

AUG 27 1984

Docket: 50-382

Louisiana Power & Light Company
ATTN: R. S. Leddick, Sr. Vice President
Nuclear Operations
142 Delaronde Street
New Orleans, Louisiana 70174

Gentlemen:

During a recent review it was found that IE Circular No. 81-13, "Torque Switch Electrical Bypass Circuit for Safeguard Service Valve Motors," dated September 25, 1981, as issued from the NRC Region IV office, contained a printing discrepancy wherein Items 1 and 2 of the "Recommended Action for Holders of Operating Licenses or Construction Permits" was omitted.

A telephonic survey of licensees and permit holders within the NRC Region IV jurisdiction indicated that the error was not generic to copies obtained at a later date through PDR distribution; therefore, in those situations appropriate action on all four items may have been completed. However, if your record of IE Circular No. 81-13 does not contain Items 1 and 2, as reflected in the enclosed corrected page 1, it is recommended that you review the matter for appropriate action. We apologize for any inconvenience caused by the discrepancy.

Sincerely,

Original Signed By

W.A. W. A. Crossman
E. H. Johnson, Chief
Reactor Project Branch 1

Enclosure:
Amended IE Circular No. 81-13

cc:

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
OFFICE OF INSPECTION AND ENFORCEMENT
WASHINGTON, D.C. 20555

September 25, 1981 (Amended 8/27/84)

IE CIRCULAR NO. 81-13: TORQUE SWITCH ELECTRICAL BYPASS CIRCUIT FOR
SAFEGUARD SERVICE VALVE MOTORS

Background:

A common wiring discrepancy between the as-designed and as-installed valve motor control circuitry caused, at least in part, a valve malfunction at two operating boiling water reactors. In each case, an electrical bypass circuit around the valve-open torque switch on a Limitorque valve operator was not installed as designed. The intent of this bypass feature is to override the valve-open or valve-close torque switch circuits to ensure that full motor torque is applied to the valve until it is near full open or full closed. This is to eliminate the chance of the valve stalling out under emergency conditions before it has completed its travel.

Description of Circumstances:

Brunswick Unit 2 - During a test of the reactor core isolation cooling (RCIC) system at this facility, in March 1978, the injection valve would not open. The valve and valve motor were checked, cycled, and tested; no problems were identified. In September 1980, following a reactor scram, the same valve failed to fully open. An inspection of the valve motor control circuitry by the licensee revealed that the electrical bypass circuit wiring around the valve-open torque switch was not installed as designed. Examination of other RCIC system valves revealed that four of ten similar torque switch bypass circuits had not been installed. The missing electrical bypasses were installed.

Cooper Station - During a test of the residual heat removal (RHR) system at this facility, in December 1980, one of the RHR loop injection line isolation valves would not open. The problem was reported to be an incorrect closing torque switch setting. However, it was noted and reported, as unrelated to this event, that both Train A and Train B injection valve-open torque switch bypass circuits had not been installed in the valve motor control circuitry as designed. This discrepancy was corrected.

Recommended Action for Holders of Operating Licenses or Construction Permits:

1. Verify that all valves important to safety, which are required by the design to have torque switch bypass circuits installed, do in fact have these circuits installed.
2. Verify that all applicable electrical drawings correctly reflect these electrical bypass circuits.
3. If inspection reveals that required bypass circuits are not installed, installation should be initiated as soon as practicable after the need has been determined.
4. Establish controls to assure that torque switch bypass circuits are not inadvertently removed and that they are restored if they are removed for maintenance or test.

No written response to this circular is required; however, if discrepancies are found, a report may be required by applicable Technical Specifications or other NRC reporting requirements. If you need additional information with regard to this subject, please contact the Director of the appropriate NRC Regional Office.