LICENSEE EVENT REPORT

| | - LICENSEE EVENT REPORT |
|---------------------|--|
| | CONTROL BLOCK: (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION) |
| 0 1 7 8 | N C B E P 2 2 0 0 - 0 0 0 0 - 0 0 3 4 1 1 1 1 1 4 5 6 EICENSE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58 |
| CON'T 0 1 7 8 | REPORT L 6 0 5 0 - 0 3 2 4 7 1 0 0 6 8 2 8 1 1 0 0 3 8 2 9 EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10 During plant operation, while performing scram insertion time testing of individual |
| 0 3 | control rods, PT-14.2.1, control rod 18-23 took longer than the required < seven |
| 0 4 | seconds to fully insert. The rod was then declared inoperable and was electrically |
| 0 5 | disarmed as per Technical Specifications. The remaining 136 control rods tested |
| 06 | satisfactorily. This event did not affect the health and safety of the public. |
| 0 7 | Technical Specifications 3.1.3.2, 6.9.1.9b |
| 08 | 9 SYSTEM CAUSE CAUSE COMP. VALVE |
| 0 9 7 8 | CODE CODE SUBCODE COMPONENT CODE SUBCODE SUBCO |
| 1 0 | This event occurred because the rod hydraulic control unit scram pilot valves SV-117 |
| 11 | and 118 failed to bleed off noninterruptible instrument air quick enough to |
| 1 2 | permit timely opening of the rod inlet and outlet scram valves, CV-126 and 127. |
| 1 3 | The subject pilot valves', Model No. 8H60815P001, diaphragms and pilot connections |
| | were replaced and the control rod was tested satisfactorily according to the PT. BO FACILITY STATUS SPOWJER OTHER STATUS OT |
| | ACTIVITY CONTENT DELEASED OF RELEASE AMOUNT OF ACTIVITY (35) AMOUNT OF ACTIVITY (35) NA NA NA |
| 7 8 | PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION 39 NA |
| 1 B 7 8 | 9 PERSONNEL INJURIES NUMBER DESCRIPTION (41) 0 0 0 0 40 NA 9 11 12 13 NA 80 NA 80 NA |
| 1 9 7 8 | TYPE DESCRIPTION NA PUBLICITY B211090215_821103 NRC USE ONLY |
| 2 0 7 8 | N (44) S PDR . |

LER ATTACHMENT - RO #2-82-105

Facility: BSEP Unit No. 2 Event Date: October 6, 1982

This event resulted from a failure of the hydraulic control unit scram pilot valves of control rod 18-23 to isolate and bleed off downstream noninterruptible instrument air to the rod scram inlet and outlet valves within a timely manner, causing an out-of-specification scram insertion time for the rod. The subject scram pilot valves, ASCO Model No. 8H60815P001, were inspected and it was determined that they required rebuilding. As a result, the valves' diaphragms and pilot connections were replaced. The rod was then satisfactorily scram time tested in accordance with PT-14.2.1 and was returned to service.

Plant maintenance procedures require that one-third of each unit's 274 hydraulic control unit scram pilot valves be rebuilt every refueling outage and at a frequency such that all are rebuilt at least once every five years.

Reportable failures of the scram pilot valves on each unit occur at a frequency of approximately one per year. As these valves experience a relatively low failure rate, it is felt present applicable preventive maintenance practices are sufficient; therefore, no further action regarding this event is required or planned.