# Appendix 7B. Figures

Figure 7-1. Protection System Block Diagram

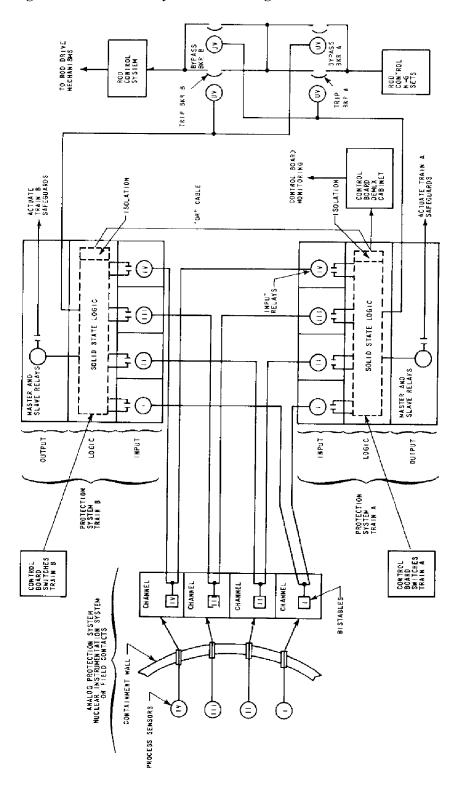
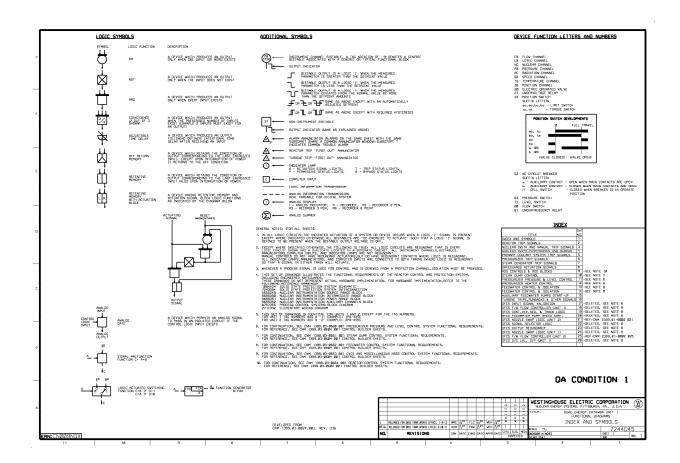
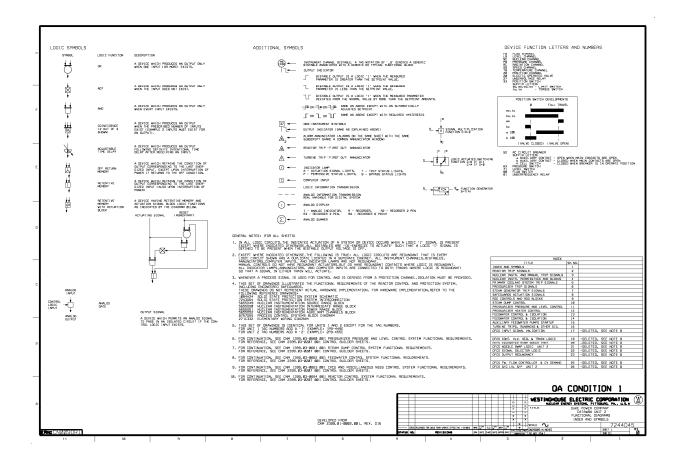
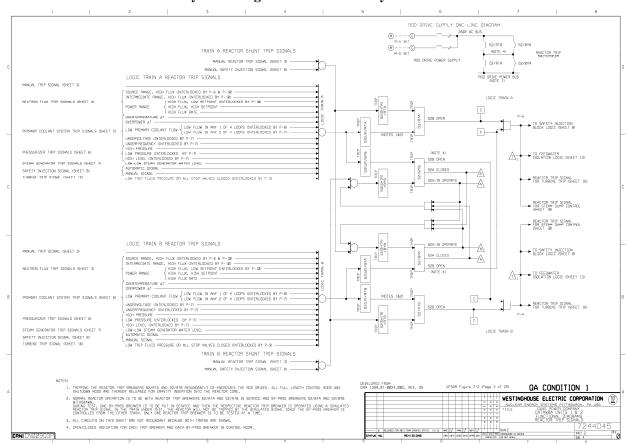
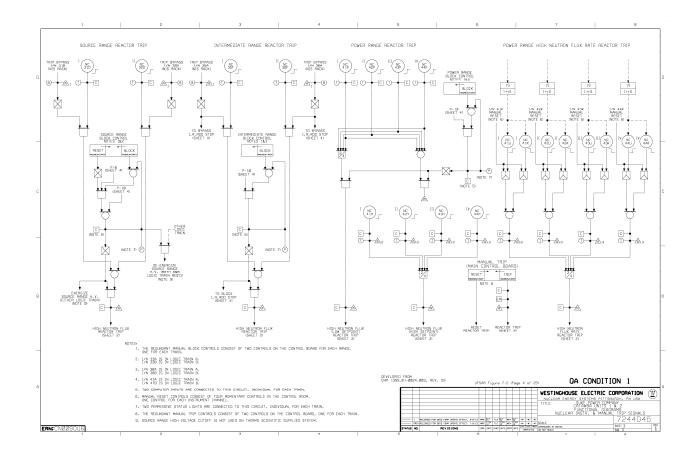


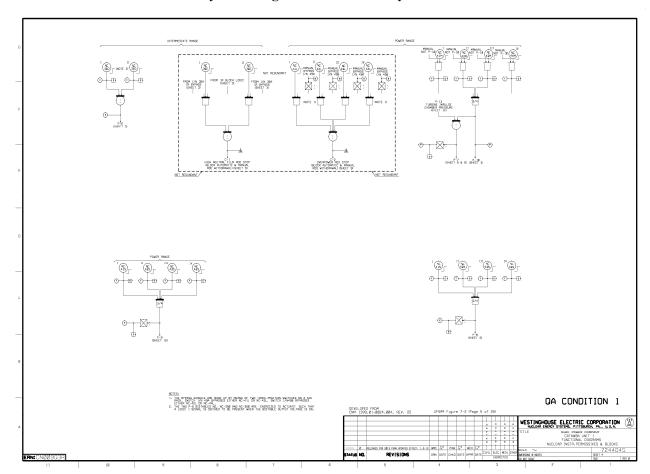
Figure 7-2. Instrumentation and Control System Diagrams - Index and Symbols

