

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

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SUBJECT: Special rept: on B70330, Low Temp Overpressure Protection
 Relief Valve PCV-456 opened at 400 psig design setpoint.
 Valve lifeted to relieve pressure transient in RCS. RCS
 depressurized & vented.

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H. B. ROBINSON STEAM ELECTRIC PLANT, UNIT NO. 2
DOCKET NO. 50-261
LICENSE NO. DPR-23
30-DAY SPECIAL REPORT - LTOPP ACTUATION

Dear Sir:

This report is submitted in accordance with our Technical Specifications 3.1.2.1.e and 6.9.3.1.e.

On March 30, 1987, Low Temperature Overpressure Protection (LTOPP) Relief Valve PCV-456 opened at 400 psig, its design setpoint. This valve is a Pressurizer Power Operated Relief Valve (PORV). The PORV lifted to relieve a pressure transient in the Reactor Coolant System (RCS). The following narrative describes pertinent Plant conditions at the time of event.

INITIAL CONDITIONS

The Plant was operating on RHR, and the pressurizer was solid. RCS pressure was at approximately 330 psig. "A" Charging Pump was in-service with charging flow at 53 gpm plus seal injection flow, and letdown was at 77 gpm. RCS pressure was being controlled with Pressure Control Valve (PCV) 145 in the Letdown System.

EVENT DESCRIPTION

"B" Charging Pump was started with its controller set to minimum speed. The intent was to gradually increase charging flow capacity to allow additional letdown flow to increase RCS purification. However, charging flow went to 103 gpm. Alarms for "Pressurizer PORV/Safety Valve Open," "Low Pressure Protection Actuation/Trouble PCV-456," and "Pressurizer Power Relief Line High Temperature" were received on the RTGB, acknowledged, and cleared. Both Charging Pump speed controllers were reduced to minimum speed. Both alarms were received again within a few seconds. With both Charging Pumps at minimum speed, charging flow was expected to be 48 gpm, but was instead 83 gpm.

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When "B" Charging Pump started, its controller failed to maximum speed. "A" Charging Pump was stopped after determining that PCV-145 could not respond fast enough for the charging/letdown flow imbalance. RCS pressure then dropped to approximately 290 psig. PCV-145 was placed under manual control to recover pressure, and the RCS was stabilized at 350 psig.

CAUSE

The failure of "B" Charging Pump speed controller to maximum speed and the resulting imbalance between charging and letdown flows was the cause of this LTOPP System actuation.

CORRECTIVE ACTION

The RCS is currently depressurized and vented (LTOPP System not in service). The problem with the "B" Charging Pump speed controller will be corrected prior to returning the RCS to a water solid condition (LTOPP System operability required).

If you have any questions concerning this report, please contact my staff.

Very truly yours,



R. E. Morgan
General Manager
H. B. Robinson S. E. Plant

RDC:ac

cc: J. N. Grace
H. E. P. Krug