NRC FORM 366 (7-77) U.S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

LER 81-24/3L

CONTROL BLOCK: | | | | | | | (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01	LICENSEE CODE: V T V Y S 1 (2) LICENSE NUMBER: 0 0 - 0 0 0 0 0 - 0 0 (3) LICENSE TYPE: 4 1 1 1 1 (4) CAT: (5)
CON'T 01	REPORT SOURCE: L (6) DOCKET NUMBER: 0 5 0 0 0 2 7 1 (7) EVENT DATE: 0 8 1 9 8 1 (8) REPORT DATE: 0 9 1 8 8 1 (9)

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 During monthly surveillance testing on 8/19/81 and on 9/14/81, RCIC tripped via
03 mechanical overspeed and isolated due to high steam line flow differential pressure.
04 RCIC inoperability is contrary to T.S. Sec. 3.5.G.1. HPCI operability on both dates
05 was satisfactorily demonstrated per T.S. Sec. 3.5.G.2. There were no consequences
06 to the public health and safety as a result of this event. No similar occurrences
07 have been reported to the commission.
08

SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
09 C E (11)	E (12)	B (13)	V A L V O P (14)	C (15)	Z (16)

(17) LER RO REPORT NUMBER	EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
	8 1	—	0 2 4	/	0 3	L	—	0

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
E (18)	Z (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	N (24)	N (25)	W 2 9 0 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 The cause of the initial event was believed to be failure of the EGR. The EGR
11 was replaced and RCIC satisfactorily retested. On the event of 9/14/81 the EGR
12 was also replaced but with unsatisfactory results. The entire control circuit
13 for RCIC was checked and adjustment of the EGR was made. Upon completion, RCIC
14 operability was demonstrated.

	FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
15	E (28)	0 0 0 (29)	N/A	B (31)	Surveillance Test

	ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
16	Z (33)	Z (34)	N/A	N/A

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
17	0 0 0 (37)	Z (38)	N/A

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
18	0 0 0 (40)	N/A

LOSS OF OR DAMAGE TO FACILITY (43)

	TYPE	DESCRIPTION
19	Z (42)	N/A

PUBLICITY

	ISSUED	DESCRIPTION (45)	NRC USE ONLY
20	N (44)	N/A	

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Event Description and Probable Consequences

On August 19, 1981 during monthly surveillance testing, the RCIC turbine tripped via mechanical overspeed. The EGR had failed to regulate the turbine governor valve. The EGR actuator assembly was replaced, and RCIC was satisfactorily retested and returned to service. On September 14, 1981 during the monthly surveillance test, RCIC isolated due to high steam line flow differential pressure. The turbine governor valve again failed to respond, and RCIC was declared inoperable. RCIC inoperability is contrary to Tech. Spec. Section 3.5.G.1. HPCI operability, on both dates, was satisfactorily demonstrated per Tech. Spec. Section 3.5.G.2. There were no consequences to the public health and safety as a result of this event. No similar occurrences have been reported to the commission.

Cause Description and Corrective Action

The cause of the initial event was believed to be the failure of the EGR to regulate the RCIC turbine governor valve. The unresponsive governor valve caused the turbine to overspeed and subsequently trip via mechanical overspeed. The EGR actuator assembly was replaced and the mechanical overspeed trip was reset. During the second event, the EGR also failed to regulate the turbine governor valve. The EGR actuator assembly was again replaced. RCIC was repeatedly restarted but continued to trip. The entire control circuit for RCIC was checked. Preventative maintenance such as cleaning of contacts and retighting of connections was performed. Upon completion of this maintenance, RCIC was restarted. The turbine governor valve operated, but not properly. Further investigation revealed the pilot valve plunger on the EGR actuator assembly to be out of adjustment. Once the pilot valve plunger was properly adjusted, RCIC was successfully run six times.