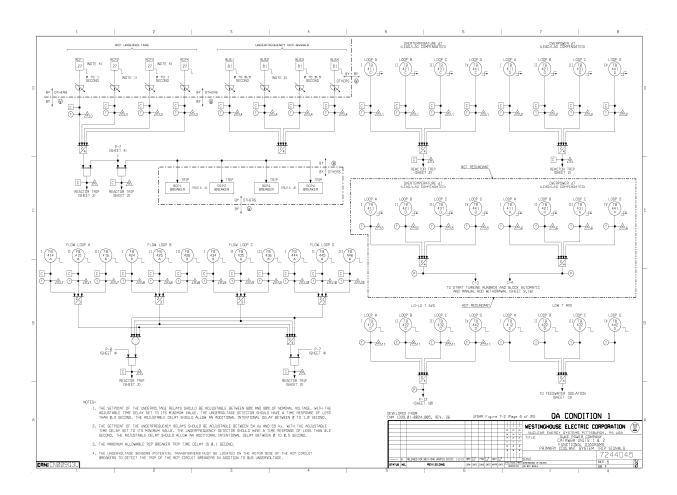


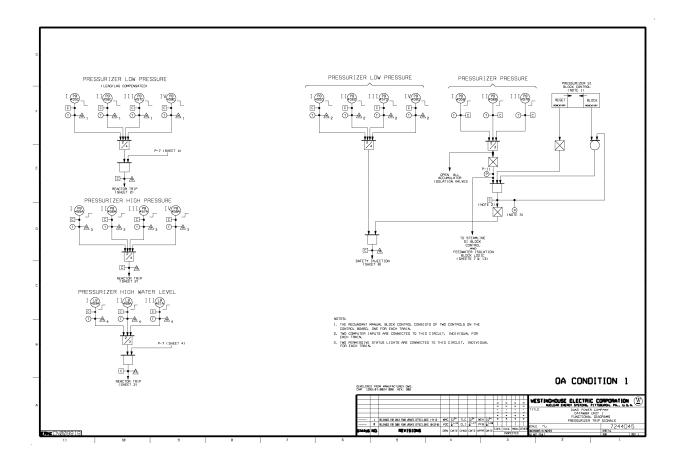


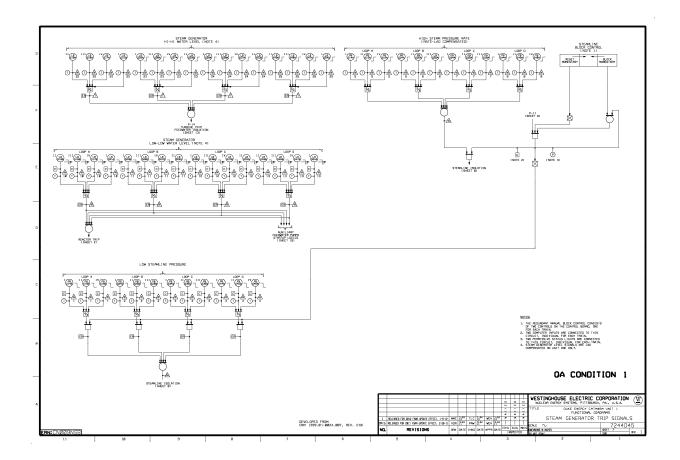


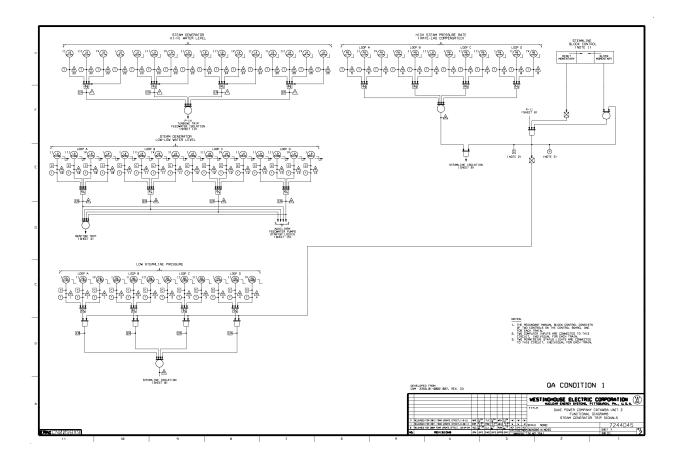


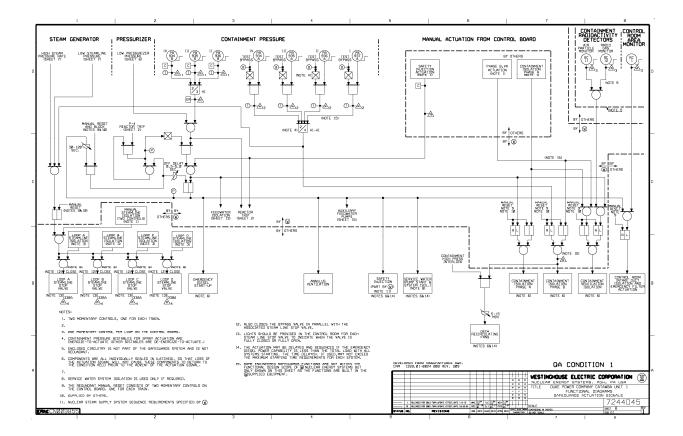


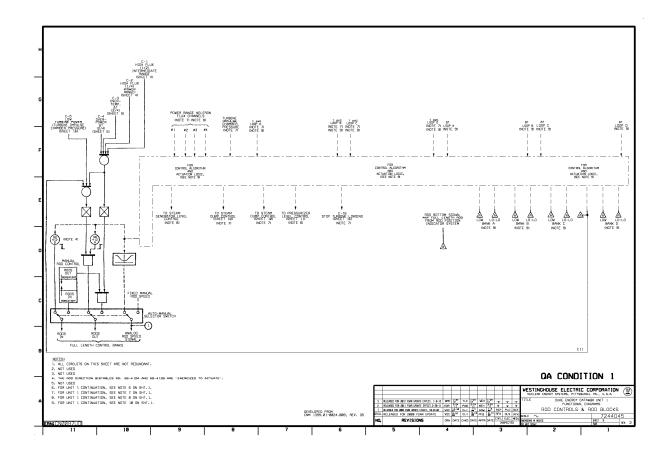


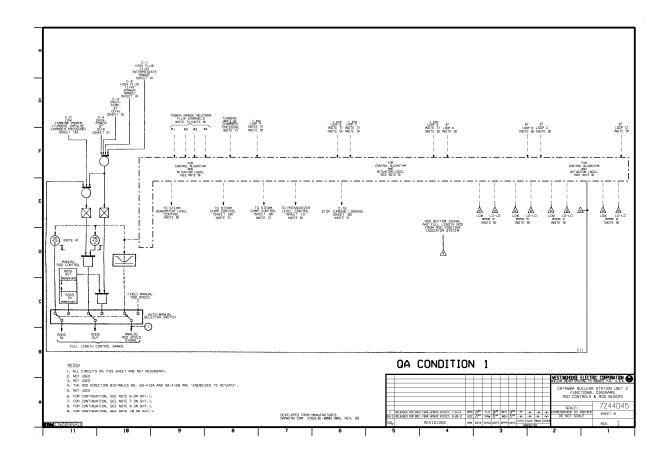


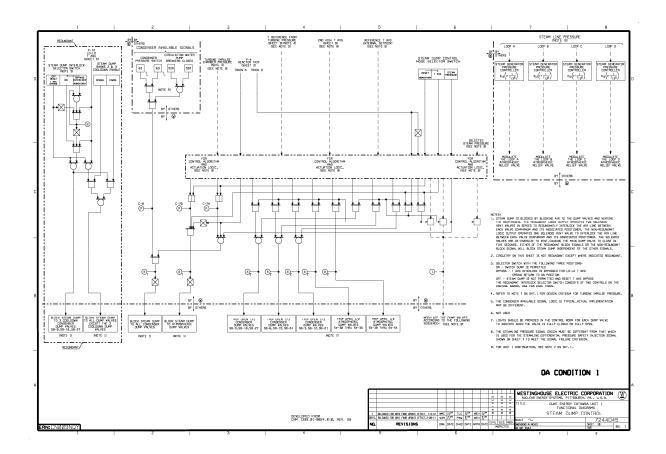


