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 FACIL: 50-260 Browns Ferry Nuclear Power Station, Unit 2, Tennessee      05000260  
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 LESSER, M.      Region 2 (Post 820201)  
 RECIP. NAME      RECIPIENT AFFILIATION

SUBJECT: PNO-II-95-020: on 950330, plant scrambled from full power due to low scram air header pressure possibly due to sticking of contacts allowing ARI valves to become energized. Util considering cold shutdown of plant for repairs.

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 TITLE: Preliminary Notification-Occurrence/Non-Routine Event/Safeguards Even

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March 31, 1995

PRELIMINARY NOTIFICATION OF EVENT OR UNUSUAL OCCURRENCE PNO-II-95-020

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 Region II staff (Atlanta, Georgia) on this date.

Facility

Tennessee Valley Authority  
Browns Ferry 2  
Decatur, Alabama  
Dockets: 50-260

Licensee Emergency Classification

Notification of Unusual Event  
Alert  
Site Area Emergency  
General Emergency  
X Not Applicable

Subject: SHUTDOWN IN EXCESS OF 72 HOURS

On March 30, 1995, at approximately 6:00 p.m. CST, Browns Ferry Unit 2 scrambled from 100 percent power due to low scram air header pressure. Plant response to the trip was as expected with reactor water level initially dropping to approximately -3 inches below instrument zero, but was quickly recovered to the normal operating band with the reactor feed pumps.

At the time of the scram, I&C personnel were performing a monthly surveillance test of the Anticipated Transient Without Scram (ATWS) initiation logic. More specifically, the high reactor pressure input to the ATWS logic and its associated relays were being tested. A simulated high reactor pressure signal was "dialed into" an Automatic Trip Unit (ATU) actuating the ATWS relays. Prior to the performance of this step, the ATWS mode test switch (a test switch used to perform this surveillance) was placed in its test position thereby prohibiting current flow to the Alternate Rod Insertion (ARI) solenoid valves. The licensee postulated that one set of contacts on the test switch may have stuck thereby allowing one of the ARI valves to become energized and bleed off the scram air header. The licensee is continuing to troubleshoot the circuitry and consideration is being given to replacing the involved test switch. Current plans are to take the unit to cold shutdown to replace three leaking Main Steam Safety Relief Valve pilot assemblies and to the "A" and "D" Traversing Incore Probe machine.

The scram was reported to the resident inspector at 7:15 p.m. CST and the inspector reported to the site. Routine followup is continuing. The licensee anticipates return to power on April 2, 1995.

This information is current as of 9:00 a.m. CST on March 31, 1995.

Contact: M. LESSER  
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PNO-II-95-020 PDR

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