25 26                                  30 37 CAT 38

CONT

0 1 | L | 6 | 0 5 G | - 0 1 5 5 | 7 | 1 0 2 5 7 8 | 8 | 1 1 1 0 7 8 | 9  
 7 8          60 61                                  68 69                                  74 75                                  80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | During routine control rod drive scram timing tests, Drive A-2 scrambled in  
 0 3 | 6.0 seconds thus exceeding the limit of 2.5 seconds for 90% insertion in  
 0 4 | T/S 5.2.2(a)ii. Scram timing on all other drives was normal; thus no undue  
 0 5 | hazard occurred. Incident repetitive and similar to event reported as RO-  
 0 6 | 78-43. Plant was in shutdown condition and procurement of parts for the  
 0 7 | solenoid valves (ASCo 831622-HVA-90-441-1A) was expedited as outlined be-  
 0 8 | low.  
 7 8 9

0 9 | I A | 11 | E | 12 | B | 13 | V A L V E | X | 14 | D | 15 | L | 16  
 7 8 9          9 10                                  11 12                                  13 14                                  18 19                                  20 21

17 | LER/RO | EVENT YEAR | \_\_\_\_\_ | SEQUENTIAL | OCCURRENCE | REPORT TYPE | REVISION  
 REPORT NUMBER | 21 | 22 | 23 | REPORT NO. | CODE | 30 | NO.  
 7 8 9          21 22                                  24 26                                  27 29                                  30 31                                  32

ACTION TAKEN | FUTURE ACTION | EFFECT ON PLANT | SHUTDOWN METHOD | HOURS | ATTACHMENT SUBMITTED | NPRO-4 FORM SUB. | PRIME COMP. SUPPLIER | COMPONENT MANUFACTURER  
 33 34 | 33 34 | 35 36 | 37 38 | 39 40 | 41 42 | 43 44 | 45 46 | 47 48  
 10 | A | X | 19 | Z | 20 | Z | 21 | 0 0 0 0 | N | 23 | N | 24 | N | 25 | A 6 1 0 | 26

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | Investigation revealed that the Buna-N disc on the moving core of one of  
 1 1 | two scram pilot solenoids had broken, presumably due to temperature embrit-  
 1 2 | tlement, resulting in slow venting action. Parts were replaced in all 73  
 1 3 | scram & dump tank solenoid valves & retesting was satisfactory on 10/30/78.  
 1 4 | A preventive maintenance program will be established to prevent recurrence.  
 7 8 9

1 5 | G | 28 | 0 0 0 0 | 29 | N/A | B | 31 | Routine Test Following Maintenance | 32  
 7 8 9          10 11 12 13                                  44          45 46                                  80

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

1 7 | 0 0 0 | 37 | Z | 38 | NA | 39  
 7 8 9          11 12                                  13                                  80

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

1 9 | Z | 42 | NA | 43  
 7 8 9          11 12                                  43                                  80

2 0 | N | 44 | NA | 45  
 7 8 9          10                                  45                                  80

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