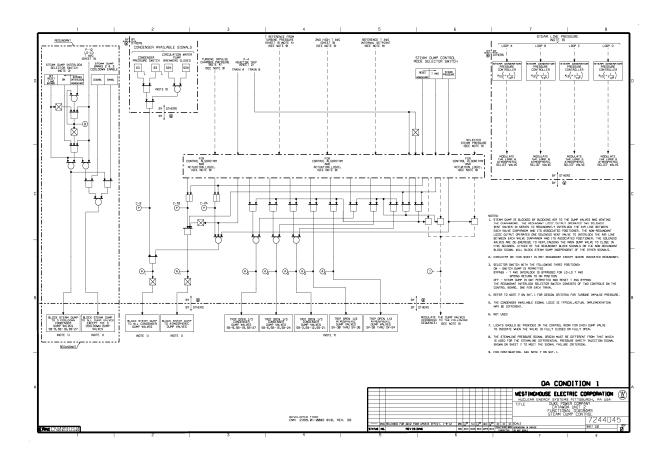


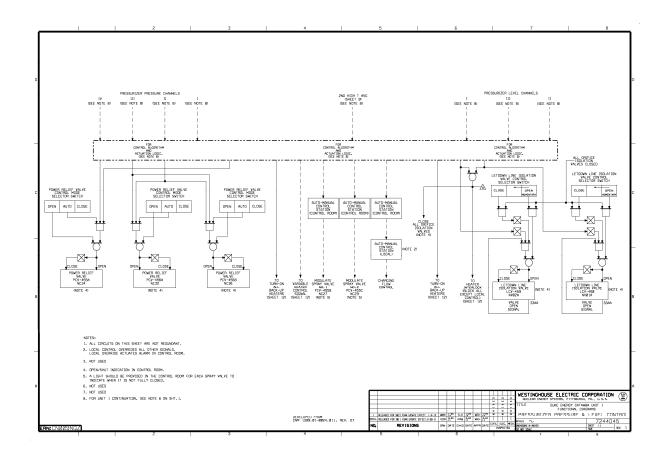




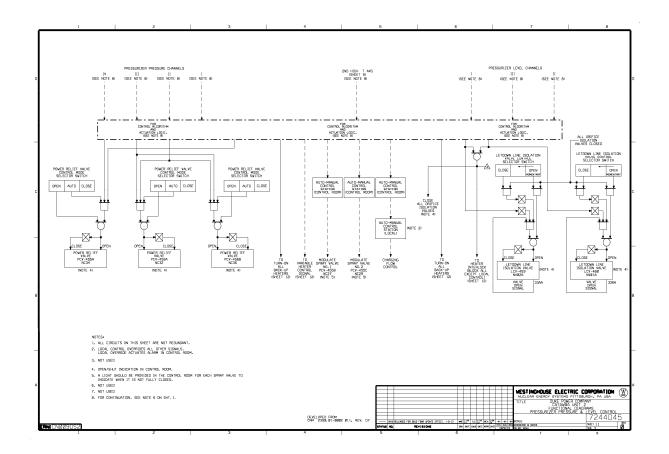


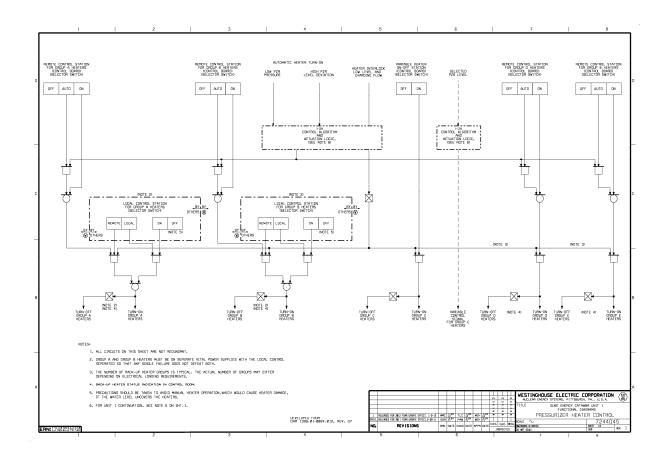




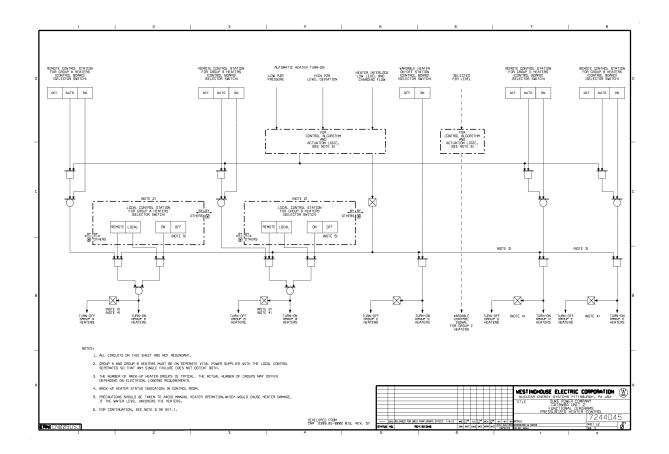


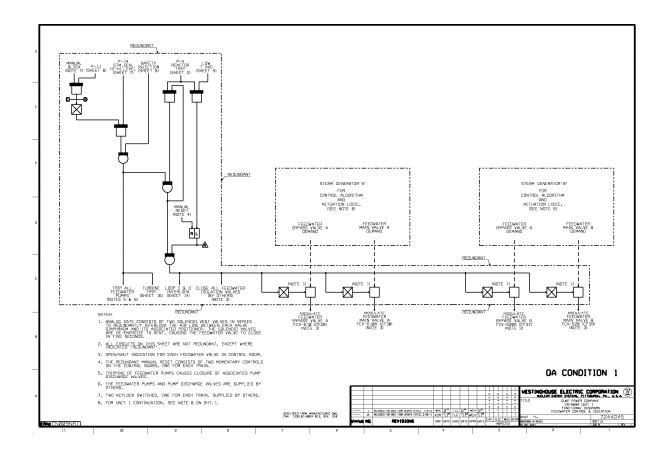
## **Pressurizer Heater Control**

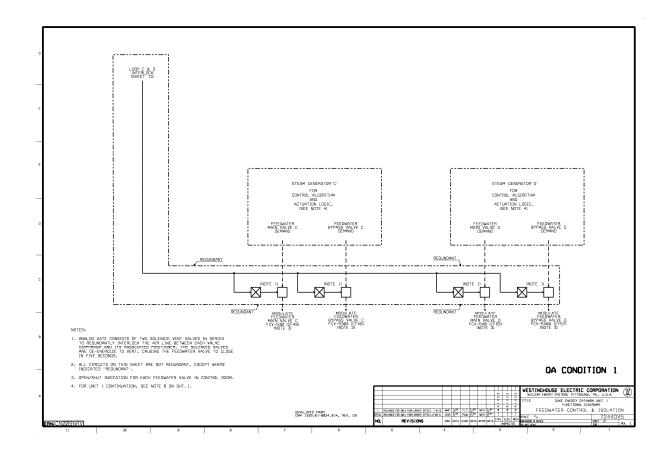


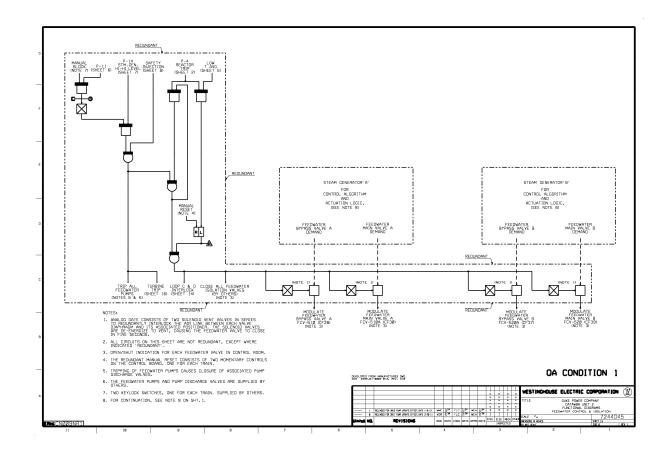


