

Southern California Edison Company

SCE

SAN ONOFRE NUCLEAR GENERATING STATION
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H. B. RAY
STATION MANAGER

December 13, 1982

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

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Attention: Mr. R. H. Engelken, Regional Administrator

Dear Sir:

Subject: Docket Nos. 50-361 and 50-362
14-Day Follow-Up Report
Licensee Event Report No. 82-142 (Docket No. 50-361)
Licensee Event Report No. 82-001 (Docket No. 50-362)
San Onofre Nuclear Generating Station, Units 2 and 3

Reference: Letter, H.B. Ray (SCE) to R.H. Engelken (NRC),
dated November 30, 1982

The referenced letter provided you with confirmation of our prompt notification of your office of a reportable occurrence involving Limiting Condition for Operations (LCO's) 3.7.5 and 3.0.3 on the Control Room Emergency Air Cleanup System (CREACUS).

Pursuant to sections 6.9.1.12b of Appendix A, Technical Specifications to Operating Licenses NPF-10 and NPF-15, for San Onofre Units 2 and 3, respectively, this letter provides the required follow-up report and completed Licensee Event Reports (LER's) for this occurrence.

On November 24, 1982, while Unit 2 was in Mode 3 and Unit 3 was in Mode 6, CREACUS Train A was placed in an inoperable status to allow charcoal filter replacement on cooling unit E-418. The Action Statement associated with LCO 3.7.5 allows operations to continue for seven days before requiring that the train be restored operable.

On November 28, 1982 at 1230 while Unit 2 was in Mode 3, and Unit 3 was in Mode 6, Emergency Chiller E-335 was declared inoperable due to a motor winding high temperature trip. This rendered CREACUS Train B inoperable thus exceeding the limits of LCO 3.7.5. Technical Specification LCO 3.0.3 became governing for both units, allowing one hour before a Unit 2 shutdown/cooldown was required.

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Unit 2 plant cooldown toward Mode 4 was initiated at 1300 and was terminated at 1700 on November 28, 1982, when E-335 was returned to operable status. Mode 4 was not achieved but LCO 3.0.3 was satisfied, which required action within one hour to place the plant in Mode 4 within the following six hours. No immediate action was necessary at Unit 3 under LCO 3.7.5 (or Section 3.0.3). The unit was in Mode 6.

This event was caused by the failure of a Resistance Temperature Detector (RTD), in the motor winding high temperature trip circuit.

A resistor was installed parallel with the RTD. This temporary modification allowed clearing of the trip and restoration of cooling unit E-335 to operable status. This did not eliminate motor protection since an additional existing RTD in the motor winding end turn slot is operating and is providing adequate protection for the motor.

An additional corrective measure will include a design change to use the installed spare RTD for the motor winding high temperature trip function. It should be noted that failure of RTD's is not unexpected during the plant life and, therefore, no additional corrective measures are planned.

No event requiring CREACUS operation occurred during the time both trains were inoperable and hence, public health and safety were not affected.

If there are any questions regarding the above, please contact me.

Sincerely,

HB Ray / NRC

Enclosures: LER 82-142 (Unit 2)
LER 82-001 (Unit 3)

cc: A. E. Chaffee (Resident Inspector, San Onofre Units 2 and 3)

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