7-77)	LICENSEE EVENT REPORT
	CONTROL BLOCK:
	UCENSER CODE 14 25 26 LICENSE TYPE JO 57 CAT 58 5
CONT 0 1 7 8	REPORT LL 6 0 5 10 10 13 7 13 0 0 9 11 4 8 3 2 0 9 2 7 18 13 9 SOURCE 50 51 DOCKET NUMBER 50 69 EVENT DATE 74 75 REPORT DATE 80
10121	EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (1)
	which allowed 50" of vessel inventory to drain via the drywell and suppression pool
0 3	Which allowed by of vesser muchly secured the lineup and stopped the inventory loss
0 4	Ispray headers. The operator durckry secured the finebo and stobbes the secure of shutdown with,
0 5	water level decreased from 450 to o upset range. The bealth and safety of the public i
06	HPCS and LPCS available for emergency injection. The health and safety of the public
0 7	was protected at all times.
0 8	60
	SYSTEM CAUSE CAUSE CAUSE COMPONENT CODE SUBCODE SUBCOD
	17 LER/RO EVENT YEAR SEQUENTIAL OCCURRENCE TYPE NO. 17 REPORT 105 105 101 105 101 105 21 22 23 24 26 27 28 29 30 31 32
	ACTION PUTURE EFFECT SHUTDOWN HOURS 22 ATTACHMENT NORDA SUPPLIER SUPPLIER SUPPLIER LANDER SUPPLIER LANDER SUPPLIER LANDER
	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
10	following maintenance earlier in this outage and inhibited valve closure. It was also
1 1	testable check valves were inspected for proper timing and their maintenance history was
112	I reviewed for work performed to the packing pland without a subsequent local leak level test (LLRT). All the testable checks were found properly timed and 2 testable check
1 3	Valves required on LLRT to verify packing oland work. Also an LLRT was performed on the
7	Will be changed to require the manual injection stop valve closed on each KHK 100p III dest % Proc. LMP-TC-01 will add a requirement to LLRT the valve if packing gland work is performer of the second state
1 5	STATUS SPONEN B 28 00 0 0 29 NA B 30 LES-RH-01 ACTIVITY CONTENT ACTIVITY ACTIVITY
1 6 7 8	RELEASED OF RELEASE AMOUNT OF ACTIVITY IN NA
1 7	NUMBER 10 0 0 37 Z 38 NA PERSONNEL IN IURIES
1 8	NUMBER DESCRIPTION (1) NA 9 11 12 80
1 9	Loss of or backet to racit (43) NA NA I I NA 80 10 8310120109 830927 NBC USE ONLY
210	PUBLICITY ISSUED DESCRIPTION (45) PDR ADOCK 05000373 PDR J IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
	NAME OF PREPARER

- 1. LER NUMBER: 83-105/01T-0
- 11. LASALLE COUNTY STATION: Unit 1
- III. DOCKET NUMBER: 050-373
- IV. EVENT DESCRIPTION:

On September 14, 1983, while the unit was in cold shutdown, reactor water level (RWL) rapidly decreased from +50" to 0" as indicated on the upset range recorder causing a Group VI PCIS initiation at +12.5" (Group VI isolates shutdown cooling). LES-RH-01. RHR System Relay Logic Test, was in progress and just before the event an RHR lineup was established on the "B" loop that opened both drywell spray valves (1E12-F016B and 1E12-F017B), the suppression pool spray valve (1E12-F027B), the test return to the suppression pool (1E12-F024B) and the "C" RHR loop injection valve (1E12-F042C). The procedure then required opening the "B" RHR loop injection valve (1E12-F042B) which left the injection check valve 1E12-F041B as the isolation point for reactor water level. At this point a rapid decrease in RWL was noted and the above lineup was secured stopping the level decrease. Most of the water lost from the reactor vessel went to the suppression pool and some to the drywell.

