



AUG 23 2011

10CFR50.73

LR-N11-0248

U.S. Nuclear Regulatory Commission  
ATTN: Document Control Desk  
Washington DC 20555-001

LER 311/2011-004  
Salem Nuclear Generating Station Unit 2  
Facility Operating License No. DPR-75  
NRC Docket No. 50-311

SUBJECT: Automatic Reactor Trip Due to Trip of the 23 Reactor Coolant Pump

This Licensee Event Report, "Automatic Reactor Trip Due to Trip of the 23 Reactor Coolant Pump," is being submitted pursuant to the requirements of the Code of Federal Regulations 10CFR50.73(a)(2)(iv)(A), "any event or condition that resulted in manual or automatic actuation of any of the systems listed in paragraph (a)(2)(iv)(B)."

The attached LER contains no commitments. Should you have any questions or comments regarding this submittal, please contact Mr. Brian Thomas at 856-339-2022.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Fricker", is written over the word "Sincerely,".

Carl J. Fricker  
Site Vice President – Salem

Attachments (1)

JE22  
NHL

cc     Mr. W. Dean, Administrator, Region I, NRC  
       Mr. R. Ennis, Licensing Project Manager – Salem, NRC  
       Mr. D. Schroeder, USNRC Senior Resident Inspector, Salem (X24)  
       Mr. P. Mulligan, Manager IV, NJBNE  
       L. Marabella, Corporate Commitment Tracking Coordinator  
       H. Berrick, Salem Commitment Tracking Coordinator

## LICENSEE EVENT REPORT (LER)

Estimated burden per response to comply with this mandatory collection request: 80 hours. Reported lessons learned are incorporated into the licensing process and fed back to industry. Send comments regarding burden estimate to the Records and FOIA/Privacy Section (T-5 F53), U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, or by internet e-mail to [infocollects.resource@nrc.gov](mailto:infocollects.resource@nrc.gov), and to the Desk Officer, Office of Information and Regulatory Affairs, NEOB-10202, (3150-0104), Office of Management and Budget, Washington, DC 20503. If a means used to impose an information collection does not display a currently valid OMB control number, the NRC may not conduct or sponsor, and a person is not required to respond to, the information collection.

1. FACILITY NAME Salem Generating Station Unit 2					2. DOCKET NUMBER 05000311					3. PAGE 1 of 3				
4. TITLE Automatic Reactor Trip Due to Trip of the 23 Reactor Coolant Pump														
5. EVENT DATE			6. LER NUMBER			7. REPORT DATE			8. OTHER FACILITIES INVOLVED					
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REV NO.	MONTH	DAY	YEAR	FACILITY NAME					DOCKET NUMBER
06	26	2011	2011	0 0 4	0	08	25	2011						DOCKET NUMBER
9. OPERATING MODE  1			11. THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR§: (Check all that apply)											
10. POWER LEVEL  100%			<input type="checkbox"/> 20.2201(b) <input type="checkbox"/> 20.2203(a)(3)(i) <input type="checkbox"/> 50.73(a)(2)(i)(C) <input type="checkbox"/> 50.73(a)(2)(vii)											
			<input type="checkbox"/> 20.2201(d) <input type="checkbox"/> 20.2203(a)(3)(ii) <input type="checkbox"/> 50.73(a)(2)(ii)(A) <input type="checkbox"/> 50.73(a)(2)(vii)(A)											
			<input type="checkbox"/> 20.2203(a)(1) <input type="checkbox"/> 20.2203(a)(4) <input type="checkbox"/> 50.73(a)(2)(ii)(B) <input type="checkbox"/> 50.73(a)(2)(vii)(B)											
			<input type="checkbox"/> 20.2203(a)(2)(i) <input type="checkbox"/> 50.36(c)(1)(i)(A) <input type="checkbox"/> 50.73(a)(2)(iii) <input type="checkbox"/> 50.73(a)(2)(ix)(A)											
			<input type="checkbox"/> 20.2203(a)(2)(ii) <input type="checkbox"/> 50.36(c)(1)(ii)(A) <input checked="" type="checkbox"/> 50.73(a)(2)(iv)(A) <input type="checkbox"/> 50.73(a)(2)(x)											
			<input type="checkbox"/> 20.2203(a)(2)(iii) <input type="checkbox"/> 50.36(c)(2) <input type="checkbox"/> 50.73(a)(2)(v)(A) <input type="checkbox"/> 73.71(a)(4)											
			<input type="checkbox"/> 20.2203(a)(2)(iv) <input type="checkbox"/> 50.46(a)(3)(ii) <input type="checkbox"/> 50.73(a)(2)(v)(B) <input type="checkbox"/> 73.71(a)(5)											
			<input type="checkbox"/> 20.2203(a)(2)(v) <input type="checkbox"/> 50.73(a)(2)(i)(A) <input type="checkbox"/> 50.73(a)(2)(v)(C) <input type="checkbox"/> OTHER											
			<input type="checkbox"/> 20.2203(a)(2)(vi) <input type="checkbox"/> 50.73(a)(2)(i)(B) <input type="checkbox"/> 50.73(a)(2)(v)(D)											
Specify in Abstract below or in NRC Form 366A														
12. LICENSEE CONTACT FOR THIS LER														
FACILITY NAME Brian Thomas, Senior Compliance Engineer										TELEPHONE NUMBER (Include Area Code) (856) 339 -2022				
13. COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT														
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO EPIX	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO EPIX					
B	EA	CBL5	A385	Y										
14. SUPPLEMENTAL REPORT EXPECTED										15. EXPECTED SUBMISSION DATE		MONTH	DAY	YEAR
<input checked="" type="checkbox"/> YES (If yes, complete 15. EXPECTED SUBMISSION DATE) <input type="checkbox"/> NO												10	28	2011
ABSTRACT (Limit to 1400 spaces, i.e., approximately 15 single-spaced typewritten lines)														
<p>This report is being made in accordance with 10CFR50.73(a)(2)(iv)(A), "any event or condition that resulted in manual or automatic actuation of any of the systems listed paragraph (a)(2)(iv)(B)."</p> <p>At approximately 1800 hours on June 26, 2011, the 23 Reactor Coolant Pump (RCP) tripped resulting in an automatic reactor trip on low flow in one reactor coolant loop above the P-8 permissive (36% power permissive). As expected, the 21, 22 and 23 Auxiliary Feedwater (AFW) pumps started on low steam generator level following the unit trip. Unit 2 was stabilized in Mode 3 at normal operating temperature and pressure with the 21, 22 and 24 RCPs in-service.</p> <p>The low flow condition was the result of the trip of the 23 RCP due to a short in the motor lead junction box. Preliminary analysis of the failed motor leads indicates that the failure of the cables was due to damage to the insulation at the cutback to the insulation shield that occurred during the original termination installation. Over time the insulation lost plasticity and hardened giving rise to micro-cracks ultimately resulting in a phase-to-ground fault. The cause evaluation is still in progress. The results of the cause evaluation will be reported in a supplement to this report by October 28, 2011.</p> <p>The 23 RCP motor was tested satisfactorily. The damaged sections of the RCP motor leads were removed and new terminations were made. Megger testing and visual examination of the 21, 22, and 24 RCP motor leads was performed. Additional corrective actions will be determined upon completion of the cause evaluation.</p>														

