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 FACIL: 50-361 San Onofre Nuclear Station, Unit 2, Southern California
 50-362 San Onofre Nuclear Station, Unit 3, Southern California
 AUTH. NAME AUTHOR AFFILIATION
 PAPAY, L.T. Southern California Edison Co.
 RECIP. NAME RECIPIENT AFFILIATION
 ENGELKEN, R.H. Region 5, San Francisco, Office of the Director

DOCKET #
 05000361
05000362

SUBJECT: Final deficiency rept re incorrect pressure rating of component cooling water sys valves, initially reported on 810327. Valves to be hydrotested & qualified per ASME code for class rating prior to fuel load.

DISTRIBUTION CODE: 8019S COPIES RECEIVED: LTR 1 ENCL 1 SIZE: 3
 TITLE: Construction Deficiency Report (10CFR50.55E)

NOTES: Send all FSAR & ER amends to L Chandler. 05000361
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L. T. PAPAY
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April 22, 1981

Mr. R. H. Engelken, Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Region V
Suite 202, Walnut Creek Plaza
1990 North California Boulevard
Walnut Creek, California 94506



Dear Mr. Engelken:

Subject: Docket Nos. 50-361 and 50-362
San Onofre Nuclear Generating Station
Units 2 and 3

In a letter to your office dated March 27, 1981 we identified a condition which we considered potentially reportable in accordance with 10CFR50.55(e). The condition concerns four valves in the Component Cooling Water System, which were delivered with a lower pressure rating than the system.

Enclosed are twenty-five (25) copies of a final report entitled, "Final Report On Incorrect Pressure Rating of Component Cooling Water System Valves".

If you have any questions regarding this report we would be pleased to discuss them with you at your convenience.

Very truly yours,

Enclosures

cc: Victor Stello (NRC, Director I&E)
R. J. Pate (NRC, San Onofre Units 2 and 3)

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FINAL REPORT ON INCORRECT
PRESSURE RATINGS OF COMPONENT
COOLING WATER SYSTEM VALVES
San Onofre Nuclear Generating Station
Units 2 and 3

INTRODUCTION

This report is submitted pursuant to 10CFR50.55(e)(3). It describes a construction deficiency involving four 1 1/2-inch valves in the component cooling water (CCW) system which have a design pressure rating less than that of the system in which they are installed. This report includes a description of the deficiency and a summary of the corrective actions which will be taken. By letter dated March 27, 1981 Edison confirmed notification to the NRC of this potentially reportable condition.

BACKGROUND

The valves were procured from Kerotest Valve Company and were required to be ASME BPV Code 1500# valves. The vendor utilizes a common configuration body for the valves which can be tested as 600# or 1500# pressure rating. Through an error in his identification of shop documents, these valves were processed and tested as 600#, rather than 1500#. The error was discovered during documentation review at San Onofre Nuclear Generating Station; after the valves were installed and a system hydrostatic test performed.

DISCUSSION

The following discussion is responsive to 10CFR50.55(e)(3).

Description of Deficiency

The four valves are installed in the CCW system which has a design pressure rating of 2485 psig. The valves are currently rated for 1030 psig design pressure. The design of the installed valves is identical to the design of valves for the higher rating. The only difference between a 1500# class rating and a 600# class rating for these valves is a shop hydro-test of 5400 psig versus 2175 psig. In addition, the valves were system hydro-tested at 1.5 X 2485 psig (3727 psig).

Analysis of Safety Implications

The condition involves the lack of a qualification test which will now be performed. Therefore, an analysis of the safety implications of this ASME code non-compliance has not been performed.

Corrective Action

The following actions will be taken to correct the existing deficiency and prevent a recurrence of this problem.

- a) A Corrective Action Request (CAR) will be sent to the supplier.
- b) Notification of this problem will be forwarded to Bechtel Procurement Supplier Quality Department, with a Corrective Action Request.
- c) The valves will be hydro-tested at 5400 psig and qualified in accordance with ASME Code for the 1500# class rating. The tests will be completed prior to fuel load.