## **Pressurizer Heater Control**

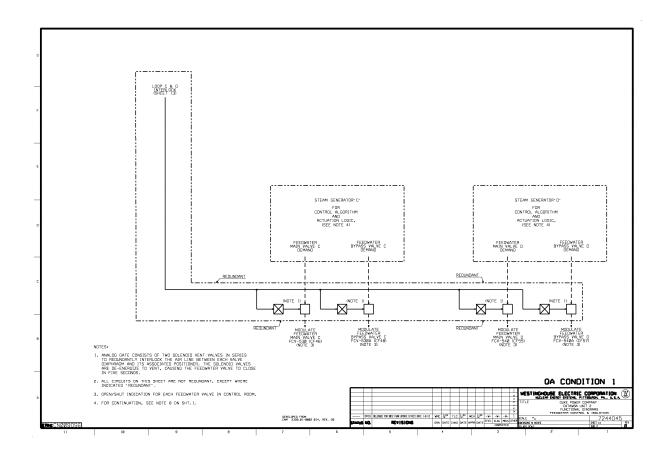


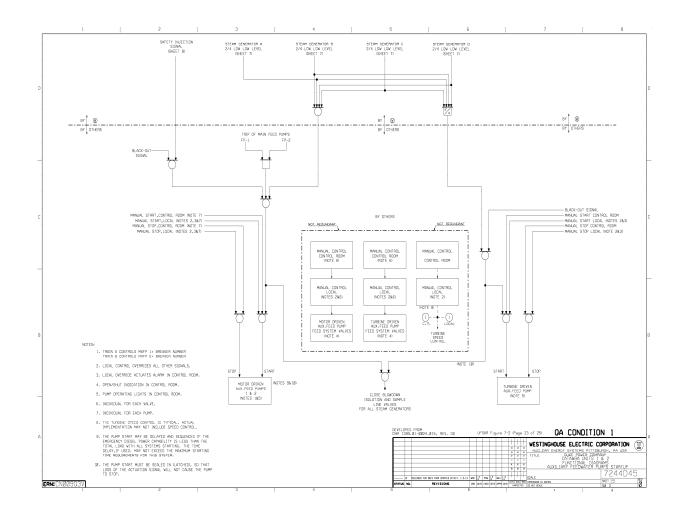


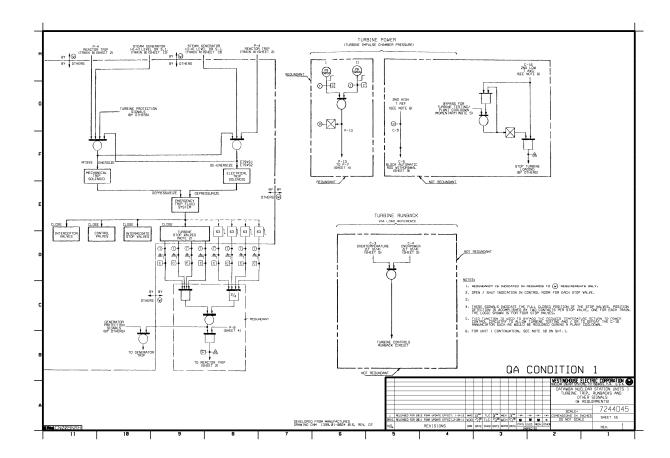




## **Feedwater Control & Isolation**







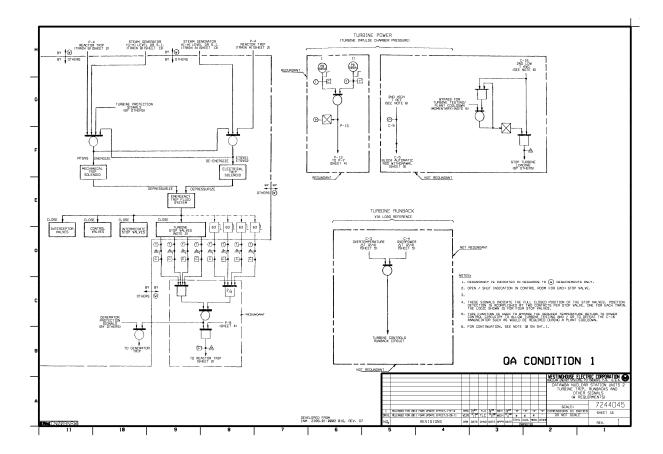


Figure 7-3. Setpoint Reduction Function for Overpower and Overtemperature ΔT Trips

