



LER SUPPLEMENTAL INFORMATION

BFRO-50- 260 / 82027 R1 Technical Specification Involved 2.2.B

Reported Under Technical Specification 6.7.2.b.(1)\* Date Due NRC N/A

Event Narrative:

Unit 1 was operating at 1063 MWe. During the unit 2 cycle 4 refueling outage, six of 11 2-stage Target Rock model 7567-F100 relief valves tested for as-found set pressure initially failed to lift within the allowable 1 percent tolerance (Technical Specification 2.2.B). Tabulated below are the valve serial numbers, set pressures, as-found set pressures, and percent deviation for the first lift.

<u>Valve S/N</u>	<u>Set Pressure</u>	<u>As Found</u>	<u>Percent Deviation</u>
1014	1125	1171	+4.1
1015	1125	1139	+1.2
1020	1105	1140	+3.2
1022	1105	1140	+3.3
1057	1115	1081	-3.0
1033	1105	1138**	+3.0**

Per previous calculations performed by the General Electric Company, a 5 percent average deviation would have no significant effect on nuclear safety. There was no effect on the health or safety of the public. The evaluations performed in LER BFRO-50-296/81074 remain valid in that this problem does not result in an overpressurized condition of reactor vessel piping nor does it result in any appreciable increase in MCPR operating limit.

\*\* Test terminated at this point to maintain conditions for further investigation. Safety valve 1033 was subjected to additional testing which revealed that the pilot disc was adhered to the pilot disc body seat ring. This was the only anomaly found during the valve inspection. (See Attachment "A").

\* Previous Similar Events:

BFRO-50-259/81025  
260/80040  
296/81074  
296/80054

Retention: Period - Lifetime; Responsibility - Document Control Supervisor

\*Revision: JRP

ATTACHMENT "A"

The pilot disc, which is manufactured from stellite 613, had a thin oxide that had formed over the disc surface area that probably caused a bridging effect between the pilot disc and the body seat. This bridging increased the force required to lift the pilot disc out of the body seat ring. This information is being used by the valve manufacturer in their investigation.