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

The event was of minimal safety significance and at no time was the public's safety in jeopardy. The operator was immediately aware of a RWL decrease when it began and secured the suspected flowpath by closing 1E12-F042B. The level decreased to 0" on the Upset Level Range Recorder after losing 50" of RWL. This is 161.5" above the top of the active fuel. LPCS and HPCS were available for emergency injection and the Group VI PCIS isolation at 12.5" RWL functioned properly. Also, the plant had been in cold shutdown since August 19, 1983.

VI. CAUSE:

The "B" LPCI injection check valve, 1E12-F041B, was stuck in the open position. Inspection of the valve operator revealed that the valve was improperly timed after performing maintenance on the valve operator earlier in this outage. Each interfacing gear between the check valve itself and the air operator has a timing mark used to align the gears for proper reassembly after maintenance. The timing mark on the spline shaft of the check valve was confused with a score mark on the spline shaft. This aligned the check valve and the air operator such that the check valve was open about 35° and the air operator inhibited movement in the closed direction.

A second cause surfaced when the Local Leak Rate Test (LLRT) performed after properly timing the check valve did not pass. Further inspection of the check valve showed that the packing gland was too tight on the check valve shaft and would not permit full closure.

VII. CORRECTIVE ACTION:

- A. Testable check valve 1E12-F041B was properly timed, the packing gland was adjusted to permit free movement and the subsequent LLPT was successful. (Work Request L27692).
- B. The below listed testable check valves were inspected for proper timing and for clearly indicated timing marks. The timing mark on the 1E12-F041B, spline shaft was clearly identified to prevent further confusion. None of the other testable check valves were improperly timed nor were their timing marks unclear.
 - 1. IE12-F041A, RHR "A" Testable Check Valve (Work Request L27675).
 - 2. 1E12-F041C, RHR "C" Testable Check Valve (Work Request L27674).
 - 1E12-F050A, RHR "A" Shutdown Cooling Testable Check Valve (Work Request L27701).
 - 4. 1E12-F050B, RHR "B" Shutdown Cooling Testable Check Valve (Work Request L27702).
 - 5. 1E21-F006, LPCS Testable Check Valve (Work Request L27673).
 - 6. 1E22-F005, HPCS Testable Check Valve (Work Request L27671).
 - 7. 1E51-F065, RCIC Outboard Testable Check Valve (Work Request L27670).
 - 8. 1E51-F066, RCIC Inboard Testable Check Valve (Work Request L27673).
- C. Maintenance performed on the testable check valves listed in VII. B above was reviewed back to the last successful LLRT of each check valve. This was done to determine which check valves had packing gland adjustments in the interim. It was found that packing gland adjustments were performed on the 1E12-F041A and the 1E21-F006 without a subsequent LLRT. An LLRT has since been accomplished successfully on each valve. No problems were encountered during the performance of these LLRT's, i.e., the check valves fully closed without any additional maintenance.
- D. A requirement to perform an LLRT whenever maintenance is performed on the packing gland will be added to LMP-TE01, Anchor Darling 12 inch 900 pound testable check valve. (AIR 01-83-67078).
- E. LES-RH-01 will be changed to require that the manual injection stop valve will be closed on the RHR loop in test. (AIR 01-83-67077).

Prepared by: Baron S. Westphal



Commonwealth Edison LaSalle County Nuclear Station Rural Route #1, Box 220 Marseilles, Illinois 61341 Telephone 815/357-6761

September 27, 1983

James G. Keppler Regional Administrator Region III U. S. Nuclear Regulatory Commission 799 Roosevelt Road Glen Ellyn, IL 60137

Dear Sir:

Reportable Occurrence Report #83-105/01T-0 Docket #050-373 is being submitted to your office in accordance with LaSalle County Nuclear Power Station Technical Specification 6.6.B.1.(f). Personnel error procedural inadequacy which prevents or could prevent, by itself, the fulfil ment of the functional requirements of systems used to cope with accidents analyzed in the SAR.

4. 1 Pulvit

G. J. Diederich Superintendent LaSalle County Station

GJD/GW/rg

Enclosure

cc: Director of Inspection & Enforcement Director of Management Information & Program Control U. S. NRC Document Management Branch INPO-Records Center File/NRC

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