

SEP 26 1984

Docket No. 50-374

Mr. Dennis L. Farrar  
Director of Licensing  
Commonwealth Edison Company  
Post Office Box 767  
Chicago, Illinois 60690

Dear Mr. Farrar:

SUBJECT: INDICATION OF BYPASS FOR REACTOR SCRAM ON CONTROL ROD DRIVE CHARGING WATER LOW PRESSURE - LA SALLE COUNTY STATION, UNIT 2

Amendment No. 3 revised the La Salle Unit 2 Technical Specification to reflect a reactor scram (STARTUP and REFUEL) on low control rod drive pump discharge pressure modification as required for completion by License Condition 2.C.(7). Subsequently, you requested that this amendment be vacated because while testing the modification, spurious scrams occurred, indicating problems with the existing trip setpoints.

Notwithstanding, the La Salle Resident Inspector notified us that the annunciation of the bypass condition is not part of the control rod drive charging water header low pressure scram design as described by your Final Safety Analysis Report and Supplement No. 7 of our Safety Evaluation Report. As a result a telecon was held on August 15, 1984 with your personnel (R. Rybak, et al) to discuss this matter. During this telecon, Commonwealth Edison stated that the indication of the bypass condition was not necessary because the trip function is not needed in the modes for which it is bypassed (i.e. in the RUN mode reactor pressure is sufficient to insert the control rods, and in the shutdown mode control rod withdrawal is blocked). In addition, it was indicated that this design is similar to the bypass of the intermediate range monitor upscale and inoperation trip functions when the mode switch is placed in the RUN position (i.e. indication of bypass is not provided). Commonwealth Edison also stated that the control rod drive charging water header low pressure alarm is independent of the bypass, and always remains active.

During this telecon, the staff requested that Commonwealth Edison provide:

(1) An analysis demonstrating that the control rod drive charging water header low pressure scram will not be needed for any situation that could occur while the mode switch is in the RUN position, and (2) to indicate whether periodic testing of the mode switch in accordance with Technical Specification surveillance requirements will verify operability of the

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switch contacts and associated circuitry used to remove the bypass and restore the function in STARTUP and REFUEL modes.

Your letter dated September 4, 1984 stated that:

"Should vessel operating pressure decrease when in the run mode, the MSIV closure will initiate at greater than or equal to 854 psig and within 1 second of the beginning of closure of these valves, reactor scram and control rod insertion will occur. At this point, assuming low accumulator or header pressure exists, there will be sufficient vessel pressure for control rod insertion".

However, you did not address mode switch testing in your September 4, 1984 letter.

We reviewed the La Salle Final Safety Analysis Report Chapter 15 analysis and verified that credit is not taken for the control rod drive charging water header low pressure scram function.

Based on the above, we conclude that control room indication of the bypass condition is not necessary provided that periodic testing is performed to verify operability of the circuitry used to remove the bypass as described above. You should confirm that this testing is accomplished as part of the reactor mode switch surveillance required by the La Salle Technical Specifications. In your next updating of the Final Safety Analysis Report delete the statement that an annunciator in the control room indicates the bypass condition.

If you have any questions regarding this matter, please contact A. Bournia, Project Manager.

Sincerely,

A. Schwencer, Chief  
Licensing Branch No. 2  
Division of Licensing

cc: See next page

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