

Portland General Electric Company Trojan Nuclear Plant 71760 Columbia River Hwy Rainier, Oregon 97048 (503) 556-3713 January 12, 1990 CPY-017-90

U.S. Nuclear Regulatory Commission Document Control Desk Washington DC 20553

## Gentlemen:

Licensee Event Report No. 89-30 is attached. This report discusses an event in which the chlorine detector response time was not known to meet an assumption in the toxic gas analysis.

Sincerely,

C. Yundt General Manager Trojan Nuclear Plant

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c: Mr. John B. Martin Regional Administrator, Region V U.S. Nuclear Regulatory Commission

> Mr. David Stewart-Smith State of Oregon Department of Energy

Mr. R. C. Barr USNRC Resident Inspector Trojan Nuclear Plant

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NRC Fofm (9-83)	LICENSEE EVENT REPORT (LEI											(LER)	U.S. NUCLEAR REGULATORY COMMISSION APPROVED DMB NO. 3180-0104 EXPIRES: 8/31/88					
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While verifying response time of the chlorine detectors with the manufacturer, the design engineering group determined that the response time of the installed chlorine detectors was greater than the time assumed in the toxic gas analysis. Both trains of chlorine detectors were declared inoperable on December 12, 1989 at 1708, and the Control Room Emergency Ventilation System (CB-1) was placed in the recirculation mode of operation as required by the Technical Specifications (TS). Parallel efforts are being pursued to restore the detectors to operation or install new detectors. While actions were inprogress to restore the chlorine detectors to operation, it was necessary to ventilate the Control Room to maintain the air quality. This was done by opening outside air dampers required to be closed with inoperable chlorine detectors, thus entering TS 3.0.3, "Applicability". Nine entries were made into TS 3.0.3 for this purpose between December 15, and December 28, 1989, when a temporary TS amendment was issued to allow ventilation of the Control Room and performance of the Control Room pressurization surveillance test with both trains of chlorine detectors inoperable.

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To restore CB-1 to operation a change was made to the TS bases redefining the phrase, "recirculation mode". While implementing this change, the outside air damper for CB-1 train 'B' opened when the damper control switch was placed in 'auto' with the fan running. Operations personnel closed the damper, stopped the fan and then aligned CB-1B in 'auto'. A full LER discussing this event will be submitted by January 26, 1990.

ABSTRACT (Limit to 1400 spaces, 14. approximately fifteen single-space typewritten li