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July 22, 1988

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555

Gentlemen:

Subject: Supplement to Amendment Application No. 153
Docket No. 50-206
San Onofre Nuclear Generating Station
Unit 1

As a result of the NRC review of Amendment Application No. 153, the NRC staff has expressed a concern regarding operation of the charging pump motors in an overload condition during post-accident operation. Additional information, including an evaluation by Westinghouse Electric Corporation, was provided by letters dated July 19 and 21, 1988. The purpose of this letter is to address SCE's plans for long term resolution of this issue and SCE's justification for continued operation in the interim.

SCE has requested that Westinghouse evaluate the design rating of these motors. Based on a preliminary review, because of the margin in the original design, Westinghouse expects to be able to certify a higher nameplate rating for these motors. Specifically, at this time they anticipate rerating these motors to 700 horsepower with a service factor of 1.15. Therefore, the motors will be operating within their nominal nameplate rating during normal operating and long term recirculation conditions. In addition, during the initial 5 1/2 hours after a postulated accident when a higher load is required, the motors will be operating within the service factor of 1.15.

Based on the acceptability of the results of Westinghouse's evaluation described above, within 60 days SCE will provide a certification of the charging pump motors to at least 700 horsepower with a service factor of 1.15. If the evaluation is unsuccessful, SCE will provide motors with NEMA rating of 800 horsepower by either rewinding the existing motors or replacing the motors. In the event rewinding or replacement is required, every effort will be made to accomplish this during the upcoming Cycle X refueling outage; however, if this is not possible, at least 60 days prior to the end of that outage SCE will provide for NRC approval the schedule for rewinding or replacement and further justification for plant operation beyond that outage.

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Pending long term resolution of this issue, continued operation with the existing charging pump motors is acceptable based on the evaluation performed by Westinghouse which was submitted to the NRC in our July 21 letter. The conclusion of this evaluation is that these motors will perform satisfactorily under accident conditions. This evaluation is based on the operators controlling the post-accident recirculation flow to levels consistent with the overload conditions used in the evaluation. Each emergency operating instruction which includes use of the charging pumps to provide flow through the cold leg injection paths includes a specific caution that the operator is not to exceed the limiting flow levels in order to avoid potential damage to the charging pumps. The cold leg injection path is placed in service by the operator remote manually opening MOV's 356, 357 and 358 and then remote manually throttling the FCV's 1115D, 1115E and 1115F to the required flow rates. Flow indication is located immediately adjacent to the valve controllers. Therefore, since this operation is under the direct manual control of the operator and there is a specific caution to limit the flow, there is adequate assurance that the charging pumps will be operated within the limits of the Westinghouse evaluation.

If you have any questions, please contact me.

Very truly yours,



cc: J. B. Martin, Regional Administrator, NRC Region V
F. R. Huey, NRC Senior Resident Inspector, San Onofre Units 1, 2 and 3