

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)
THREE MILE ISLAND, UNIT 1

DOCKET NUMBER (2)
0 5 0 0 0 2 8 9 1 OF 0 4

TITLE (4)
INOPERABLE SNUBBER RC-18

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)		
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES		DOCKET NUMBER(S)
0	1	03	86	86	-001	-000	02	03	86		0 5 0 0 0
											0 5 0 0 0

OPERATING MODE (9) N

POWER LEVEL (10) 0 0 0

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 50. (Check one or more of the following) (11)

<input type="checkbox"/> 20.402(b)	<input type="checkbox"/> 20.406(e)	<input type="checkbox"/> 50.73(a)(2)(iv)	<input type="checkbox"/> 73.71(b)
<input type="checkbox"/> 20.406(a)(1)(i)	<input type="checkbox"/> 50.36(a)(1)	<input type="checkbox"/> 50.73(a)(2)(v)	<input type="checkbox"/> 73.71(c)
<input type="checkbox"/> 20.406(a)(1)(ii)	<input type="checkbox"/> 50.36(a)(2)	<input type="checkbox"/> 50.73(a)(2)(vi)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)
<input type="checkbox"/> 20.406(a)(1)(iii)	<input checked="" type="checkbox"/> 50.73(a)(2)(i)	<input type="checkbox"/> 50.73(a)(2)(vii)(A)	
<input type="checkbox"/> 20.406(a)(1)(iv)	<input type="checkbox"/> 50.73(a)(2)(ii)	<input type="checkbox"/> 50.73(a)(2)(vii)(B)	
<input type="checkbox"/> 20.406(a)(1)(v)	<input type="checkbox"/> 50.73(a)(2)(iii)	<input type="checkbox"/> 50.73(a)(2)(viii)	

LICENSEE CONTACT FOR THIS LER (12)

NAME: M. R. KNIGHT, TMI-1 LICENSING ENGINEER

TELEPHONE NUMBER: 7 1 7 9 4 8 - 8 5 5 4

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE) NO

EXPECTED SUBMISSION DATE (15)

MONTH	DAY	YEAR

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

The plant was in Hot Shutdown following a reactor trip initiated for the purposes of the restart test program. While performing a visual inspection of hydraulic shock and sway suppressors (Surveillance Procedure 1301-9.9E) at approximately 3:30 p.m. on January 3, 1986, Snubber RC-18, located in the pressurizer spray line, was found with its clevis pin, cotter pins and one washer detached from the snubber. This event was considered reportable under 10 CFR 50.73(a)(2)(i)(B).

Judging from the position of the parts relative to the snubber, it was apparent that the clevis pin did not vibrate loose and fall. The most probable root cause of the event was personnel error.

Upon discovery, the snubber was restored to operable status and an engineering evaluation was performed as required by T.S. 4.17.1.g.2. It was concluded that no potential damage to the piping or to the snubber itself had occurred; the pressurizer spray line was not adversely affected and the operability of the snubber had been restored.

Supervisors will review this event with all affected TMI-1 maintenance and operations personnel.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

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TEXT (If more space is required, use additional NRC Form 366A's) (17)

INOPERABLE SNUBBER RC-18 (EVENT DATE 1/3/86)I. Plant Operating Conditions Before the Event

At the time of discovery, TMI-1 was in Hot Shutdown conditions. Reactor Coolant System temperature and pressure were approximately 535 degrees F and 2155 psig respectively. A reactor trip had been initiated as part of the restart test program.

II. Status of Structures, Systems, or Components that were Inoperable at the Start of the Event and that Contributed to the Event

None

III. Event Description

During a visual examination of hydraulic shock and sway suppressors (Surveillance Procedure 1301-9.9E), at approximately 3:30 p.m. on January 3, 1986, Snubber RC-18 (AB/SNB)* located in the pressurizer spray line, was found by operations personnel to be unpinned at one end. Although RC-18 was in place with proper oil level and satisfactory in other respects, its clevis pin, the associated cotter pins and one washer were detached from the snubber and lying on a nearby ledge.

Maintenance history shows a functional test of RC-18 was satisfactorily completed by mechanical maintenance personnel in March, 1984; and the snubber was verified satisfactory during a visual examination by operations personnel in August, 1985. No record has been found of any activity since that time which might have resulted in the removal of the clevis pin. Although this snubber was repaired within 72 hours of discovery, it is considered likely that the snubber was inoperable for more than 72 hours without repairs or an engineering evaluation completed as required per T.S. 3.16.1. Therefore this event is considered reportable under 10 CFR 50.73(a)(2)(i)(B).

The root cause for the missing pin cannot be confirmed, however, the most probable root cause is personnel error on the part of maintenance personnel to complete proper restoration of the component following maintenance. Contributing to the event was error on the part of operations personnel to detect this condition, assuming the condition existed during the visual examination in August, 1985. Since the clevis pin, cotter pins and washer were found in close proximity to the snubber, and judging from the position of the parts relative to the snubber, it is apparent that the clevis pin did not vibrate loose and fall.

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TEXT (If more space is required, use additional NRC Form 386A's) (17)

III. Event Description (Cont'd)

In accordance with T.S. 3.16.1, the inoperable snubber RC-18 was restored to operable status and an engineering evaluation was performed per T.S. 4.17.1.g.2 on the attached component.

IV. Component Failure Data

None

V. Automatic or Manually Initiated Safety System Response

None

VI. Assessment of the Safety Consequences and Implications of the Event

RC-18 is a 1-1/2 inch x 5 inch Model No. 410 hydraulic snubber manufactured by Basic Engineers (NAVCO), installed on the pressurizer spray line. The purpose of this snubber is to prevent unrestrained pipe motion under dynamic loads as might occur during an earthquake or severe transient, while allowing normal thermal motion during operation. The consequences of the inoperability of snubber RC-18 resulting in a failure to activate (since in this case it was not properly installed) would increase the probability of structural damage to the piping as a result of a seismic or other event initiating severe dynamic loads. Although the plant has experienced two planned reactor trips and one unplanned reactor trip (assuming that RC-18 was not installed during these trips), these trips are not considered to be severe transients in terms of their effect on the pressurizer spray line and since the plant has not experienced an earthquake, it is concluded that no potential structural damage to piping has occurred and that the pressurizer spray line was not adversely affected by the inoperability of RC-18. This conclusion is supported by visual observation of the snubbers and other supports in the vicinity of RC-18.

VII. Previous Events of a Similar Nature

Licensee Event Report 83-029/03L-0 reported an event of a similar nature although the root cause of the event was different.

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TEXT (If more space is required, use additional NRC Form 366A's) (17)

VIII. Corrective Actions Planned

Supervisors will review this event with all affected TMI-1 maintenance and operations personnel.

*IEEE Std. 803-1983 Energy Industry Identification System System Identifier (SI)/Component Function Identifier (CFI)



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TELEX 84-2386
Writer's Direct Dial Number

February 3, 1986
5211-86-2018

U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Dear Sir:

Three Mile Island Nuclear Station Unit 1 (TMI-1)
Operating License No. DPR-50
Docket No. 50-289
LER 86-001-00

This letter transmits License Event Report (LER) No. 86-001-00 which deals with Inoperable Snubber RC-18. Public health and safety were unaffected.

This LER is being submitted pursuant to 10 CFR 50.73, using the required NRC forms (attached). NRC Form 366 contains an abstract which provides a brief description of the event. For a complete understanding of the event, refer to the text of the report which appears on Form 366A.

Sincerely,

H. D. Hukill
Director, TMI-1

HDH/MRK/spb

Enclosure

cc: T. E. Murley
R. Conte
J. Thoma

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