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DUKE POWER

July 24, 1992

U. S. Nuclear Regulatory Commission  
ATTN: Document Control Desk  
Washington, DC 20555

Subject: Catawba Nuclear Station, Unit 2  
Docket No. 50-414  
Fuel Handling Ventilation Filter Heaters Inoperable Greater Than 7 Days  
Special Report

Pursuant to Catawba Nuclear Station Technical Specification 3.9.11 Action b., find attached a Special Report concerning the inoperability of the Unit 2 Train B Fuel Handling Ventilation filter heaters. The heaters were declared inoperable on June 24, 1992.

Very truly yours,

M. S. Tuckman

Attachment

MHH/SRHTR

xc: S. D. Ebnetter  
Regional Administrator, Region II

W. T. Orders  
Senior Resident Inspector

R. E. Martin, ONRR

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## SPECIAL REPORT

### CATAWBA NUCLEAR STATION

#### UNIT 2 TRAIN B FUEL HANDLING VENTILATION FILTER HEATER INOPERABLE FOR MORE THAN 7 DAYS

Catawba Technical Specification 3/4.9.11 requires at least one train of the Fuel Handling Ventilation Exhaust System to be operable with irradiated fuel in the storage pool. With the heaters inoperable, restoration must be made within 7 days, otherwise, a special report must be submitted.

On June 24, 1992, Train B Filter Unit associated with Reactor Unit 2 was declared inoperable for surveillance testing of the associated heater control instrumentation. Temperature switch 2VFTS5990, which operates to de-energize Fuel Pool Filter Unit 2B2 heaters on a high temperature, would not calibrate during the surveillance. Qualified temperature switches can no longer be purchased for use at the station, and the warehouse stock has been depleted. The switch was supplied by Industrial Engineering and Equipment Company (INDEECO) as part of the heater assembly. Duke Power purchased the assembly as part of the filter train package from Mine Safety Appliances Company (MSA). The temperature switch, along with the heaters, are classified as Nuclear Safety Related/QA Condition 1 components.

Calibration drift problems were previously identified with these temperature switches in early 1990. Due to this problem, the setpoints were raised to a value that would not cause the heaters to become inoperable. This was a temporary measure until a final resolution could be implemented. Station Problem Report No. CNPR-4900 was initiated to completely remove the switches from the heater controls. Nuclear Station Modifications (NSM) are planned to be implemented in 1993 to remove these switches from the affected ventilation systems.

Due to the failure of 2VFTS5990, Station Problem Report No. CNPR-6341 was initiated on June 29, 1992 to allow removal of this switch from the heater controls before the NSM is planned to be implemented. Due to the present outage work, an exempt change will be initiated in October-November 1992 to remove the switch. This will ensure the appropriate actions are taken before movement of Unit 2 fuel takes place during the Unit 2 refueling outage in early 1993. Satisfactory completion will thus render the Unit 2 Fuel Pool Ventilation System Train B heaters to operable status.