## LICENSEE EVENT REPORT (LER)

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Salem Generating Station Unit 2	05000311	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	2 of 3
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## NARRATIVE

**PLANT AND SYSTEM IDENTIFICATION**

Westinghouse – Pressurized Water Reactor (PWR/4)

Reactor Coolant System / Reactor Coolant Pump {AB/P}

\* Energy Industry Identification System {EIS} codes and component function identifier codes appear as {SS/CCC}

**IDENTIFICATION OF OCCURRENCE**

Event Date: June 26, 2011

**CONDITIONS PRIOR TO OCCURRENCE**

Salem Unit 2 was in Mode 1. No additional structures, systems or components were inoperable at the time of the discovery that contributed to the event.

**DESCRIPTION OF OCCURRENCE**

At approximately 1800 hours on June 26, 2011, the 23 Reactor Coolant Pump (RCP) {AB/P} tripped resulting in an automatic reactor trip on low flow in one reactor coolant loop above the P-8 permissive (36% power permissive). As expected, the 21, 22 and 23 Auxiliary Feedwater (AFW) pumps started on low steam generator level following the unit trip. Unit 2 was stabilized in Mode 3 at normal operating temperature and pressure with the 21, 22 and 24 RCPs in-service.

**CAUSE OF OCCURRENCE**

Salem Unit 2 tripped on low reactor coolant flow in the #23 reactor coolant loop. The low flow condition was the result of the trip of the 23 RCP due to a short in the motor lead junction box. Preliminary analysis of the failed motor leads indicates that the failure of the cables was due to damage to the insulation at the cutback to the insulation shield that occurred during the original termination installation. Over time the insulation lost plasticity and hardened giving rise to micro-cracks ultimately resulting in a phase-to-ground fault. The cause evaluation is still in progress. The results of the cause evaluation will be reported in a supplement to this report by October 28, 2011.

**PREVIOUS OCCURRENCES**

A review of LERs at Salem Station dating back to 2008 did not identify any prior similar occurrences.

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## NARRATIVE

**SAFETY CONSEQUENCES AND IMPLICATIONS**

The loss of forced reactor coolant flow is a Condition II Event analyzed in Section 15.2.5 of the UFSAR. The UFSAR analysis states that the departure from nucleate boiling ratio (DNBR) will not decrease below the limiting value at any time during the transient and therefore no core safety limit is violated. The UFSAR analysis assumes a reactor trip on low RCS loop flow within 1.6 seconds of reduction in RCS loop flow with control rods beginning to drop in 2.6 seconds. Based on the review of post trip data the low flow reactor trip occurred in less than 1 second from the opening of the 23 RCP breaker and control rod drop occurred in less than 2 seconds. These response times were within the analyzed values therefore there were no safety consequences as a result of the reactor trip.

A review of this event determined that a Safety System Functional Failure (SSFF) as defined in NEI 99-02, Regulatory Assessment Performance Indicator Guidelines, did not occur. This event did not result in a condition that would have prevented the fulfillment of a safety function of a system needed to shutdown the reactor and maintain it in a safe shutdown condition, remove residual heat, control the release of radioactive material, or mitigate the consequences of an accident.

**CORRECTIVE ACTIONS**

1. The 23 RCP motor was tested satisfactorily. The damaged sections of the RCP motor leads were removed and new terminations were made.
2. Megger testing and visual examination of the 21, 22, and 24 RCP motor leads was performed.
3. Additional corrective actions will be determined upon completion of the cause evaluation. This report will be supplemented by October 28, 2011.

**COMMITMENTS**

No commitments are made in this LER.