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SUBJECT: Forwards GE Svc Info Ltr 382 re deletion of electronic  
 overspeed trip package based on seismic qualification  
 review team audit.

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## Washington Public Power Supply System

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Docket No. 50-397

G02-82-940

November 22, 1982

Mr. A. Schwencer, Chief  
Licensing Branch No. 2  
Division of Licensing  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Subject: NUCLEAR PROJECT 2  
SEISMIC QUALIFICATION REVIEW TEAM (SQRT) AUDIT

References: 1) Telecopy, J. N. Singh to J. E. Rhoads, WNP-2 SQRT  
Candidate List, October 19, 1982  
2) Telecon, J. E. Rhoads to T. Y. Chang, Status of NSSS  
Item No. 8, November 3, 1982

Reference 1) provides the Seismic Qualification Review Team's (SQRT) candidate list for the subject audit. Reference 2) informed the NRC that one item, the electronic overspeed trip package, (NSSS-8) could be potentially deleted by the Supply System from the plant based on a Service Information Letter (SIL No. 382) from General Electric. Dr. T. Y. Chang requested that this Service Information Letter be sent to the staff for information. Attached is SIL No. 382 as requested.

The Supply System is currently investigating removal of the selected item as it is not necessary for turbine overspeed protection and is not supplied on BWR-6 plants.

Based on this information, Dr. Chang deleted NSSS Item No. 8 from the candidate list and selected an alternate (BOP-A).

This letter documents the above action.

*G.D. Bouchey*  
G. D. Bouchey, Manager - 370  
Nuclear Safety and Regulatory Programs

JER/sms  
Attachment

cc: R Auluck, NRC  
WS Chin, BPA (399)  
R Feil, NRC Site  
JN Singh, EG&G  
TY Chang, NRC

A048





October 1982  
File Tab E

SIL No. 382  
Category 2

### REMOVAL OF RCIC ELECTRONIC OVERSPEED TRIP

The purpose of this Service Information Letter is to inform BWR owner/operators that GE has deleted the electronic overspeed trip feature from RCIC turbine control systems in BWR/6s and to make recommendations for modifications to owners of operating BWRs having this feature.

#### DISCUSSION

Many operating BWRs are equipped with RCIC turbines which have an electronic overspeed trip in addition to the mechanical overspeed trip which is installed on all RCIC turbines.

The electronic overspeed trip is normally set to trip at 110% of rated speed, whereas the mechanical trip is normally set at 120-125% of rated speed.

The electronic trip was incorporated in the expectation that it would help avoid trips of the mechanical overspeed, which is not remotely resettable, whereas the electronic trip is. Operating experience, however, has shown that the acceleration transient is most always so fast that the electronic trip cannot terminate the transient before the mechanical trip also actuates. Thus, the electronic overspeed trip has not been serving its intended function, and therefore, on later RCIC turbines (BWR/6), GE has deleted the electronic overspeed trip feature.

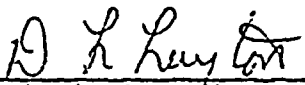
#### RECOMMENDED ACTION

Since the electronic overspeed trip does not serve its intended function and considering that it is a potential source of spurious trips, GE recommends that it be disconnected from RCIC turbine control systems in operating BWRs.

Alternately, the electronic trip may be retained as a backup to the mechanical trip by changing its set point to correspond to the set point of the mechanical trip. This will provide essentially the same margin (as for disconnecting the trip) against trips due to overacceleration resulting from control system misadjustment or drift.

Prepared by: J. C. Kelso/R. E. Bates

Approved by:

  
D. L. Layton, Manager  
Customer Service Support

Issued by:

  
D. L. Allred, Manager  
Customer Service Information

Product Reference:  
E51 - RCIC System

GENERAL  ELECTRIC