November 20, 1986

Docket No. 50-410

FACILITY: Nine Mile Point Nuclear Station Unit 2 (NMP-2)

APPLICANT: Niagara Mohawk Power Corporation (NMPC)

SUBJECT: SUMMARY OF OCTOBER 15, 1986, MEETING WITH NMPC ON MAIN STEAM ISOLATION VALVES FOR NMP-2

On October 15, 1986, the NRC staff met with representatives of Niagara Mohawk Power Corporation (NMPC) and their consultants to discuss concerns related to the main steam isolation valves (MSIVs) for NMP-2. Handouts provided by NMPC at the meeting are included as enclosures 1 and 2.

NMPC presented their conclusions of their investigation of the root cause of recently identified leakage problems of the MSIVs. The root cause was identified as a rocking and friction problem which occurred when the valve was in the partially open position. The spring arrangement in the valve seats would be modified to correct the rocking problem in the partially open position thereby eliminating the resultant galling problem on the valve balls. The galling had resulted in excessive valve leakage. NMPC stated their certainty that this was the root cause. NMPC stated that four MSIV balls would be repaired, installed and leak tested by October 26, 1986. Leak testing, as required by 10 CFR 50, Appendix J, would be performed between the seats with a leakage criteria of 6 SCFH.

NMPC stated the final deficiency reports in accordance with 10 CFR 50.55e would be filed October 22, 1986. Those reports were to include information presented during the meeting.

NRC questioned NMPC on the possibility of vortex shedding of the MSIVs. NMPC stated that this phenomena had not been reviewed and would be difficult to determine.

NMPC stated that 36 days were scheduled between fuel load and the beginning of the power ascension program which was scheduled for early December. All of the MSIV balls would need to be installed by the end of November to not affect the schedule for criticality. Actuator installation and testing was scheduled to take 3 days for each valve. Commercial power is scheduled for June 30, 1987.

The hydraulic cylinders on the modified MSIV actuators are not considered by NMPC to be safety related. Except for the added lip seal the cylinders are the same as those on the original actuator design.

Because of the importance of the prototype tesing proposed by NMPC to confirm the adequacy of the NMP-2 MSIVs, the NRC requested NMPC to submit the objectives of the prototype testing, the schedule for the testing and a commitment to submit the results of the testing to the NRC. The NRC stated that these items would be included in a license condition.

In addition, the NRC requested NMPC to commit to perform an additional leak test

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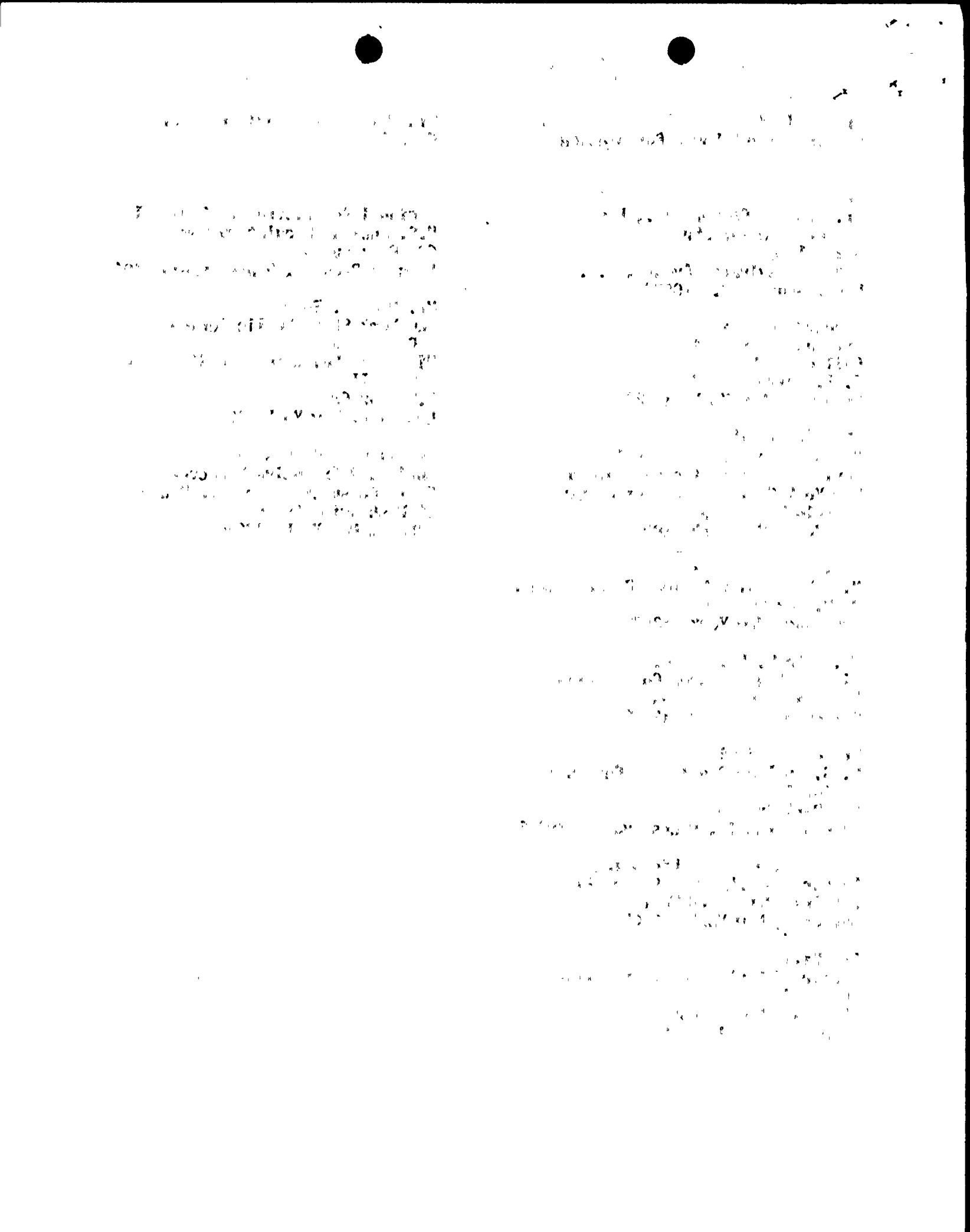


of the MSIVs in accordance with the test and acceptance criteria in 10 CFR 50, Appendix J during the first outage following the 100 hour warranty run or within 30 days following the 100 hour warranty run, whichever is earlier.

A list of meeting attendees is included as enclosure 3.

Mary F. Haughey, Project Manager
BWR Project Directorate No. 3
Division of BWR Licensing

Enclosures:
cc See next page

BWD-3:DBL
MHaughey/vag
11/19/86

D:BWD-3:DBL
EAdensam
11/20/86

November 20, 1986

MEETING SUMMARY DISTRIBUTION

Docket No(s): 50-410
NRC PDR
Local PDR
BWD #3 r/f
J. Partlow
E. Adensam
Attorney, OGC
E. Jordan
B. Grimes
ACRS (10)
Project Manager M. Haughey
E. Hylton

NRC PARTICIPANTS

M. Haughey
Jack Kudrick
Frank Witt
Wayne Hodges
E. G. Adensam
J. C. Linville
R. A. Hermann
R. G. LaGrange
J. Lombardo

bcc: Applicant & Service List

Enclosure 3

10/15/86 MEETING-MSIVs

NAME	ORGANIZATION
Mary F. Haughey	NRC - Licensing Project Manager
Jack Kudrick	NRC/DBL/PSB
Frank Witt	NRC/DBL/PSB
Wayne Hodges	NRC/DBL/RSB
E. G. Adensam	NRC/DBL/BWD-3
J. C. Linville	NRC/RI/DRP
R. A. Hermann	NRC/DBL/EB
R. G. LaGrange	NRC/DBL/EB
J. Lombardo	NRC/DBL/EB
T. Wang	Stone & Webster
P. Teperou	Stone & Webster
Warren Wang	Stone & Webster
A. F. Zallnick	NMPC - Licensing
C. E. Crocker	SWEC - Engr.
D. A. Boe	SWEC - Engr.
C. G. Beckham	NMPC
J. P. Thomas	Duquesne Light Co.
A. Fiorente	SWEC - Engr.
T. D. Fay	NMPC - Licensing
R. A. Cushman	NMPC - Licensing
J. C. Hutton	Rochester Gas and Elec.
E. R. Klein	NMPC
R. B. Abbott	NMPC
D. L. Pike	NMPC
John E. Arthur	Rochester Gas and Electric
T. J. Perkins	NMPC
A. E. Kintigh	NYSEG
M. A. Durka	SWEC
W. D. Donlon	NMPC
Wm. R. Schmidt	MPR Associates, Inc

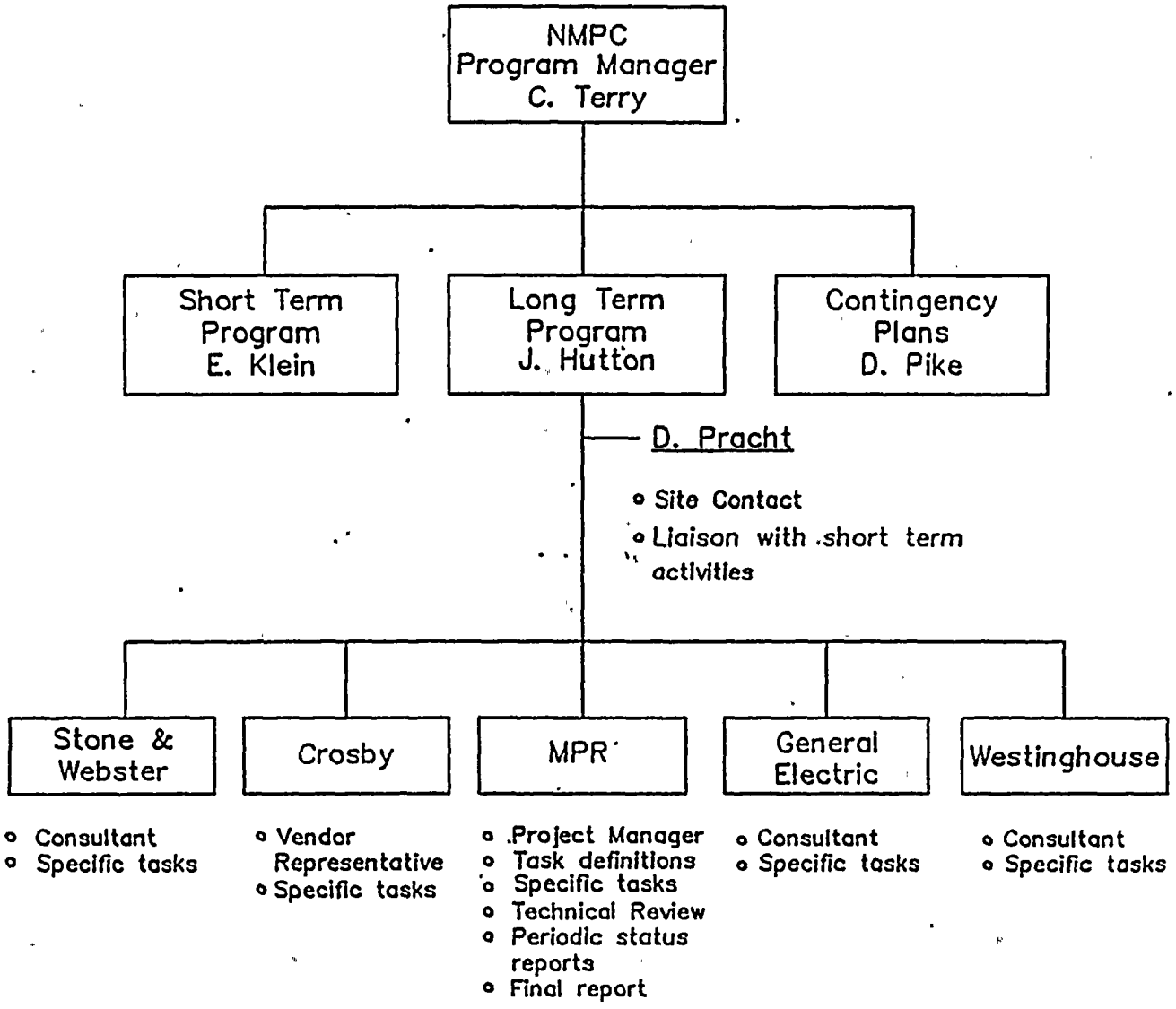
Enclosure 1

MSIV LONG TERM PROGRAM

OBJECTIVES

- CONFIRM FAILURE MECHANISMS
- REVIEW EXISTING DESIGN/MATERIALS
- FULL SCALE PROTOTYPE TESTING
- DESIGN/MATERIAL ENHANCEMENTS
- DEMONSTRATE LONG TERM OPERABILITY

Niagara Mohawk Power Corporation
Nine Mile Point Unit 2
MSIV Program



MSIV LONG TERM PROGRAM

GENERAL DESCRIPTION

- PHASE 1
  - FAILURE ANALYSIS
  - OPERATIONAL EXPERIENCE
  - VALVE/ACTUATOR DESIGN REVIEW
  - EVALUATE BALL/SEAT MATERIALS
  - INITIAL PROTOTYPE TESTING

