

*Continued file.*

74-9

July 1, 1974

June 28, 1974

Wing Mile Point Unit 1

50-225

1. Report No.

2a. Date

2b. Occurrence Date

3. Facility

4. Identification of Occurrence

Failure of RE-22B relay (RPS) to return to normal (untripped)

5. Conditions Prior to Occurrence

Unit was being restarted following Spring Refueling Outage.

6. Description of Occurrence

During the heat-up phase of unit restart with reactor pressure increasing as planned device RE-22B failed to reset at 850 psig. The relay was replaced and performed its intended function.

7. Designation of Apparent Cause of the Occurrence

Investigation revealed an open relay coil.

8. Analysis of Occurrence

Pressure instrumentation (RE-23) trips when the main steam line pressure reaches or decends below 850 psig. This trip function is utilized in the "RUP" mode position only. Primarily this function is provided to protect against a pressure regulator malfunction or main steam line break which would cause a coolant loss, either thru the break or the turbine bypass valve system, from the reactor vessel. With the trip set at 850 psig coolant loss is limited so that the fuel is not uncovered and peak clad temperatures are limited. The system logic is a one out of two, twice requiring one trip on each of the trip systems to actuate the required function. With the relay failure, (in the RPS all relaying is designed Fail-Safe i.e. fail to the safeguard condition) one of the two trip systems was tripped. In this instrumentation system where two trip systems are required to initiate action, having one trip system already tripped does not decrease the reliability in terms of initiating the desired designed action. Therefore, with the relay failure, the system assumed the tripped condition as designed. Based upon the above logic and actions, it is concluded that at no time would a hazard be presented to the general public as a result of this failure.

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9. Corrective Action

The relay was replaced immediately to enable the sensor to perform its intended function.

10. Failure Data

- a. Type Potter & Brumfield AL1003H
- b. No. KR-4015-3
- c. Manufacture for Aero
- d. Failures First