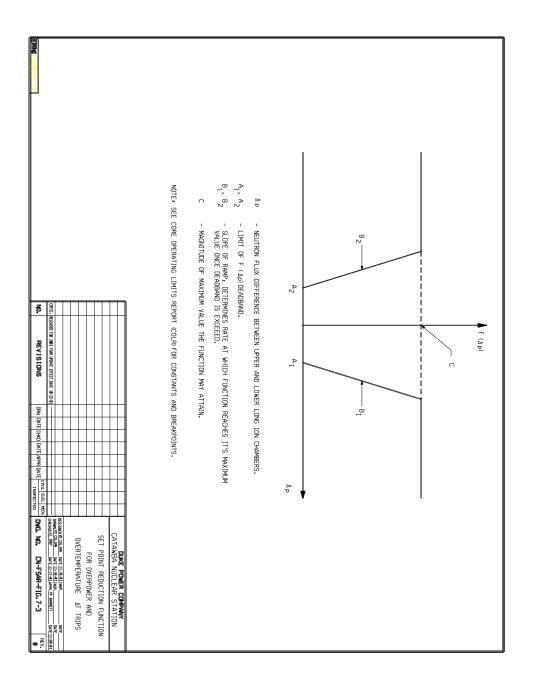


Figure 7-4. Typical ESF Test Circuits

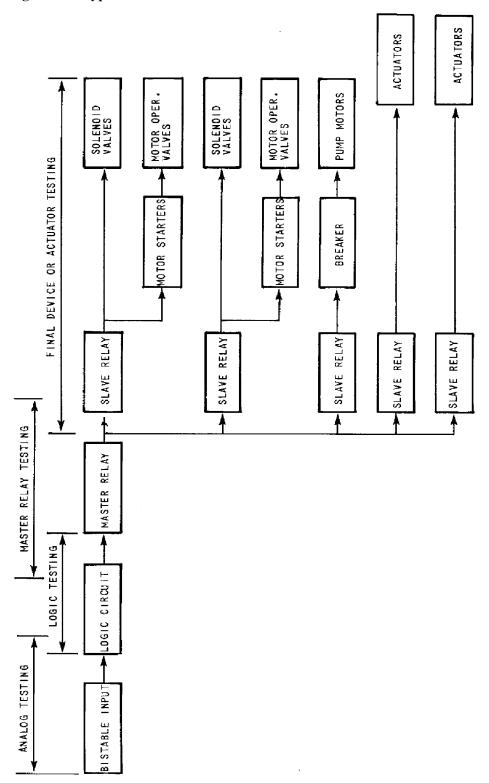
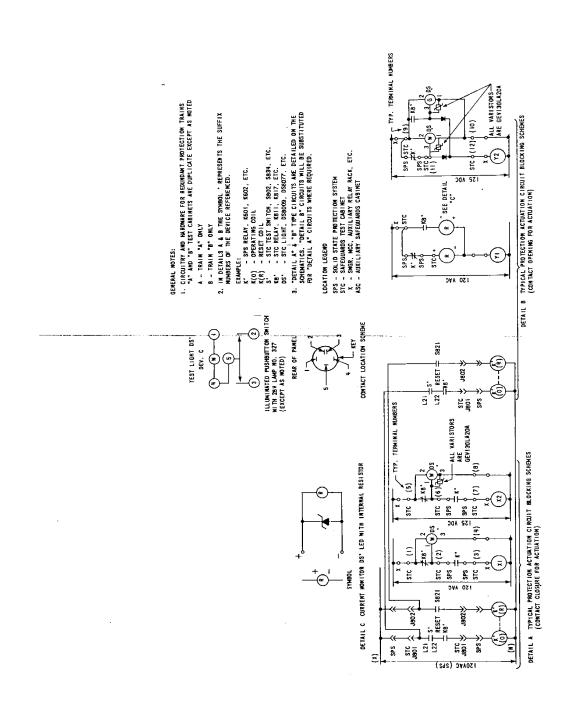
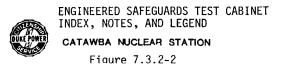


Figure 7-5. Engineered Safeguards Test Cabinet Index, Notes, and Legend

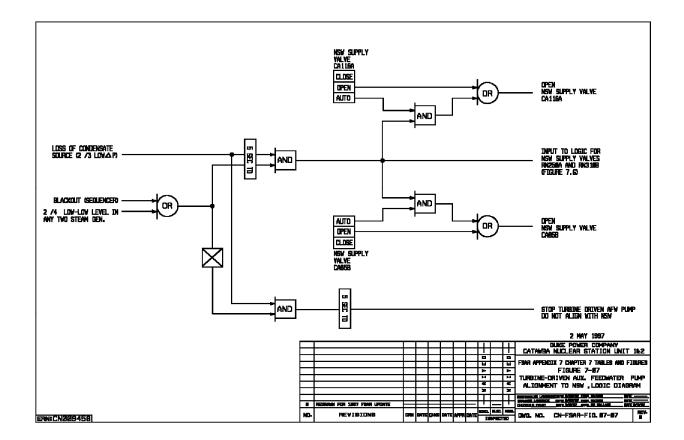




NOTE: TRAIN B IS SIMILAR FROM TURBINE DRIVEN AFW PUMP LOGIC (FIGURE 7-7) AFVV PUMP RUNNING AND NSW SUPPLY VALVE RN250A AND CLOSE OPEN NSW SUPPLY VALVE RN250A OPEN OR AUTO LOSS OF CONDENSATE SOURCE (2/3 LOW DP) AND BLACKOUT (SEQUENCER) 5 SEC DELAY AND OR SAFETY INJECTION OPEN AFW PUMP A NSW SUCTION VLV CA15A AUTO OR OR LOSS OF BOTH MAIN FEEDWATER OPEN CLOSE PUMPS AFW PUMP A NSW SUCTION VALVE CA15A OR 2/4 LOW-LOW LEVEL IN ANY STOP MOTOR DRIVEN AFW PUMP 5 SEC DELAY STEAM GENERATOR AND DO NOT ALIGN WITH NSW

Figure 7-6. Motor-Driven Auxiliary Feedwater Pump Alignment to NSW Logic Diagram

Figure 7-7. Turbine-Driven Auxiliary Feedwater Pump Alignment to NSW Logic Diagram



CONTAINMENT ISOLATION LOW SURGE BLACKOUT SAFETY INJECTION LOW LOW FWST TANK LEVEL SIGNAL SIGNAL SIGNAL LEVEL AND) OR INDIVIDUAL EQUIP. INDIVIDUAL EQUIP. MANUAL CONTROLS SEQUENCER MANUAL CONTROLS OR OR TRAIN A TRAIN A TRAIN A TRAIN A COMPONENT AUXILIARY BLDG VALVES REACTOR BLDG COOLING PUMPS NON ESSENTIAL SAFETY MODE NON ESSENTIAL SAFETY MODE ISOLATION VALVES ALIGNMENT ISOLATION VALVES INITIATION SAFETY MODE SAFETY MODE ALIGNMENT ALIGNMENT

Figure 7-8. Component Cooling Water System Logic Diagram

(TRAIN B SIMILAR)

NOTE: A separate manual control switch is provided for each pump and valve which receives a safety injection or containment isolation signal. Each such device is controlled independently of any other in the manual mode. Capability for simultaneous manual actuation of all devices by a single control switch is not provided or implied.

Safety Injection Containment Isolation Blackout Signal Signal Signal Individual Equip. Sequencer Manual Controls Train A Train A Train A Centri fugal Valves Reactor Bldg. Charging Pump Safety Mode Isolation Safety Mode Alignment Valves Initiation Safety Mode Alignment

Figure 7-9. Chemical and Volume Control System Logic Diagram

(Train B Similar)

NOTE: A separate manual control switch is provided for each pump and valve which receives a safety injection or containment isolation signal. Each such device is controlled independently of any others in the manual mode. Capability for simultaneous manual actuation of all devices by a single control switch is not provided or implied.