- PHASE 2
  - IDENTIFY DESIGN ENHANCEMENTS
  - SELECT MATERIAL CHANGES
  - PROTOTYPE TESTING

- PHASE 3
  - DETAILED MODIFICATION DESIGN
  - DESIGN VERIFICATION TESTING
  - MATERIAL PROCUREMENT
  - INSTALLATION/PREOP TESTING

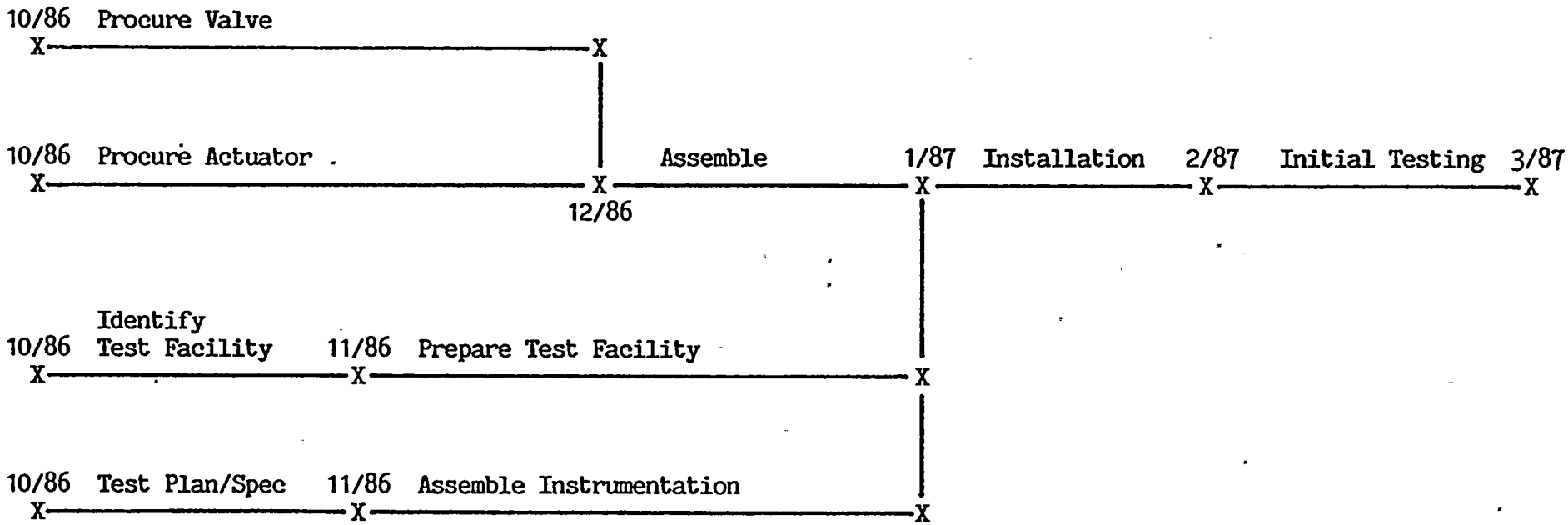
MSIV LONG TERM PROGRAM

PRELIMINARY SCHEDULE

° PHASE 1 REVIEWS	OCT '86 - JAN '87
° INITIAL PROTOTYPE TESTING	FEB '87 - MAR '87
° SELECT ENHANCEMENTS	APR '87 - JUN '87
° TEST ENHANCEMENTS	JUL '87 - DEC '87
° FINALIZE DESIGNS	JAN ' 88 - MAR '88
° DESIGN VERIFICATION	APR '88 - DEC '88
° PROCURE MATERIALS	MAR '88
° REFUELING OUTAGE	MAR '89

MSIV LONG TERM PROGRAM

PROTOTYPE TESTING SCHEDULE



Enclosure 2

MSIV BALL VALVES
NRC MEETING – OCTOBER 15, 1986
AGENDA

- BACKGROUND ..... C.D. TERRY
- OVERVIEW ..... C.D. TERRY
- RESOLUTION OF LEAKAGE PROBLEMS.... E.R. KLEIN
- ACTUATOR MODIFICATIONS ..... E.R. KLEIN
- LONG RANGE PROGRAMS ..... J. HUTTON
- CONCLUSIONS ..... C.D. TERRY

NMMSIVMP29

BACKGROUND

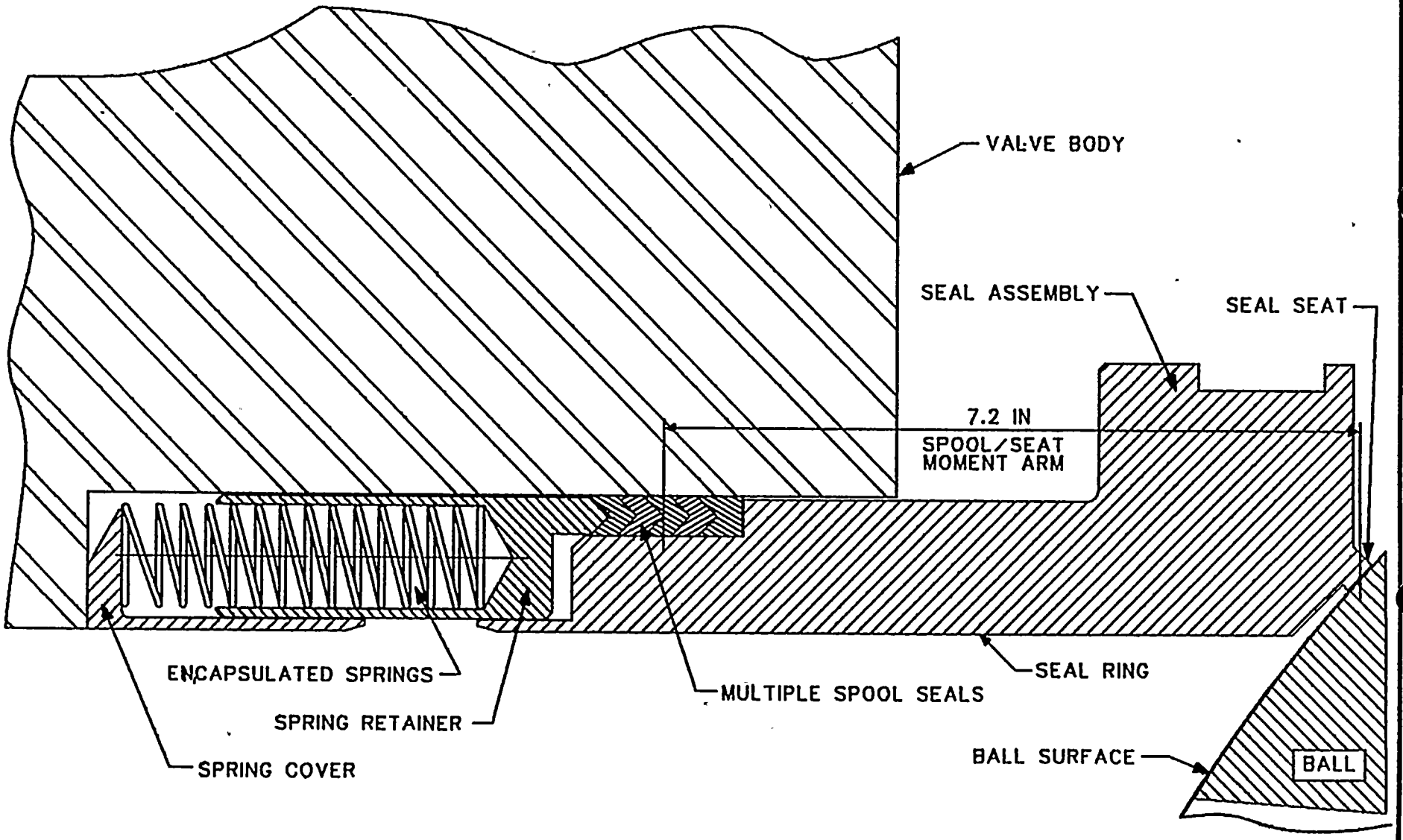
- ACTUATOR PROBLEMS
  - DISCOVERED EARLY AUGUST
- LEAKAGE PROBLEMS
  - DISCOVERED LATE AUGUST
- INTERIM MEETING WITH NRC
  - SEPTEMBER 24
- INTERIM 10CFR50.55(e) REPORT
  - LEAKAGE PROBLEMS - OCTOBER 8

OVERVIEW

- RESOLUTION OF LEAKAGE PROBLEMS
  - TESTING/ANALYSIS OF PROBLEMS
  - ROOT CAUSE DETERMINATION
  - EVALUATION OF OPERATING CONDITIONS
  - STATUS OF REPAIRS
- ACTUATOR MODIFICATIONS
  - DESCRIPTION
  - CONFIRMATORY TESTS
  - SCHEDULE
- LONG RANGE PROGRAMS
  - PROGRAM DESCRIPTION
  - SCHEDULE/STATUS
- CONCLUSION

- RESOLUTION OF LEAKAGE PROBLEMS
  - REVIEW OF PREVIOUS DATA
  - REVIEW OF IN PLANT TEST DATA
  - MATHMATICAL ANALYSIS
  - TESTING
    - SITE RESULTS
    - LABORATORY RESULTS
    - METALLURGICAL CONCLUSIONS
  - SCHEDULE

MSIV SEAL ARRANGEMENT
DETAIL "A"

