

ATTACHMENT TO LICENSEE EVENT REPORT 82-29/01X-0

COMMONWEALTH EDISON COMPANY (CWE)

DRESDEN UNIT 3

DOCKET # 50-249

At 1715 hours on July 12, 1982, during normal unit operation, the Unit 3 scram discharge volume float switches were being functionally tested as is normally done on a quarterly basis. It was found that level switches LS3-302-82C and LS3-302-82-D (both Magnetrol Model 402) did not trip although they had been properly loaded by water (T.S. Table 3.1.1). These switches are associated with the east scram discharge volume. No previous failures of this equipment have occurred.

These Magnetrol switches, in conjunction with redundant Barton devices, provide assurance that the scram discharge volume does not become filled to a level that could preclude the necessary influx of water exhausting from the control rod drives during a scram. The 82C and 82D switches failed to open on three consecutive trials although they had been properly loaded. Both switches were then visually checked by removing their covers. No adjustments were made and no defects were noted. The switches were then tested, and found to operate properly in all cases. The east scram discharge volume level was continuously monitored by the redundant Barton units which would have provided a full unit scram had the scram discharge volume level risen abnormally. All of the west bank scram discharge volume level switches were found to operate properly.

Further visual inspection on July 13, 1982 has shown that the 82C and 82D switches are mounted in such a way that tight clearances require canting the covers while removing them. The switches have been checked for interior scratches and/or bent linkages that could have occurred while removing or installing the covers. However, this second inspection showed no conclusive evidence of damage. These switches were also functionally tested again at this time with proper operation found in each case. The internal switch wiring is kept away from the moving parts by means of a guard. For this reason, it is felt that the wiring could not have restricted the internal linkages. The contacts were checked for proper adjustment. All of the Magnetrol scram discharge volume level switches were tested weekly for the following month with no failures.

On August 20, 1982, a project engineer from the Magnetrol Company visited the site to review this incident. It was his opinion that the upper switch mechanisms had been misaligned by the covers during their removal or installation. He also suggested that possibly foreign material may have entered the upper mechanism at some time during the construction phase. Although the switches were then aligned under his direction, new upper switch mechanisms have been ordered for the 82C and 82D instruments and will be installed as a precautionary measure at these locations. Also, signs will be placed at these locations to warn against damaging the mechanisms when removing/installing the covers. The plans for Dresden Unit 2, Quad Cities Unit 1, and Quad Cities Unit 2 have been revised to provide for greater switch cover clearance when this type of instrumentation is installed at those locations.

SUPPLEMENT TO DVR

DVR NO.	STA	UNIT.	YEAR	NO.
D - 12 - 3 - 82 - 45				

PART 1	TITLE OF EVENT	OCCURRED	
	Scram Discharge Volume Level Switches Failure To Trip	7/12/82	1715
		DATE	TIME
	REASON FOR SUPPLEMENTAL REPORT		
	To provide the results of Magnetrol's review of this occurrence.		
PART 2			
ACCEPTANCE BY STATION REVIEW	<u>J. Bowman</u>	<u>Michael Wright</u>	
DATE	<u>9/23/82</u>	<u>9-29-82</u>	
SUPPLEMENTAL REPORT APPROVED AND AUTHORIZED FOR DISTRIBUTION	<u>Douglas Scott</u>		<u>9/30/82</u>
	STATION SUPERINTENDENT		DATE