Figure 7-10. Residual Heat Removal Pump Logic Diagram

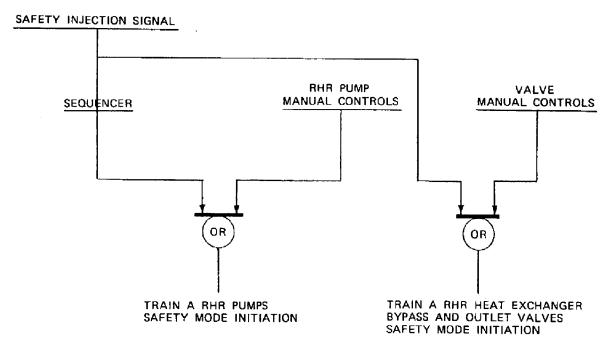


Figure 7-11. Deleted Per 1991 Update

Figure 7-12. Deleted Per 1993 Update

Figure 7-13. Cold Leg Accumulator Isolation Valves Control and Alarm Logic

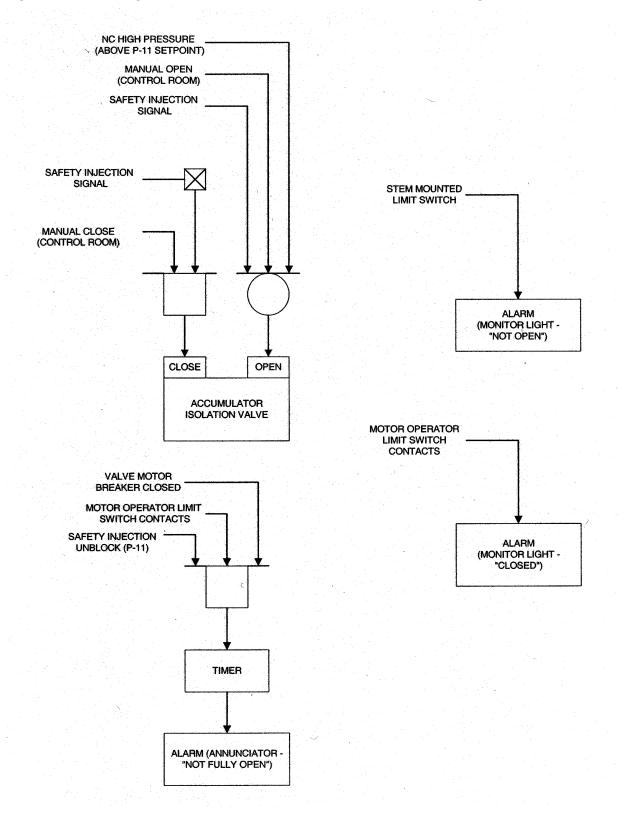


Figure 7-14. Containment Pressure Control System Logic

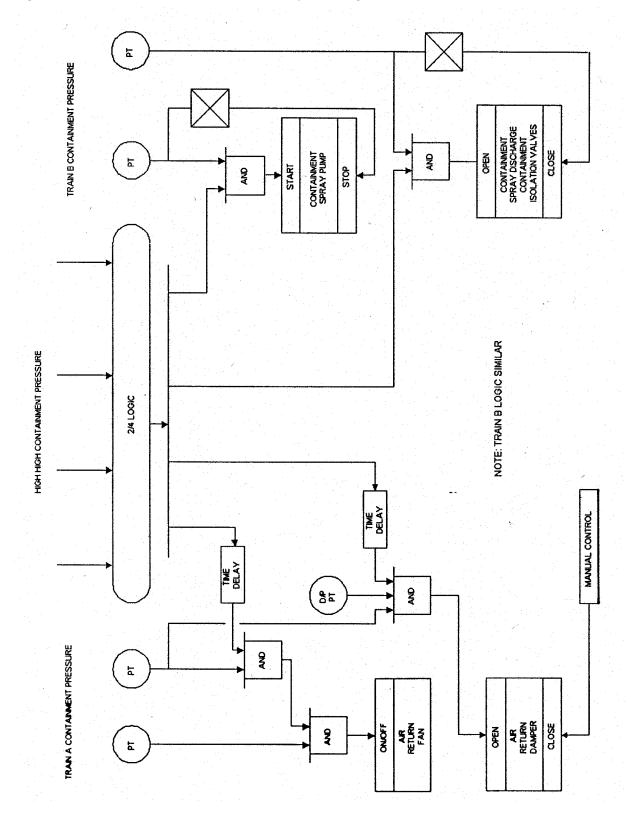
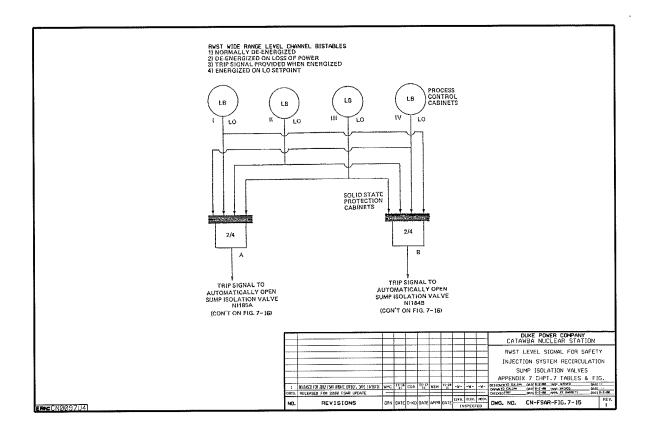


Figure 7-15. RWST Level Signal for Safety Injection System Recirculation Sump Isolation Valves



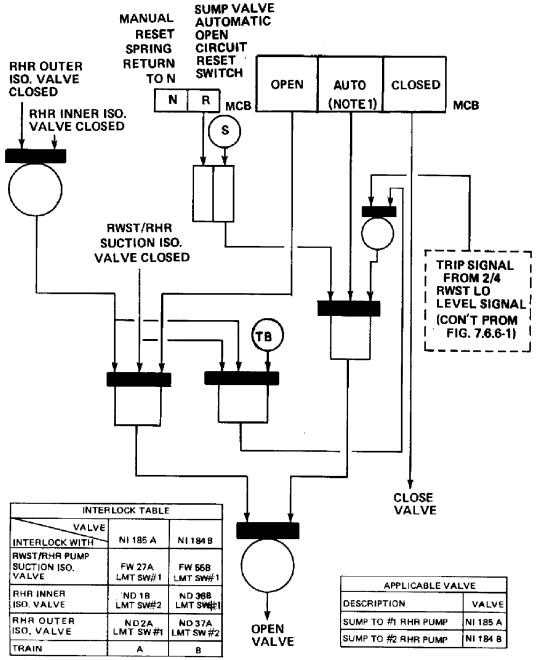


Figure 7-16. Safety Injection System Recirculation Sump Isolation Valves

LIMIT SWITCH # IS THE NORMAL POSITION SIGNAL AND IS USED FOR POSITION SIGNALS BETWEEN VALVES ASSIGNED TO THE SAME TRAIN.

LIMIT SWITCH #2 IS THE STEM MOUNTED POSITION SWITCH AND IT IS USED FOR POSITION SIGNALS BETWEEN VALVES ASSIGNED TO OPPOSITE TRAINS.