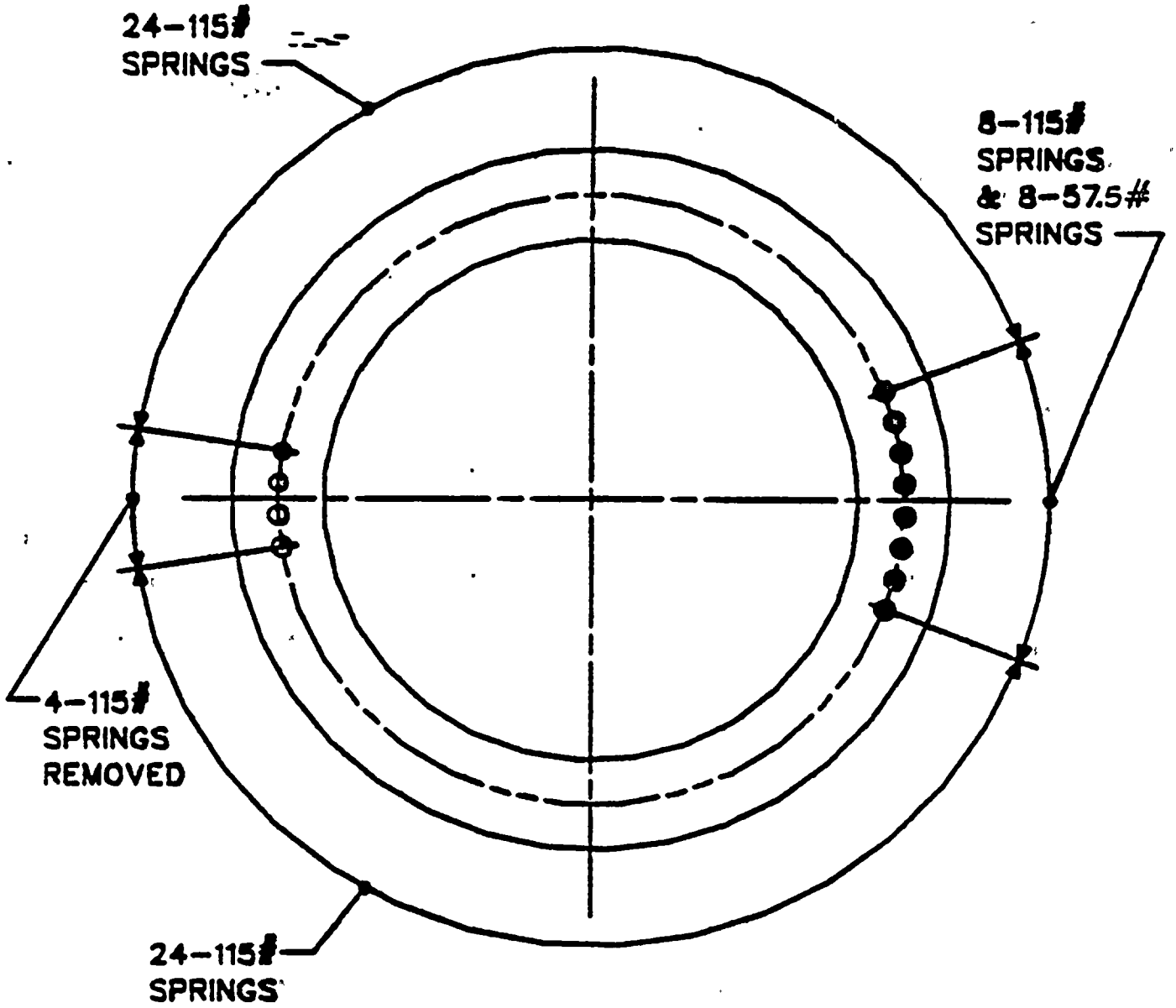


BALL & SEAT ASSEMBLY IN THE CLOSED POSITION

FIGURE 4-2

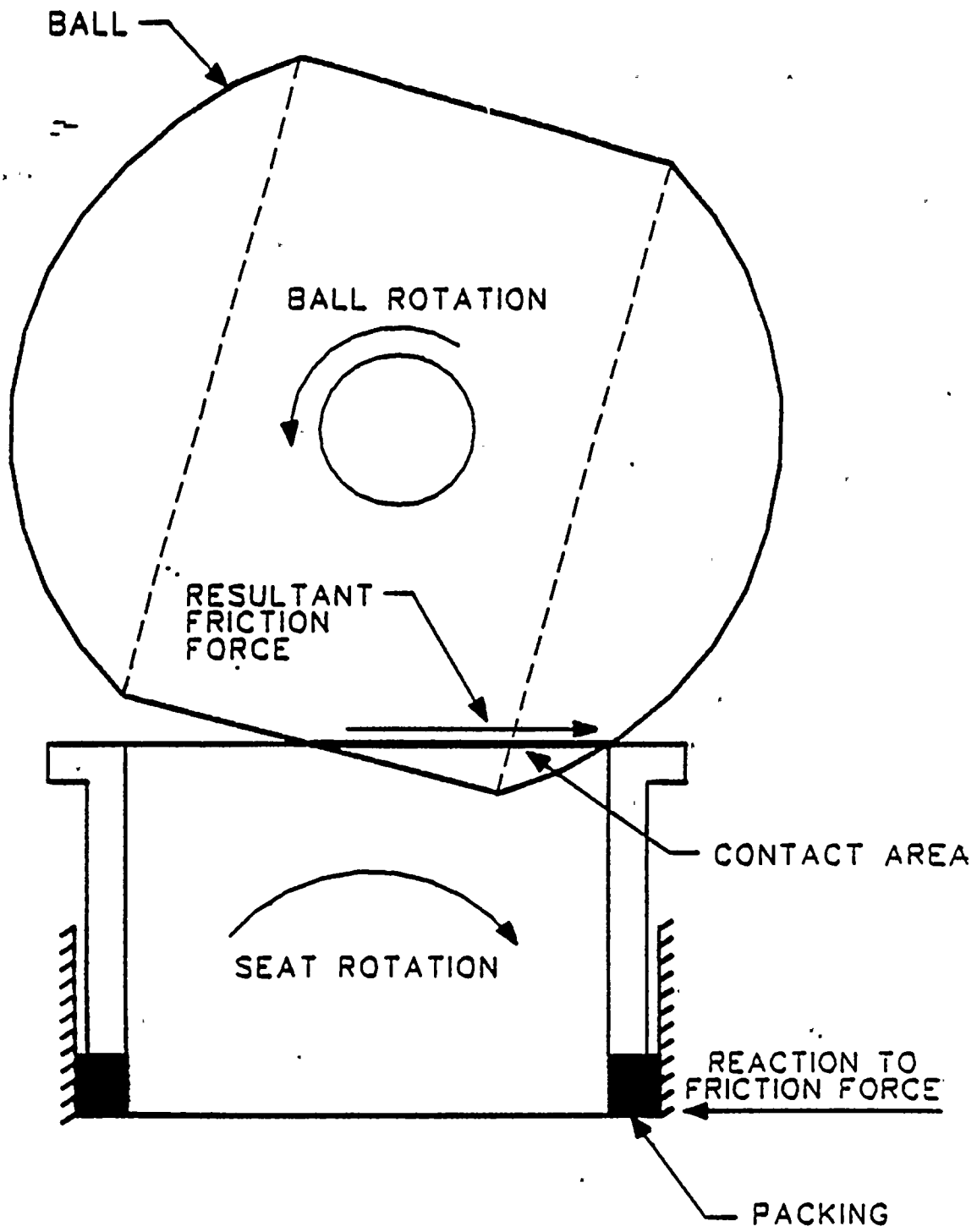
NMMSIVMD24

MODIFIED SPRING CONFIGURATION



TOTAL SPRING LOAD

56 – 115# SPRINGS	= 6440#
8 – 57.5# SPRINGS	= 460#
	6900#



VALVE OPENING FRICTION FORCE & ROTATION

NMMSIVM057

ACCUMULATED CYCLES	NEW BALL MODIFIED SPRINGS		BLENDED BALL ORIGINAL SPRINGS		BLENDED BALL MODIFIED SPRINGS	
	BS	TS	BS *	TS**	BS	TS
5	4.8	2.3	11.2	5.1	18.4	***
15	4.9	2.9	51	5.5	59	-
25	4.7	-	132	10.9	100+	-
35	4.4	-	-	-		-
45	4.2	-	-	-		-
55	4.0	-	-	-		-
65	3.9	-	-	-		-
75	4.4	3.2	-	-		-

NOTES:

* BETWEEN SEATS - SCFH

** THROUGH SEATS - SCFH

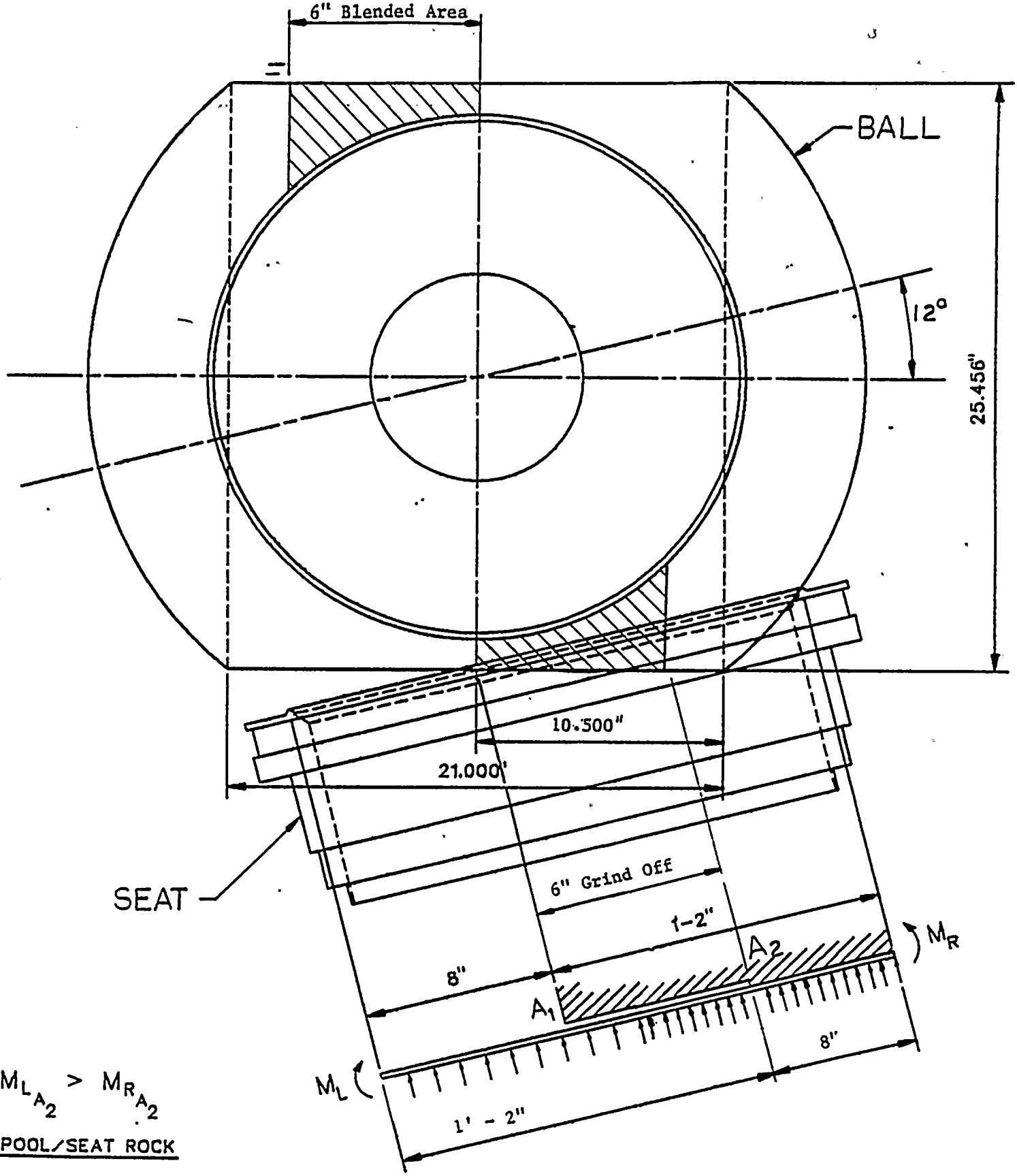
*** THROUGH SEAT TESTING NOT COMPLETED DUE TO POOR INITIAL TYPE "C" BETWEEN SEAT TESTING.

