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SCE

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VICE PRESIDENT

TELEPHONE
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February 4, 1982

Mr. R. H. Engelken, Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Region V
1450 Maria Lane, Suite 210
Walnut Creek, California 94596-5368

Dear Mr. Engelken:

Subject: Docket No. 50-361
San Onofre Nuclear Generating Station, Unit 2

By letter to your office dated January 21, 1982 we transmitted a report regarding a failure of a valve coupling which we had previously reported to you as a potentially significant deficiency in accordance with 10CFR50.55(e).

Further developments have added to the corrective action we are taking regarding the reported condition. Consequently, attached are twenty-five (25) copies of a supplemental report entitled "SUPPLEMENTAL REPORT ON SHUTDOWN COOLING SYSTEM FLOW CONTROL VALVE COUPLING FAILURE, San Onofre Nuclear Generating Station, Units 2 and 3."

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

Very truly yours,

[signature]

Enclosures
cc: Victor Stello (NRC, Director I&E)
A. E. Chaffee (NRC, San Onofre Units 2 and 3)

SUPPLEMENTARY REPORT ON SHUTDOWN COOLING SYSTEM FLOW CONTROL VALVE COUPLING FAILURE

San Onofre Nuclear Generating Station, Units 2 and 3

INTRODUCTION

By letter dated January 21, 1982, Southern California Edison transmitted a report regarding the failure of the coupling which connects the valve stem to the pneumatic valve operator on shudown cooling system (SDCS) flow control valve FV-0306 installed in San Onofre Unit 2. That report recorded the results of investigation of causes, analysis of safety implications, and corrective action taken or to be taken. This supplementary report provides additional information on corrective action which has been developed as a result of testing by the valve manufacturer.

CORRECTIVE ACTION

SONGS-2 Shutdown Cooling Flow Control Valve 2FV-0306 will be changed from remote to local-manual operation for the first fuel cycle.

Specific modifications being made to 2FV-0306 to ensure the actuator-to-valve coupling will meet specified service requirements are as follows:

1- A coupling larger than the one that failed (3" rather than 2") and made of AISI 4140 heat treated steel will be used.

2- Inside corner stress concentration in the coupling, associated with use of a square broach, will be reduced by chamfering the corners of the broach.

3- The penumatic actuator will be disabled by removing the spring and spring housing.

4- The engagement clutch will be secured in the manual override position by installing a cover to preclude inadvertent disengagement.

5- A permanent, durable tag will be attached to the handwheel specifying the rim pull load limit. Additionally, the "Open" - "Close" direction will be clearly indicated on the handwheel.