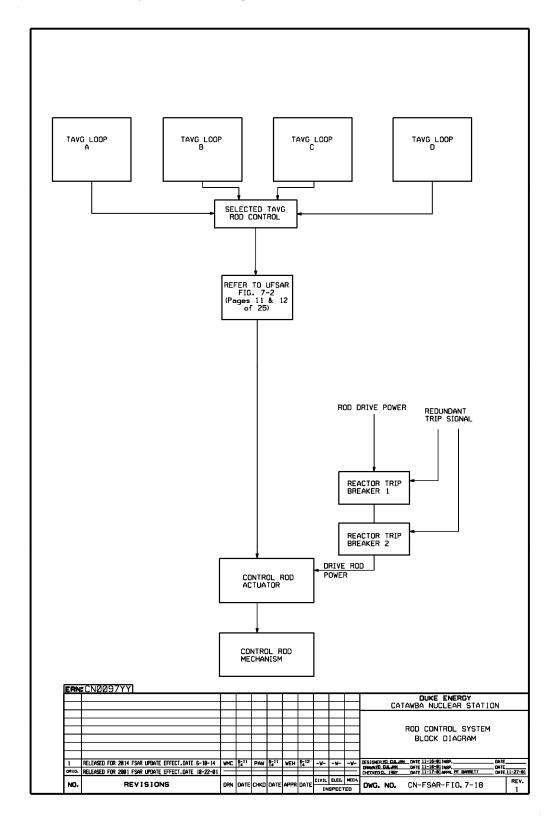
 $\label{tensor} \begin{array}{ll} \text{TB} - \text{TEST BUTTON} \text{(LOCATED ON WESTINGHOUSE SAFEGUARDS TEST CABINET)} \\ \text{S} - \text{SAFETY INJECTION SIGNAL} \end{array}$ 

NOTE 1: THIS IS A TWO POSITION CUTLER-HAMMER (E30JY5) MO-MENTARY OPEN/CLOSE PUSHBUTTON. THERE IS NOT AN AUTO BUTTON, BUT WHEN THE SWITCH IS NOT IN THE OPEN OR CLOSE STATE IT IS IN THE AUTO MODE.

RCS WIDE RANGE RCS WIDE RANGE MCB SWITCH MCB PORV MODE **TEMPERATURE PRESSURE** ENABLE/DISABLE SELECTOR SWITCH TRANSMITTER TRANSMITTER PT TT LOW PRESS **OPEN** NORM **AUTO** CLSD PB TB. N1438A,N14398 Open (Assured Air Supply, N2)/A LOW PRESSURE MODE RETURN TO OPERATION ALERT NORMAL MODE EXISTING **PORV** LOGIC **PORV** ACTIVATED A **ACTIVATE** TO OPEN PORV (TRAIN B IS SIMILAR) (TRAIN A)

Figure 7-17. Reactor Coolant System Overpressure Protection System for Low Pressure/Temperature Water Solid Conditions Logic Diagram

Figure 7-18. Rod Control System Block Diagram



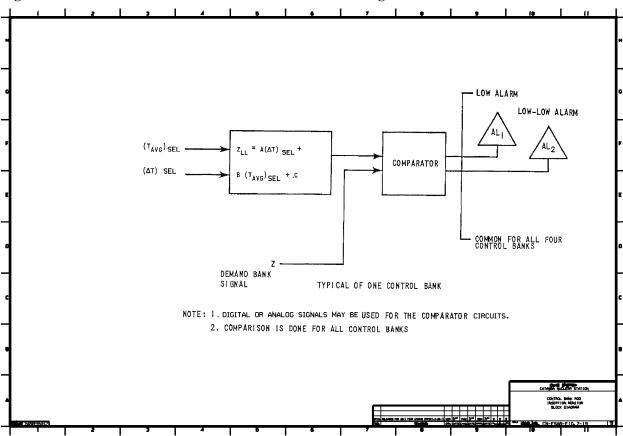
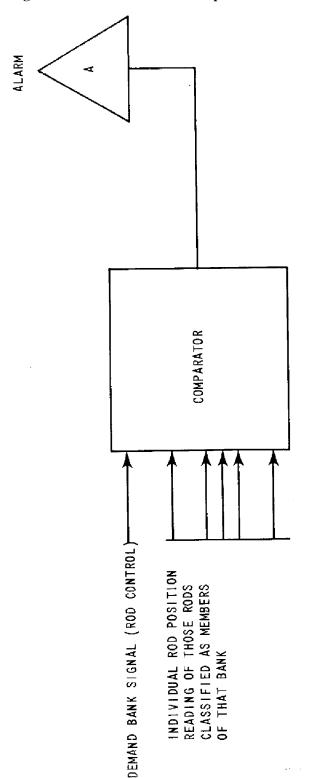


Figure 7-19. Control Bank Rod Insertion Monitor Block Diagram

Figure 7-20. Rod Deviation Comparator



THE COMPARATOR WILL ENERGIZE THE ALARM IF THERE EXISTS A POSITION DIFFERENCE GREATER THAN A PRESET LIMIT BETWEEN ANY INDIVIDUAL ROD AND THE DEMAND BANK NOTE: I. DIGITAL OR ANALOG SIGNALS MAY BE USED FOR THE COMPARATOR COMPUTER INPUTS.

3. COMPARISON IS INDIVIDUALLY DONE FOR ALL CONTROL BANKS.

SIGNAL.

Figure 7-21. Pressurizer Pressure Control

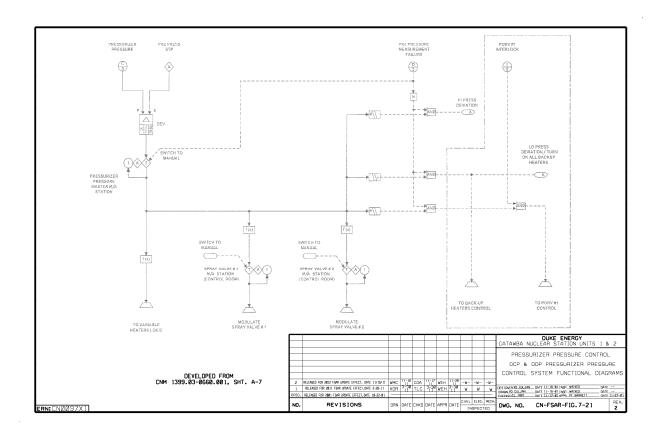


Figure 7-22. Pressurizer Level Control System Block Diagram

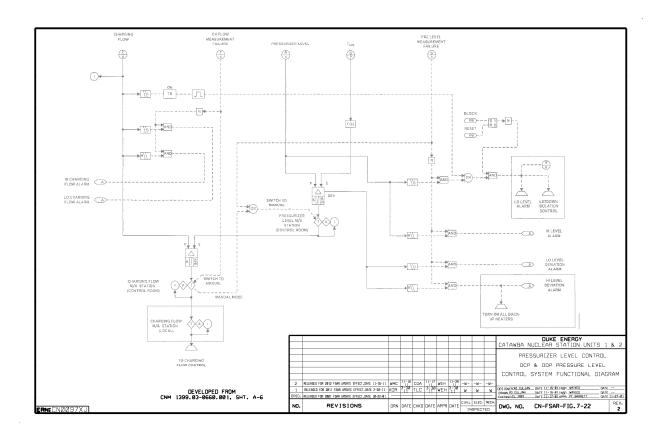
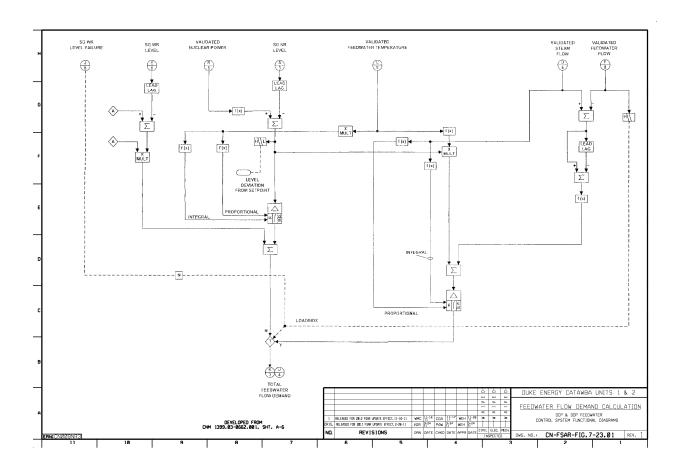