NMMSIVMD52

TEST LEAKAGE SUMMARY

TABLE 4-3

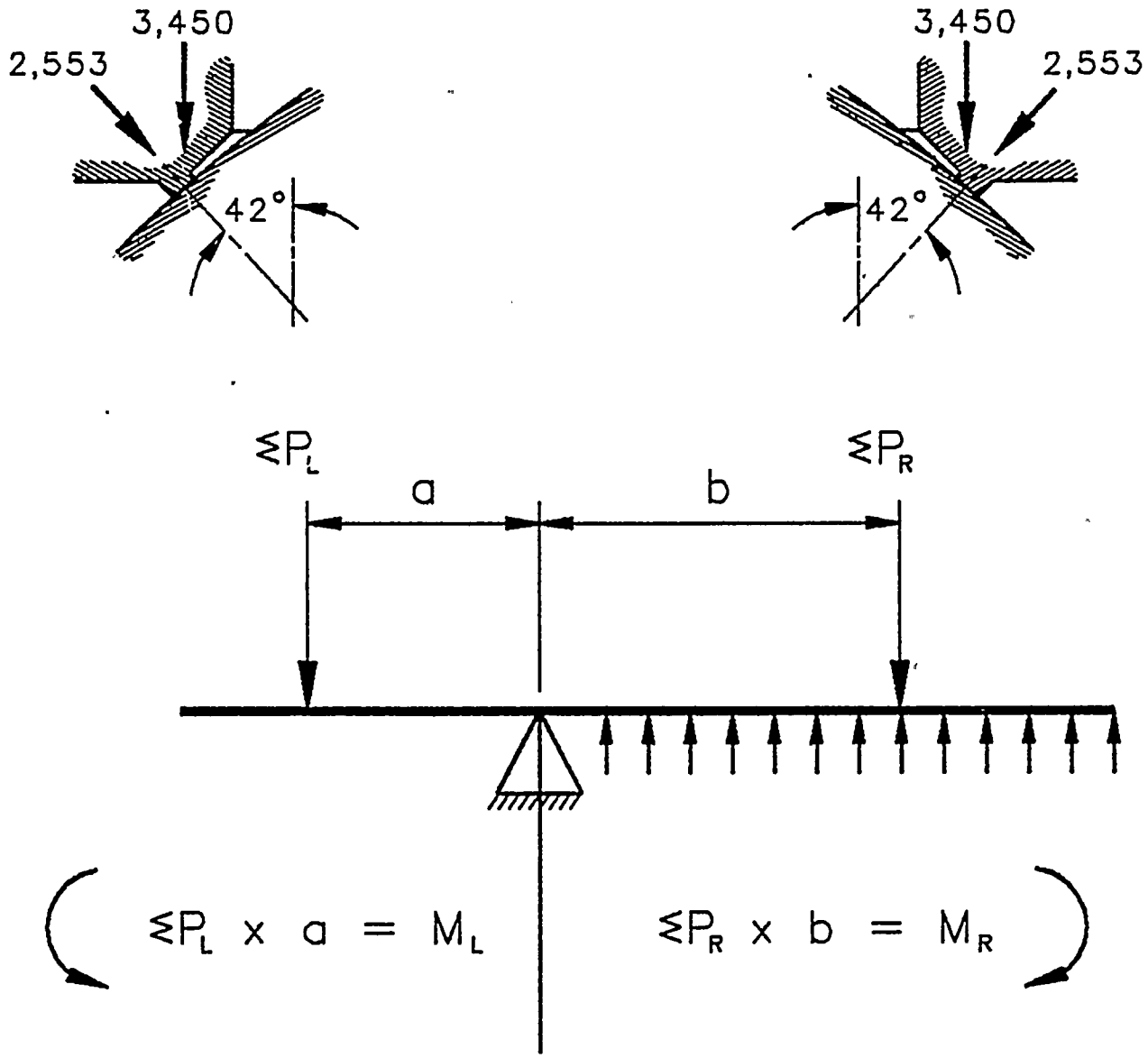
BLENDED BALL - MODIFIED SPRINGS



$M_{L_{A_2}} > M_{R_{A_2}}$

SPOOL/SEAT ROCK

SPOOL / SEAT MODEL – BALANCED SPRINGS

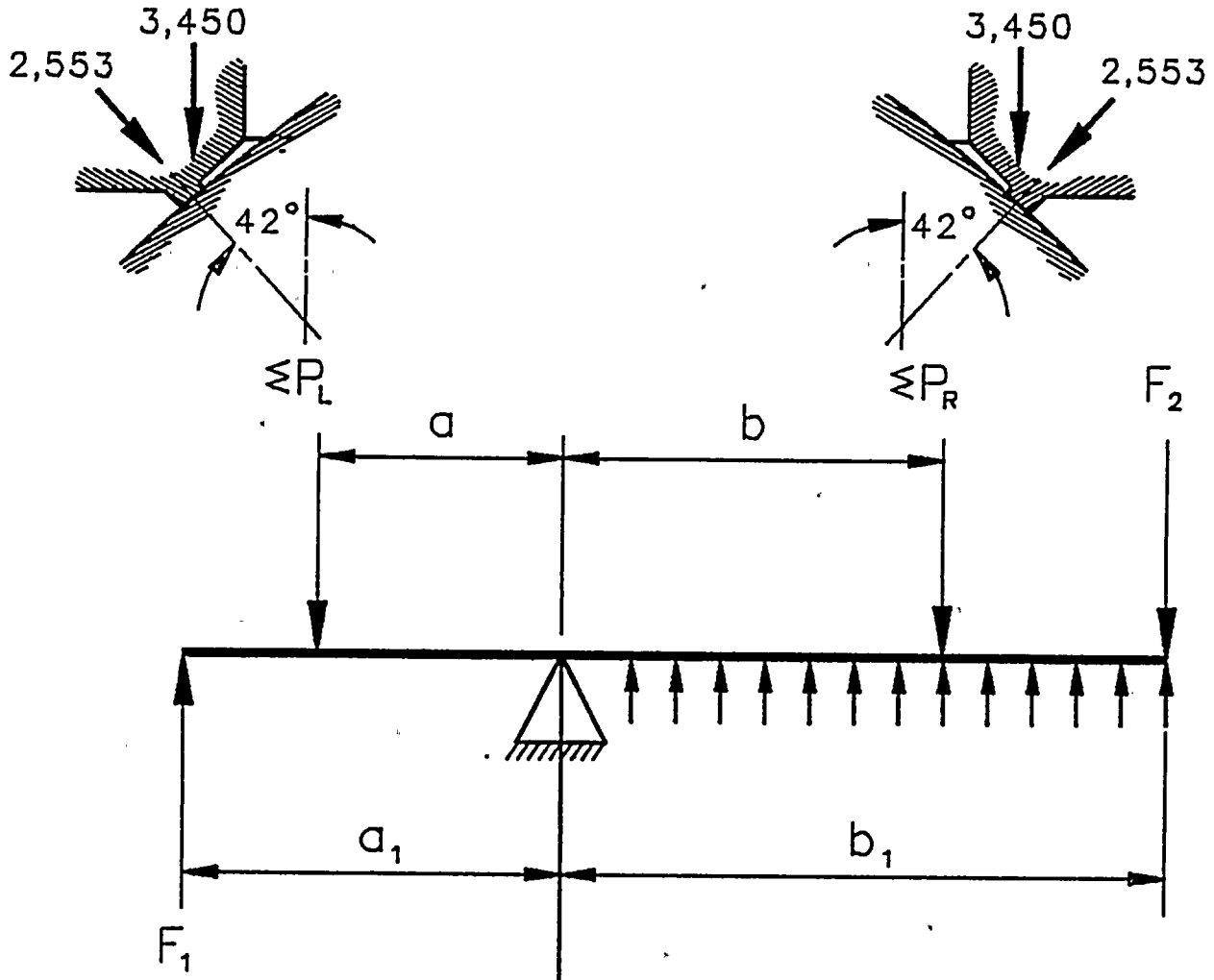


$$M_R - M_L = 17{,}066 \text{ (lb–in)}$$

$$F = \frac{17{,}066}{7.2} = 2{,}370 \text{ (lb)}$$

$$\mu_{FR} = \frac{2{,}370}{6{,}900 \times 0.74} = 0.46$$

SPOOL / SEAT MODEL – MODIFIED SPRINGS



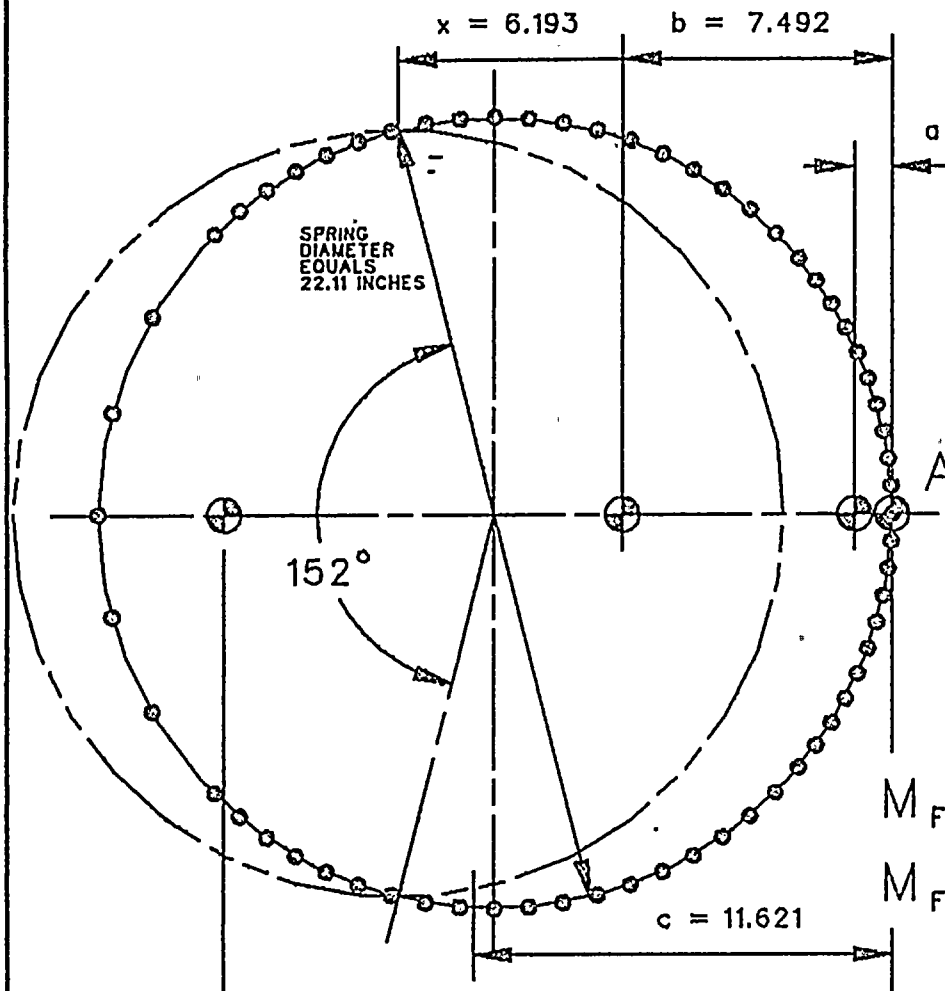
$$\left(M_L = (\Sigma P_L \times a) - (F_1 \times a_1) \qquad M_R = (\Sigma P_R \times b) + (F_2 \times b_1)\right)$$

$$M_R - M_L = 27{,}182 \text{ (lb-in)}$$

$$F = \frac{27{,}182}{7.2} = 3{,}775 \text{ (lb)}$$

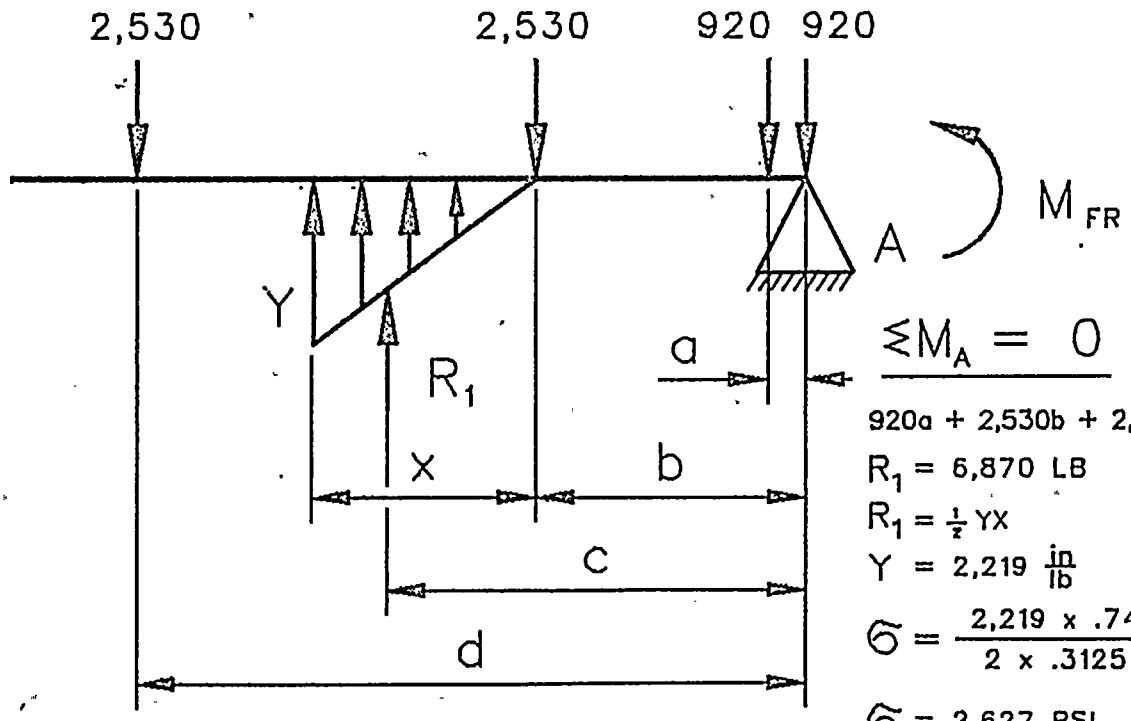
$$\mu_{FR} = \frac{3{,}775}{6{,}900 \times 0.74} = 0.74$$

