DCS No:

Date: October 19, 1984

PRELIMINARY NOTIFICATION OF EVENT OR UNUSUAL OCCURRENCE--PNO-I-84-87

This preliminary notification constitutes EARLY notice of events of POSSIBLE safety or public interest significance. The information is as initially received without verification or evaluation, and is basically all that is known by the Region I staff on this date.

Facility:	Susquehanna Unit DN 50-387 Shickshinny, PA	1	Licensee Emergency Classification: Notification of Unusual Event			
		18655	Alert Site Area Emergency			
			General Emergency			
			X Not Applicable			

Subject: INOPERABLE SCRAM DISCHARGE VOLUME

On October 19, 1984 the licensee found that surveillance on the Scram Discharge Volume Vent and Drain valves was overdue. This surveillance which is required every 18 months, was missed because the previous surveillance completion date was incorrectly entered into the licensee's computer surveillance tracking system. The unit was manually scrammed on October 18 at 9:21 p.m. from 55% power in order to perform the surveillance. During the scram one of the scram discharge volume vent valves did not meet the closure time acceptance criteria of 30 seconds. The valve closed in 32.4 seconds. During the last surveillance test of the system which was during preoperational testing, this vent valve closed within approximately half the specified time limit. The licensee is investigating the cause of the slow valve operation. They are also pursuing an emergency technical specification (T.S.) change to eliminate an apparent "catch 22" in their T.S. that requires the plant to remain shutdown when the scram discharge system is declared inoperable but requires a reactor scram from power to demonstrate the system's operability. The pilot valve that actuates the scram discharge volume vent valve is a T-ASCO valve but apparently different in design from the T-ASCO scram pilot solenoid valves in that de-energization of only one of the two solenoids is required for valve operation. It is our understanding that the polyurethane disc assemblies in those valves have been replaced with Viton A material.

PP&L has been directed not to return the unit to power prior to notifying NRC Region I and providing information that they have determined the root cause of the problem.

CUNTACT:	488-1128	r	Jacobs/Plisco 8-717-542-2134				
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