Figure 7-23. Steam Generator Level Control



## **Steam Generator Level Control**

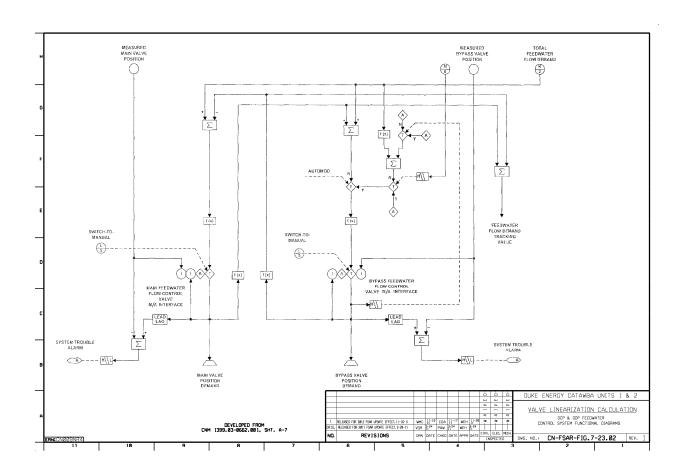


Figure 7-24. Main Feedwater Pump Speed Control System Block Diagram

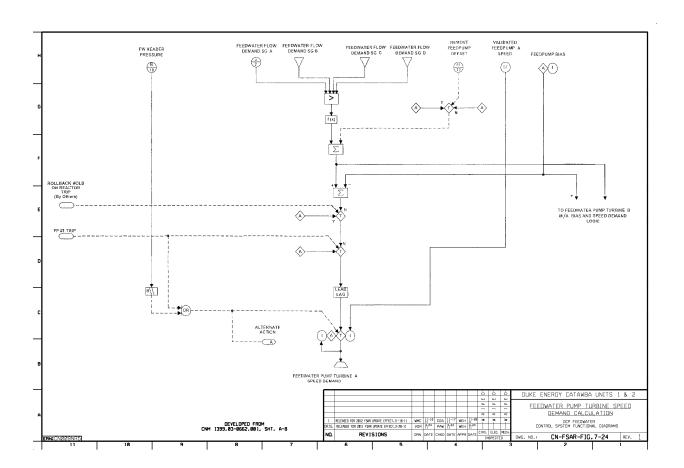


Figure 7-25. Steam Dump Control System

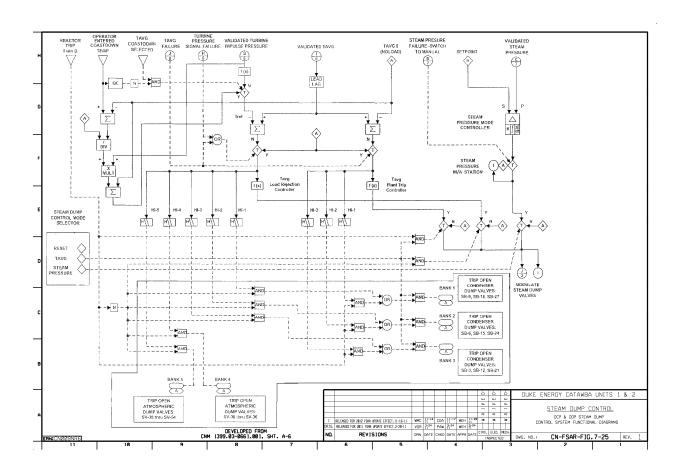


Figure 7-26. Basic Flux-Mapping System

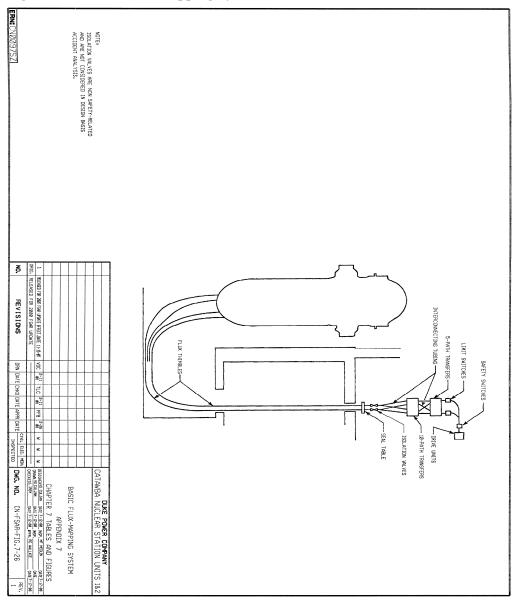


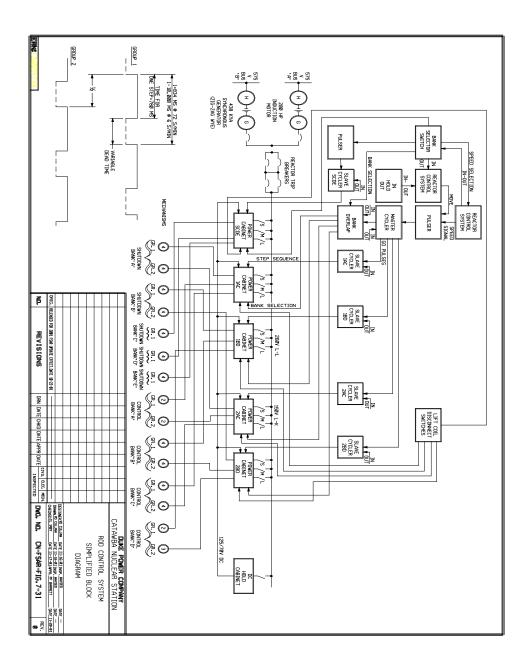
Figure 7-27. Deleted Per 1990 Update

Figure 7-28. Deleted Per 1990 Update

Figure 7-29. Deleted Per 1990 Update

Figure 7-30. Deleted Per 2000 Update

Figure 7-31. Rod Control System Simplified Block Diagram



MULTIPLEX THYRISTORS LIFT COILS LIFT COILS CONTROL BANK D GROUP 2 POWER CABINET 2 BD BANK D GROUP I POWER CABINET I BD CONTROL LIFT COIL DISCONNECT SWITCHES LIFT COIL DISCONNECT SWITCHES 20 VAC 120 VAC MULTIPLEX THYRISTORS ≉ MOVABLE GRIPPER COILS STATIONARY GRIPPER COILS

Figure 7-32. Control Bank D Power Cabinets 1BD and 2BD Partial Schematic Diagram

Figure 7-33. Deleted Per 1995 Update