SPOOL SEAT MODEL – MODIFIED SPRINGS



M_{FR} = 6,900 x μ x .74 x MOMENT ARM

M_{FR} = 12,867 in-lb



$\Sigma M_A = 0$

$920a + 2{,}530b + 2{,}530d + M_{FR} = R_1 c$

R_1 = 6,870 LB

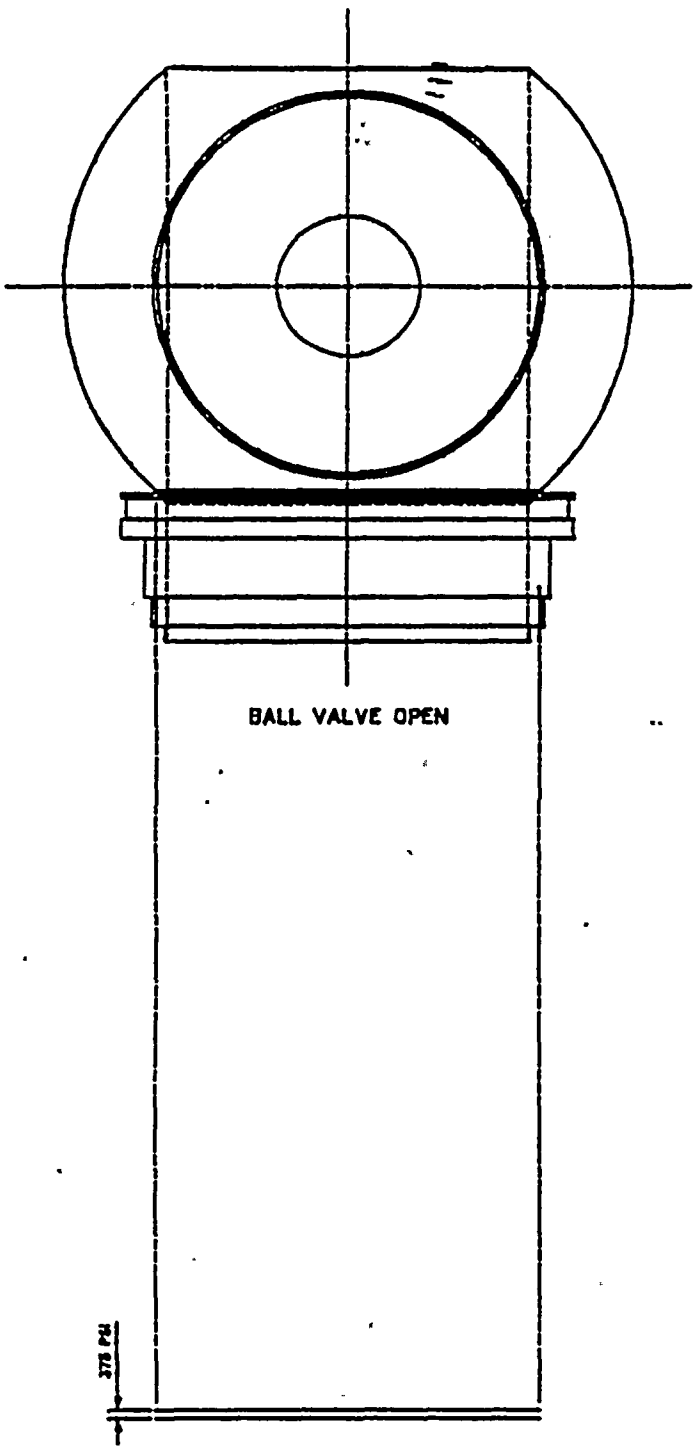
$R_1 = \frac{1}{2} YX$

$Y = 2{,}219 \frac{in}{lb}$

$\sigma = \frac{2{,}219 \times .74}{2 \times .3125}$

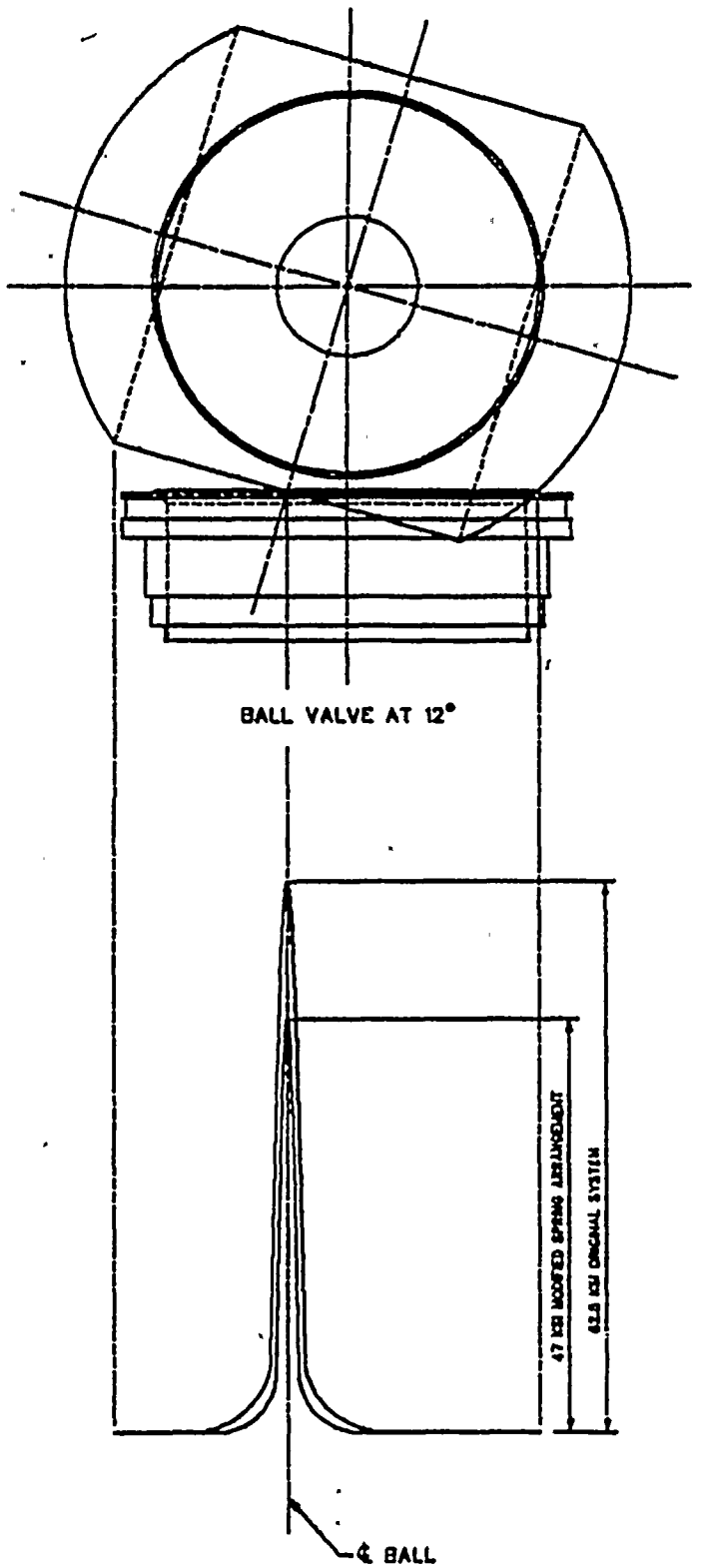
σ = 2,627 PSI

FOOTPRINT STRESS ON BALL



BALL VALVE OPEN

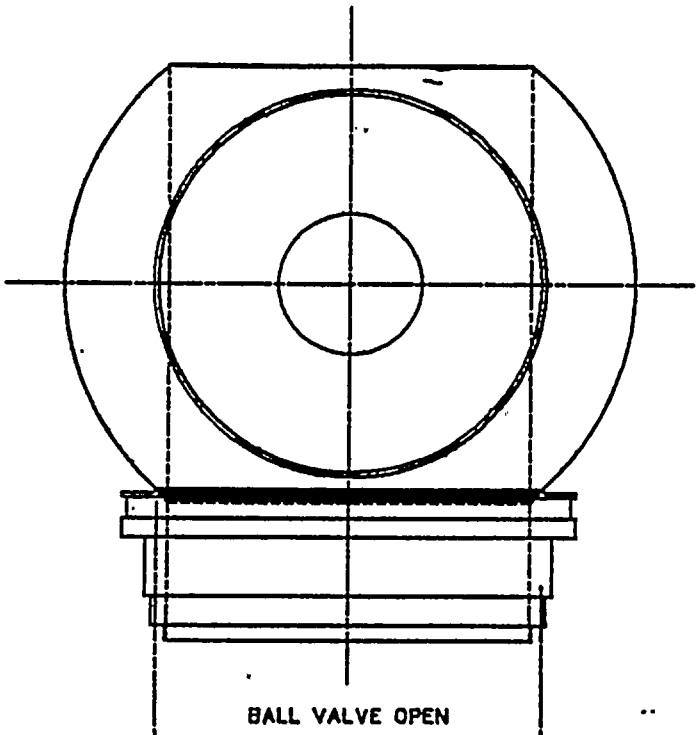
FOOTPRINT STRESS DIAGRAM



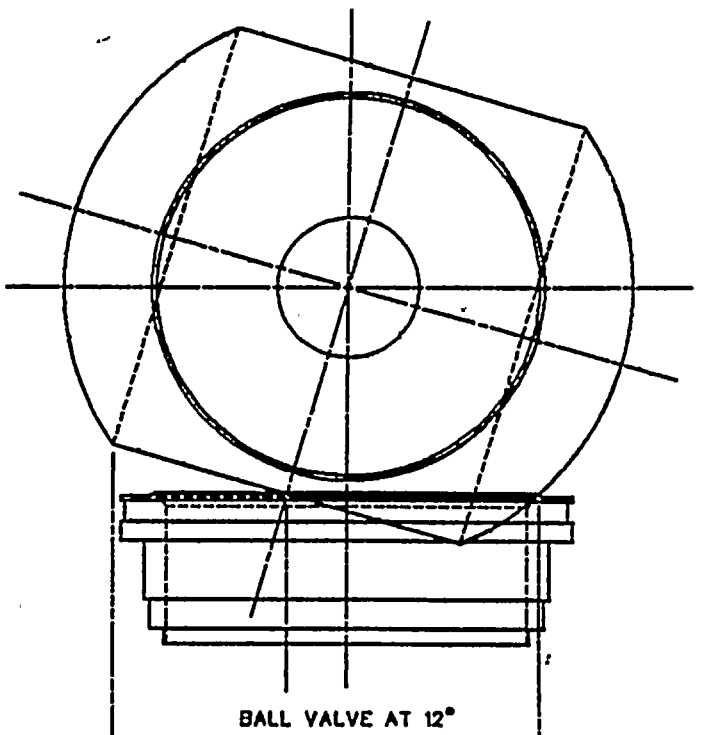
BALL VALVE AT 12°

FOOTPRINT STRESS DIAGRAM

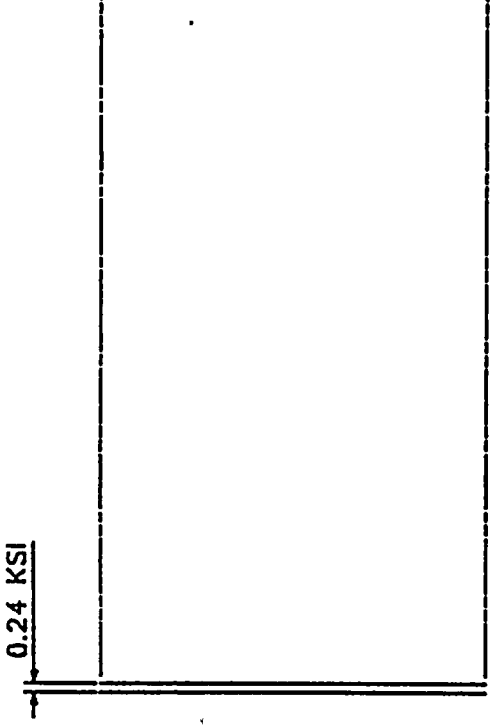
FOOTPRINT STRESS ON BALL



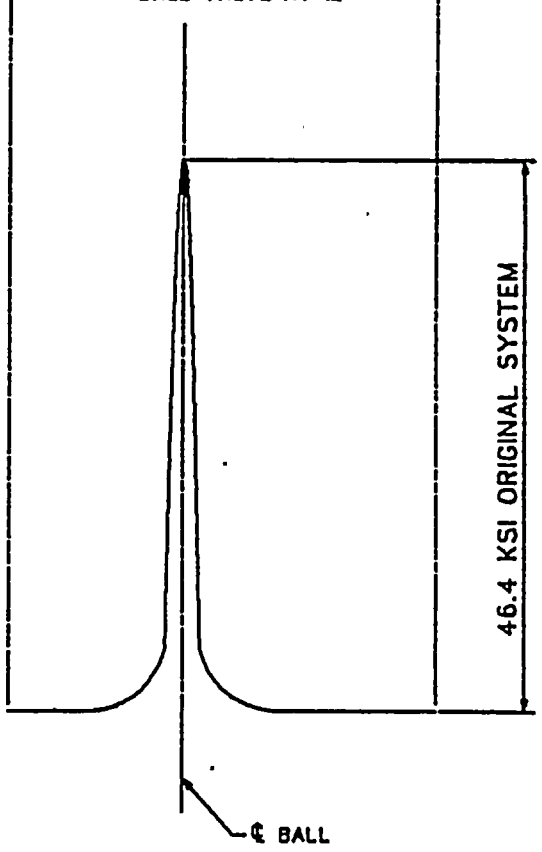
BALL VALVE OPEN



BALL VALVE AT 12°

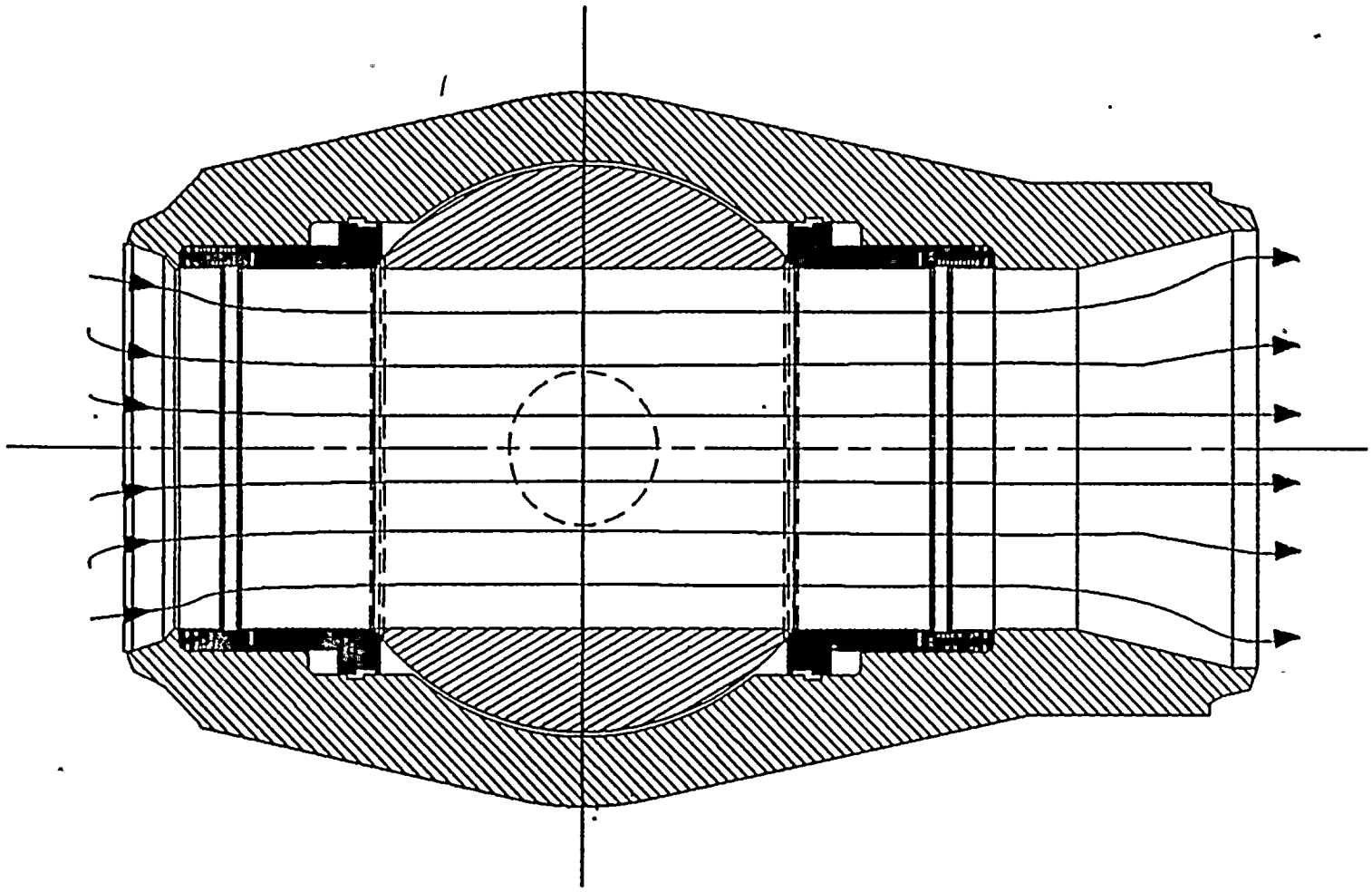


FOOTPRINT STRESS DIAGRAM



FOOTPRINT STRESS DIAGRAM

$$\sigma = \frac{6.9 \times .74}{2 \times .055} = 46.4 \text{ Ksi}$$

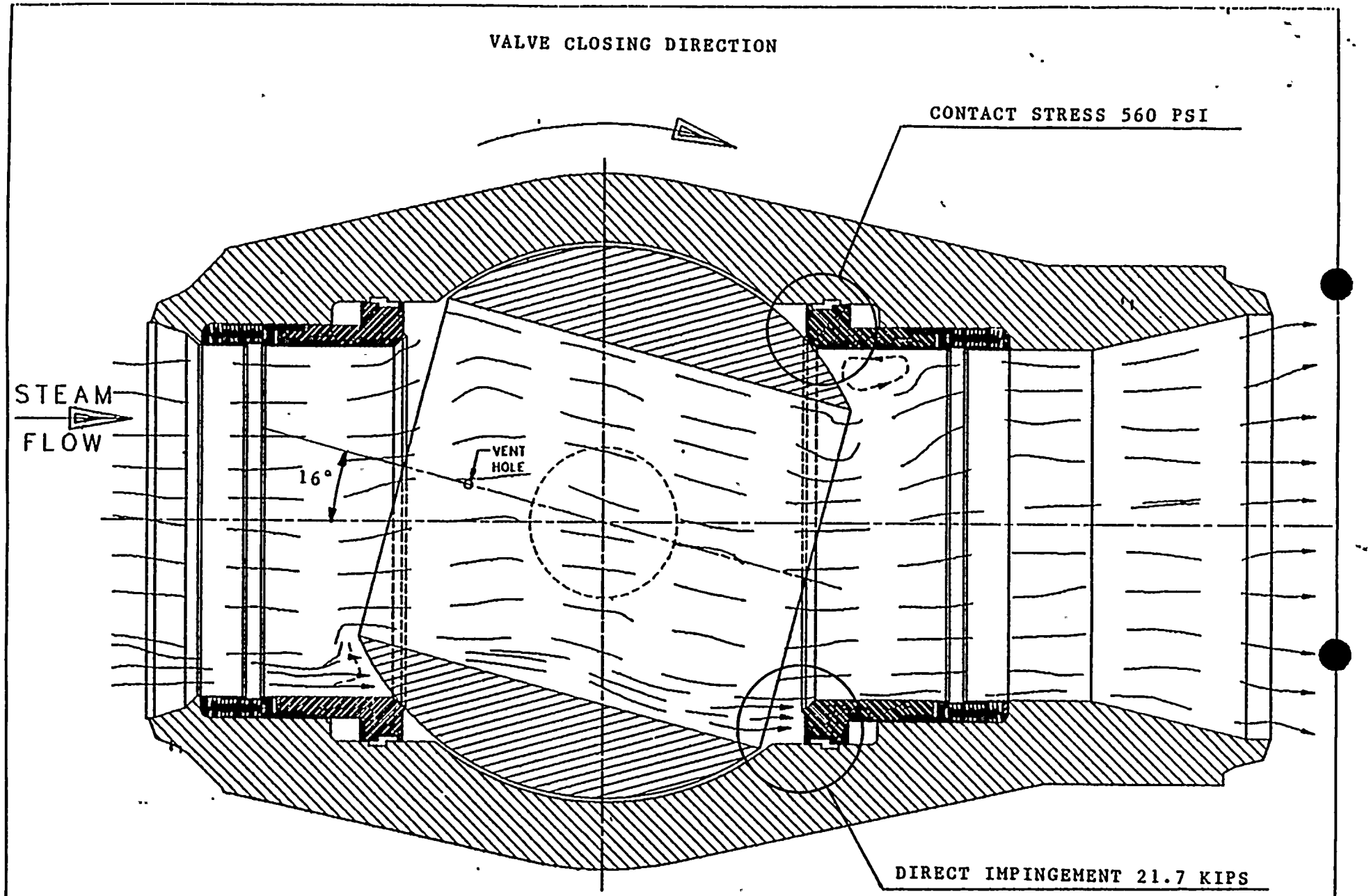


71

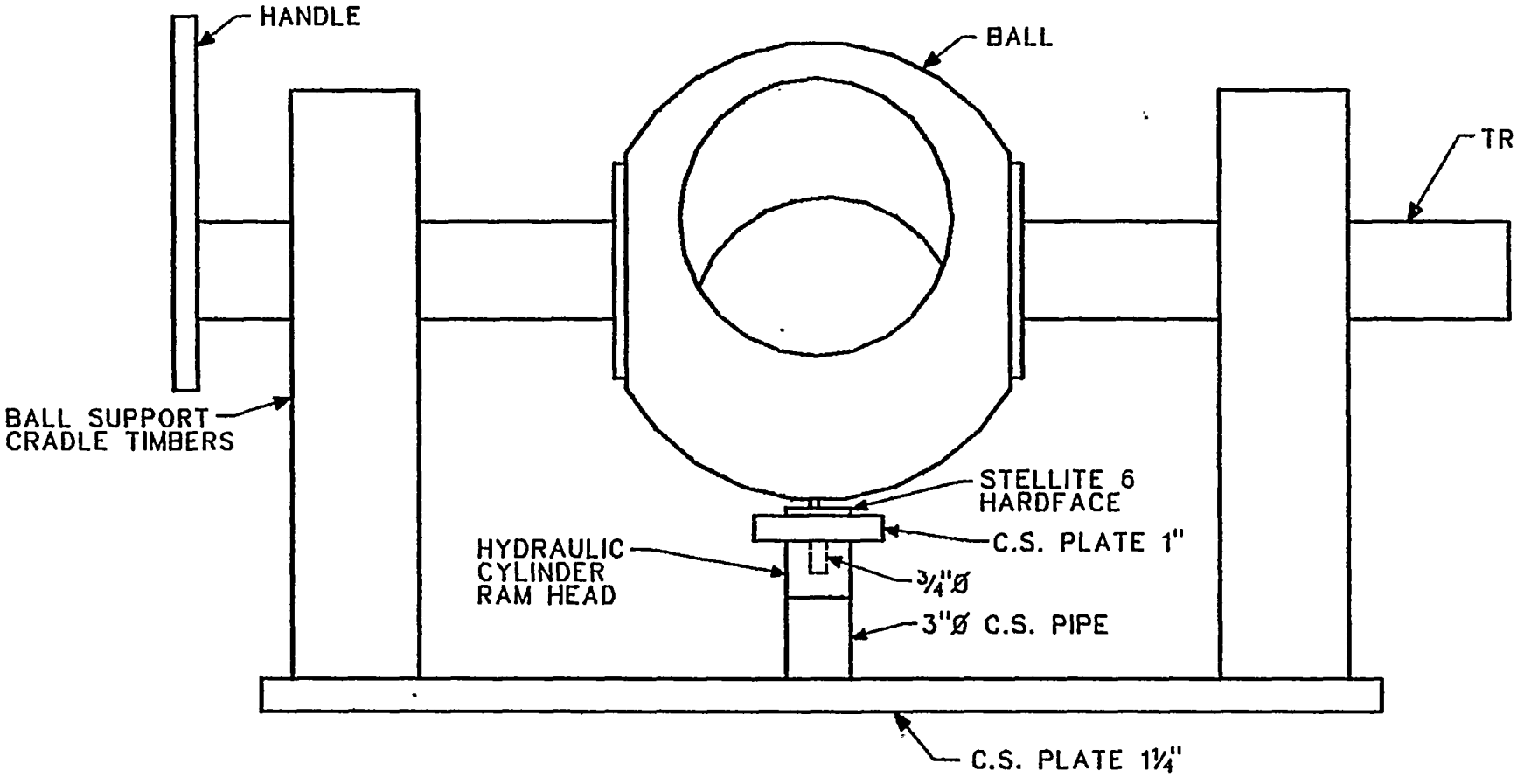
STEAM FLOW–
VALVE FULLY
OPEN

FIGURE 5–3

NMMSIVMD71



VALVE PARTIALLY CLOSED



MOCK UP FRICTION TEST

NMMSIVMD54

56,000 PSI BALL PRESSURE

SEAT AREA – .06 IN SQ.
TEMPERATURE – 450°F

NUMBER OF STROKES	MSIV BALL SURFACE	SIMULATED SEAT
10	DARKENED CONTACT AREA, SLIGHT WEAR	POLISHING
20	VISIBLE WEAR, SOME TRANSFER OF MATERIAL	VISIBLE WEAR
30	SMEARING, POCKMARKS GRAINY SURFACE APPEARANCE	POCKMARKS SCRATCHES
40	MORE WEAR, SIGNS OF FRACTURE CRACKS ACROSS WEAR SURFACE, LAYERED TEXTURE TO SURFACE	MORE WEAR MATERIAL REMOVED
50	WC FAILURE – COATING FLAKED OFF	MORE WEAR

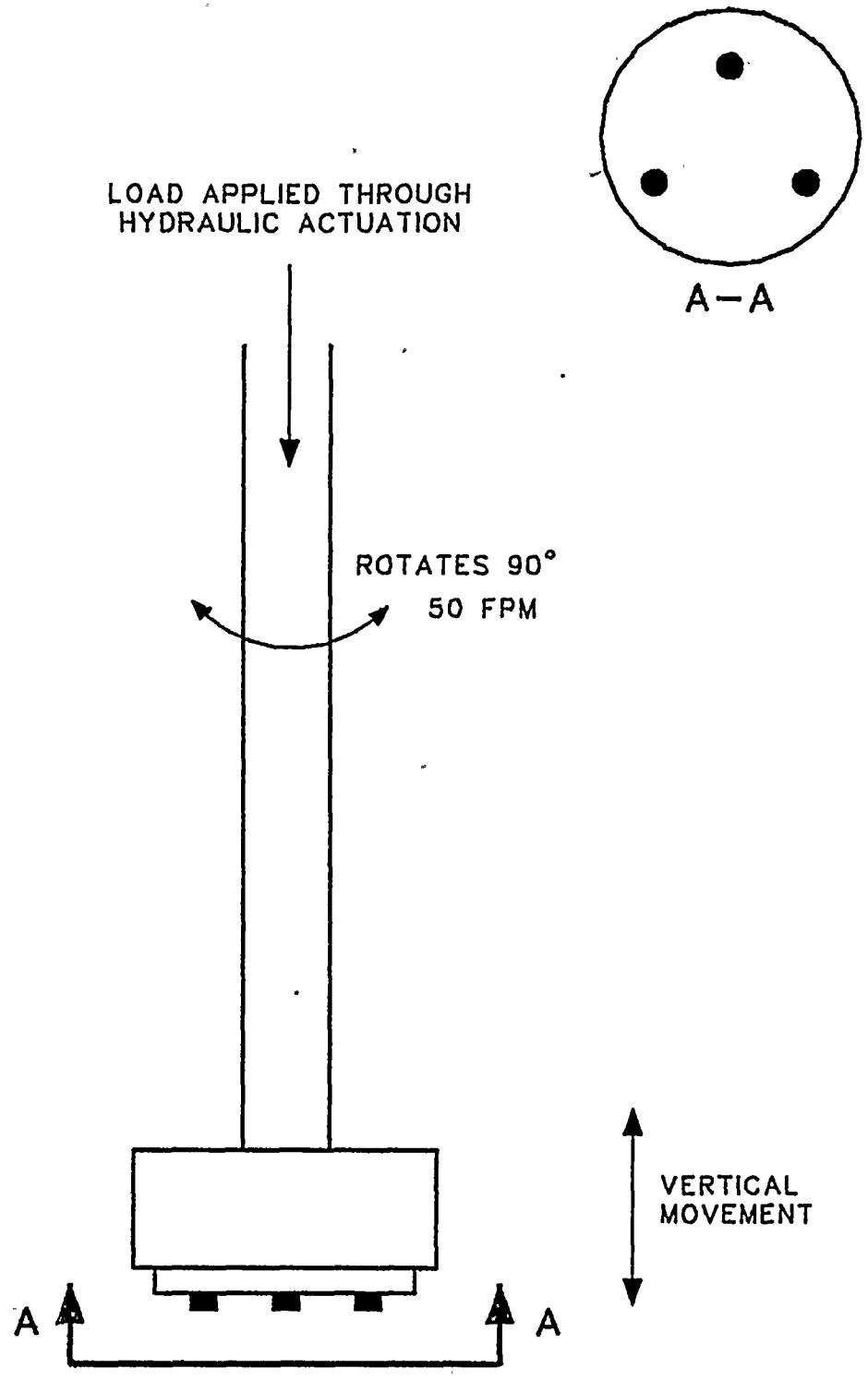
NMMSIVMP33

3,500 PSI BALL PRESSURE

SEAT AREA – .06 IN SQ.
TEMPERATURE – 65°F

NUMBER OF STROKES	MSIV BALL SURFACE	SIMULATED SEAT
15	NO WEAR BLACK LINE INDICATING CONTACT AREA	NO WEAR CONTACT AREA POLISHED
45	NO CHANGE	NO CHANGE
75	NO CHANGE	VISIBLE WEAR SCRATCHES & PITTING
125	ROUGHER SURFACE	WEAR HAS INCREASED
175	SHINY AREAS POSSIBLE TRANSFER OF SEAT MATERIAL TO THE BALL	WEAR ON SEAT HAS SLOWED DOWN
225	WEAR RATE HAS SLOWED DOWN – AMOUNT OF WEAR WOULD REQUIRE RELAPPING OF THE WC COATING	SAME AS ABOVE

NMMSIVMP32



FIXED PLATE OF TEST MATERIAL

UNION CARBIDE
WEAR TEST
MACHINE

NMMSIVMD55

SUMMARY – COEFFICIENT OF FRICTION

- REQUIRED TO INITIATE "ROCKING" BALANCED SPRINGS .4 – .5
- UNION CARBIDE TEST RESULTS .3 – .5
- THEREFORE, "ROCKING" OCCURS–BALANCED SPRINGS
- REQUIRED TO INITIATE "ROCKING" MODIFIED SPRINGS .7 – .8
- THEREFORE, "ROCKING" WILL NOT OCCUR – MODIFIED SPRINGS

- FAILURE MECHANISM OF TUNGSTEN CARBIDE COATING

  - DURING INITIAL BALL CYCLES STELLITE FROM SEAT DEPOSITS ON CARBIDE COATING

  - AT HIGH LOADS AND ADDITIONAL CYCLES, STELLITE ON SEAT COLD WELDS TO STELLITE PREVIOUSLY DEPOSITED ON BALL

  - WITH CONTINUED CYCLING, TUNGSTEN CARBIDE COATING SPALLS FROM ITS LOCATION ON BALL

ATTRIBUTE	NEW BALL	RECOATED BALL
BALL MATERIAL	316 SS CASTING EXTENSIVE WELD REPAIRS SOL'N ANNEAL AFTER REPAIRS	ORIGINAL CASTING USED MINOR ADDITIONAL WELD REPAIRS NO SOL'N ANNEAL AFTER REPAIRS
HARDFACING MATERIAL	HAYNES 25 BY SAW WELD REPAIRS BY GTAW NO HEAT TREATMENT .080 TO .100 FINAL THICKNESS FINAL SURFACE GROUND FINAL PT	ORIGINAL DEPOSIT USED WELD REPAIRS BY GTAW NO HEAT TREATMENT .076 TO .097 FINAL THICKNESS FINAL SURFACE GROUND FINAL PT
TUNGSTEN CARBIDE COATING MATERIAL	APPLIED BY UNION CARBIDE SURFACE PREP BY BLASTING APPLIED BY D-GUN 0.010 MIN THICKNESS FINAL SURFACE GROUND LAPPED TO SEAT IN SHOP LAPPED TO SEAT IN FIELD	APPLIED BY UNION CARBIDE SURFACE PREP BY BLASTING APPLIED BY D-GUN 0.010 MIN THICKNESS FINAL SURFACE GROUND LAPPED TO SEAT IN SHOP

SCHEDULE OF REPAIRS

SERIAL NUMBER	COATING REMOVED	SURFACE PREPARATION	COATING REAPPLIED	SEAT LAPPING	AT SITE
12	X	X	X	X	10/15(A)
8	X	X	X		10/16(S)
4	X	X			10/20(S)
2	X				10/22(S)
6	X				10/25(S)
7	X				10/29(S)
3	X				10/31(S)
16					10/27(S)

NMMSIVMP43

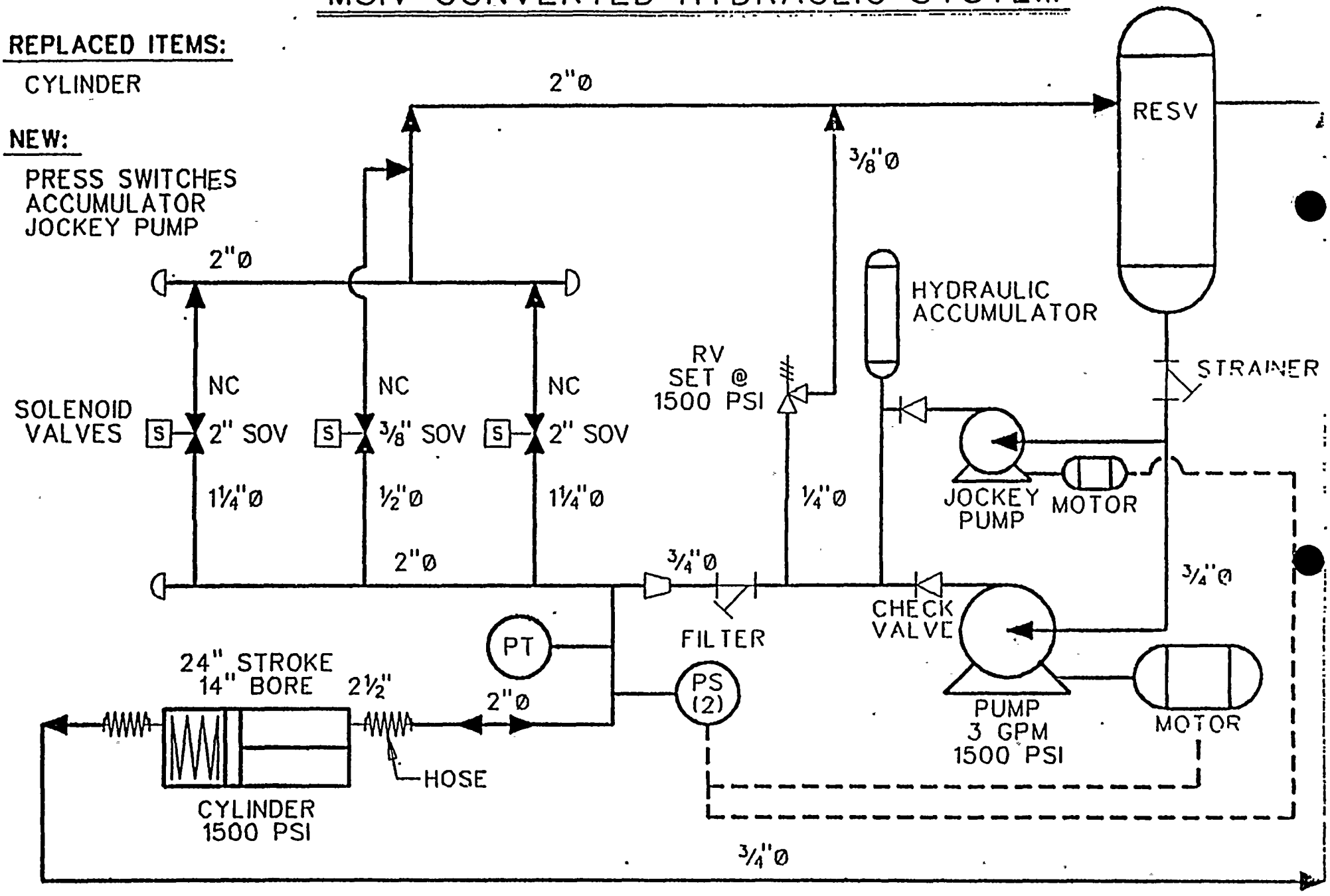
MSIV CONVERTED HYDRAULIC SYSTEM

REPLACED ITEMS:

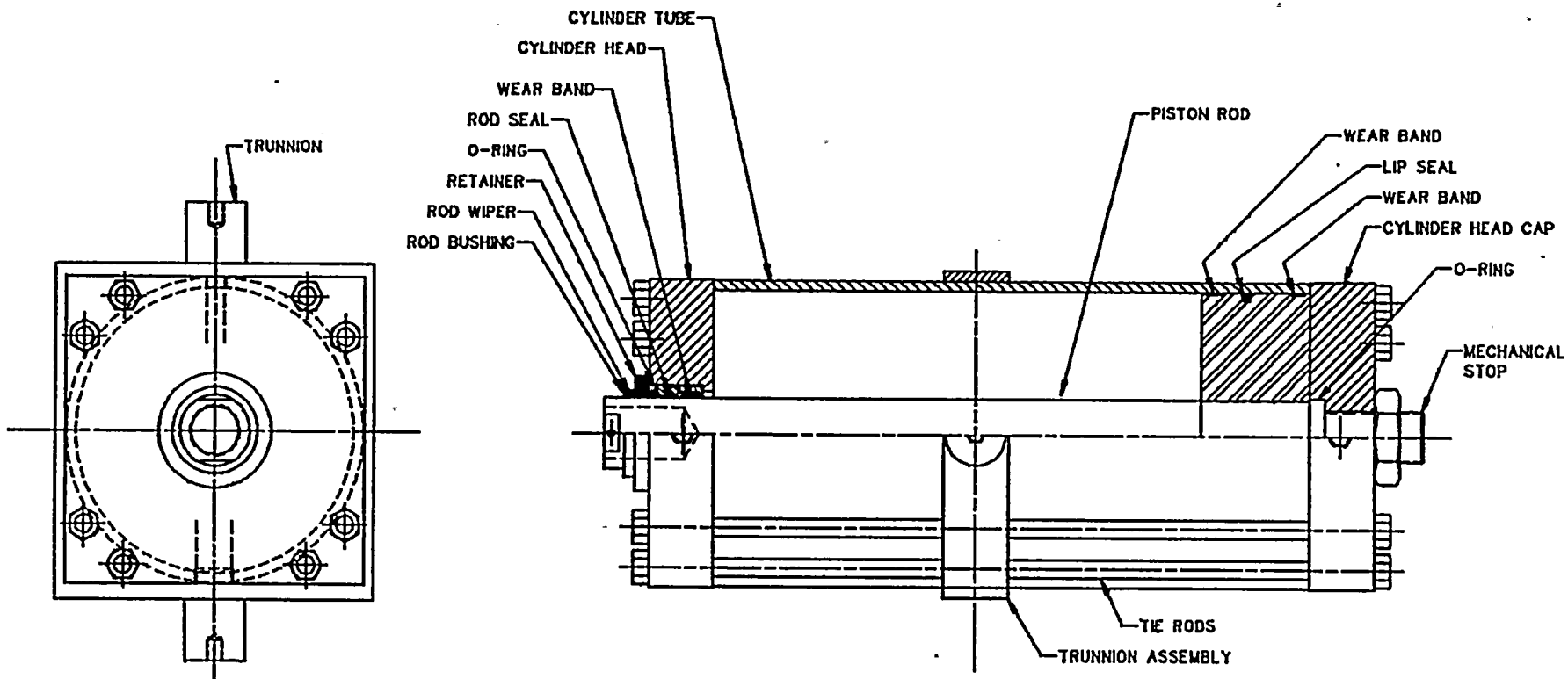
CYLINDER

NEW:

PRESS SWITCHES
ACCUMULATOR
JOCKEY PUMP



HYDROLINE HYDRAULIC CYLINDER

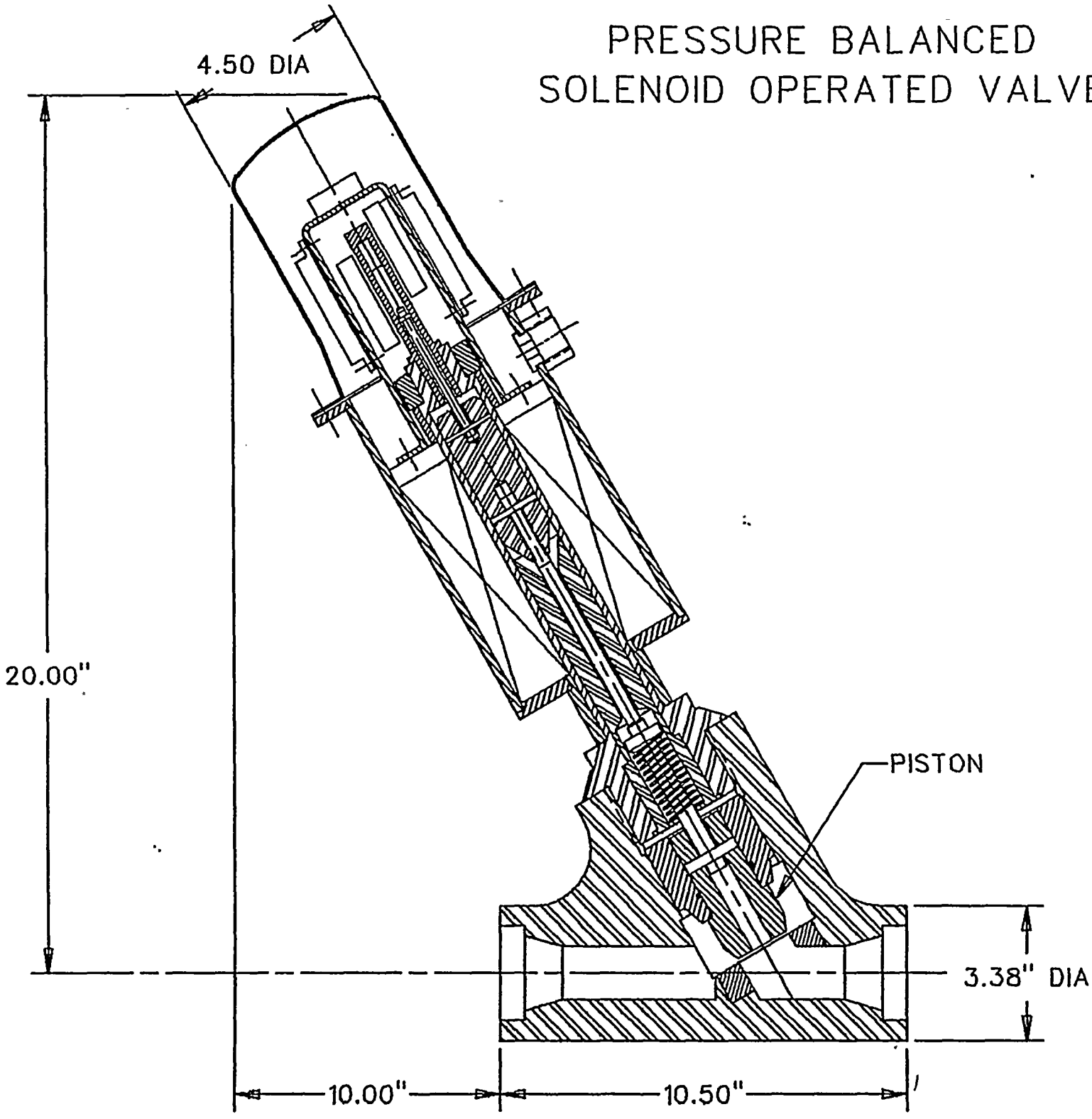


HYDRAULIC CYLINDER ENHANCEMENT

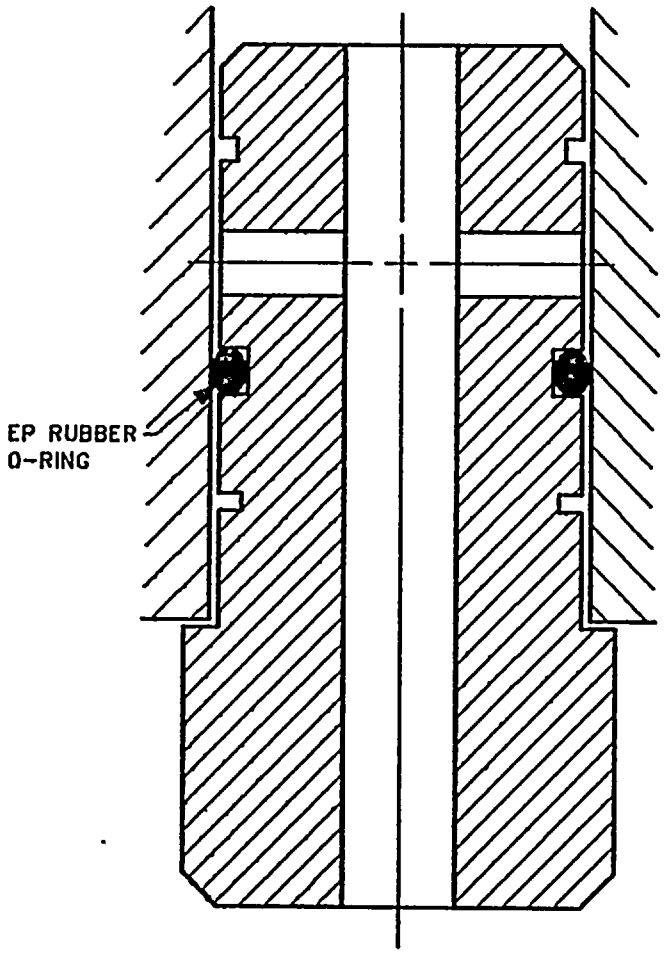
- MODIFY THE EXISTING CYLINDER DESIGN
  - ADDED MECHANICAL STOP TO ESTABLISH FULL OPEN POSITION
  - ADDED LIP SEAL TO PISTON FOR LEAKAGE CONTROL
- PROOF TESTING OF HYDRAULIC CYLINDER
  - HYDRO TEST TO 2250 PSI
  - CYCLE 100 TIMES FOR BREAK-IN
  - CYCLE 5 TIMES UNDER LOAD MAINTAINING 1500 PSI
  - PRESSURIZE CYLINDER AND MEASURE LEAKAGE < 1/2 CUBIC INCH PER MINUTE
  - ISSUE TEST REPORT
  - SWEC PQA WITNESS TESTS

NMMSIVMP36

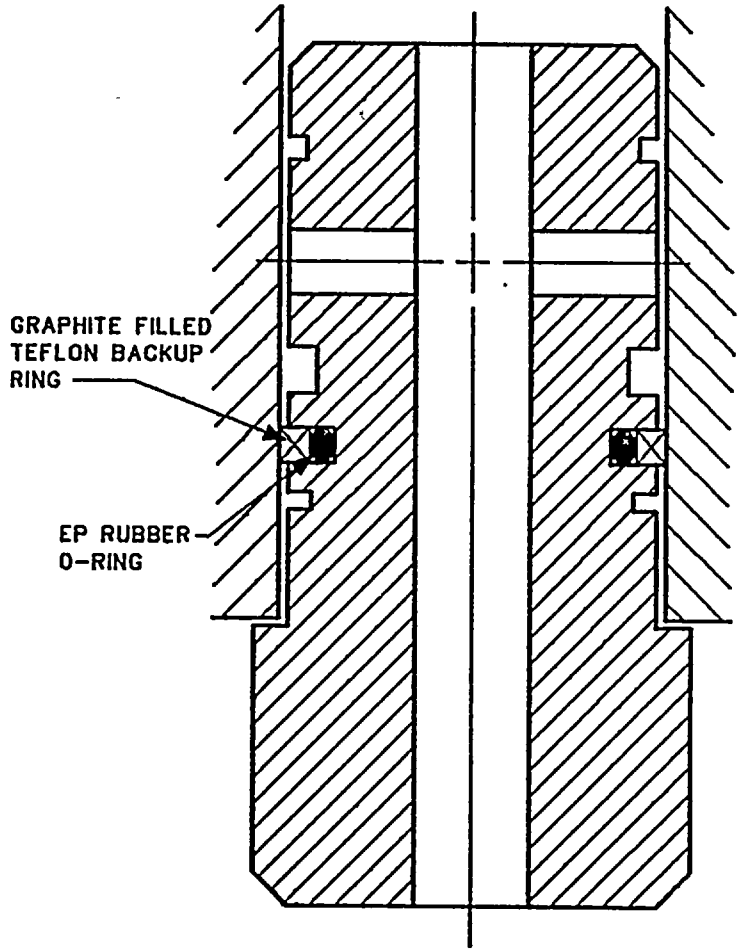
PRESSURE BALANCED SOLENOID OPERATED VALVE



ORIGINAL



MODIFIED



NMMSIVMD85

SOV MODIFICATIONS

- TEST RESULTS INDICATED EXISTING 'O'RING NOT SUITABLE
  - 'O'RING WEDGED AT PRESSURE
  - DELAY IN ACTUATION AT PRESSURE

- ADDITIONAL MATERIALS TESTED
  - TEFLON
    - RADIATION CONCERN
    - MECHANICAL STABILITY CONCERN
  - TEFZEL
    - TOO HIGH COEFFICIENT OF FRICTION
  - GRAPHITE FILLED TEFLON
    - ENVIRONMENTALLY QUALIFIED FOR > 25 YRS
    - NO DELAY IN ACTUATION

TESTING RESULTS

- CYCLE TIMES
  - 20 HOURS
- LEAKAGE
  - SOV
    - UNDETECTABLE
  - HYDRAULIC CYLINDER
    - < 1/2 CU. IN. PER MIN.
- RESPONSE TIME
  - SOV TRIP WITHIN .5 SEC.
  - MSIV CLOSES WITHIN 3 TO 5 SEC. CLOSURE REQUIREMENT

TARGET SCHEDULE

ADDITIONAL EQUIPMENT	ON SITE
NEW HYDRAULIC CYLINDER	10/15
NEW SEALS FOR SOV	10/15
INSTALL EQUIPMENT	10/15 - 10/21
TESTING	10/21 - 11/3
MSIV'S ACTUATORS COMPLETE	11/5

CONCLUSION – LEAKAGE PROBLEMS

- SUFFICIENT UNDERSTANDING OF ROOT CAUSE TO DEVELOP FIX FOR OPERATING CYCLE

- ANALYSIS OF OPERATING CONDITIONS

  - DO NOT ADD SIGNIFICANTLY TO SEAT "ROCKING"

  - PROTOTYPE TESTING WILL CONFIRM ANALYSES OR IDENTIFY PROBLEMS EARLY IN OPERATING CYCLE

  - MID-CYCLE "TYPE C" TESTING PROVIDES ADDITIONAL ASSURANCE

- FINAL FIX TO BE THOROUGHLY DEVELOPED AND TESTED BEFORE FIRST REFUELING OUTAGE

- DESIGN AND PROCUREMENT FOR CONTINGENCY PROGRAMS CONTINUES ON AN EXPEDITED BASIS

CONCLUSION – ACTUATOR MODIFICATIONS

- FIRST CYCLE FIX – MODIFICATION OF HYDRAULIC SYSTEM
  - ACCEPTABLE MATERIALS
  - VERIFICATION TESTING IN SHOP
  - PRELIMINARY AND START-UP TESTING WILL COMPLETELY VERIFY OPERABILITY
- MECHANICAL LATCH BEING DEVELOPED AS PART OF LONG RANGE PROGRAM

NOV 19 1986

Docket No. 50-410

DISTRIBUTION:
Docket No. 50-410
PSB r/f
MHaughey

MEMORANDUM FOR: Elinor G. Adensam, Director
BWR Project Directorate No. 3
Division of BWR Licensing

FROM: Gus Lainas, Assistant Director
Division of BWR Licensing

SUBJECT: NINE MILE POINT UNIT 2 SEQUENCE CHANGE IN REFURBISHING MSIVS (TAC # 63454)

In Supplement 5 to the SER dated October 1986, we stated that the four main steam isolation valves (MSIVs), with modified seat spring configuations and recoated tungsten carbide balls, used for secondary containment integrity prior to criticality will have deactivated, unmodified actuators. The licensee, in letters dated November 11 and 17, 1986, now proposes to remove the actuators from the MSIVs which are being used to isolate secondary containment, in order to begin modifications to these actuators while secondary containment is still required. Upon completion of the modifications the actuators will be reinstalled on the valve bodies. The MSIVs will remain in the closed position during the entire time that the actuators are being removed, modified, and reinstalled. Also, inadvertent ball movement is not expected while the actuators are not in place because of the high seat spring force on the ball and the large torque required to rotate the ball. The torque needed to rotate the ball is estimated by the licensee to be a minimum of 50,000 in-lb.

We, therefore, have reasonable assurance that the MSIVs will remain in the closed position, thereby maintaining secondary containment integrity during actuator removal, modifications, and reinstallation.

Our SALP is enclosed.

Original signed by
G.

Gus Lainas, Assistant Director
Division of BWR Licensing

Enclosure: As stated

cc: R. Houston
J. Calvo
J. Mulhoun
R. Bosnak
M. Haughey
T. Collins

Contact:
F. J. Witt, NRR
X29440

*SEE PREVIOUS CONCURRENCE PAGE

PSB *	SL:PSB *	BC:RSB	SL:RSB	AD/BWR:DBL
FJWitt/hmc	JKudrick	LHulman	TCollins	GLainas
11/17/86	11/18/86	11/18/86	11/19/86	11/19/86

SALP INPUT FROM THE PLANT SYSTEMS BRANCH FOR NINE MILE POINT, UNIT 2
TAC #63454

A. Licensing Activites

1. Management Involvement in Assuring Quality

During the review process, there was early evidence of valve problems at another plant. Management involvement should have prevented the issue from occurring, or occurring so late in the licensing process by getting involved early to fix the problem.

Rating: 3

2. Approach to Resolution of Technical Issues from a Safety Standpoint

Timely resolution of issues was experienced during conference calls with knowledgeable applicant personnel.

Rating: 2

3. Responsiveness to NRC Initiatives:

Applicant provided technically sound and thorough responses and timely resolution of issues.

Rating: 1

4. Staffing (Including Management)

Rating: N/A

5. Reporting and Analysis of Reportable Events.

Rating: N/A

6. Training and Qualification Effectiveness.

Rating: N/A

7. Overall Rating for Licensing Activity Functional Area.

Rating: 2