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 AUTH.NAME AUTHOR AFFILIATION
 MORGAN,H.E. Southern California Edison Co.
 RECIP.NAME RECIPIENT AFFILIATION

SUBJECT: LER 90-004-00:on 900506,missed hourly firewatch insp due to failed door lock.

W/9 ltr.

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INTERNAL:	ACNW		2	2		ACRS		2	2
	AEOD/DOA		1	1		AEOD/DSP/TPAB		1	1
	AEOD/ROAB/DSP		2	2		DEDRO		1	1
	NRR/DET/ECMB 9H		1	1		NRR/DET/EMEB9H3		1	1
	NRR/DLPQ/LHFB11		1	1		NRR/DLPQ/LPEB10		1	1
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	NRR/DST/SELB 8D		1	1		NRR/DST/SICB 7E		1	1
	NRR/DST/SPLB8D1		1	1		NRR/DST/SRXB 8E		1	1
	<u>REG FILE</u> 02		1	1		RES/DSIR/EIB		1	1
	RGN5 FILE 01		1	1					
EXTERNAL:	EG&G STUART, V.A		4	4		L ST LOBBY WARD		1	1
	LPDR		1	1		NRC PDR		1	1
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Southern California Edison Company

P. O. BOX 128

SAN CLEMENTE, CALIFORNIA 92672

H. E. MORGAN
VICE PRESIDENT AND SITE MANAGER
SAN ONOFRE

TELEPHONE
714-368-9470

June 4, 1990

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

Subject: Docket No. 50-361
30-Day Report
Licensee Event Report No. 90-004
San Onofre Nuclear Generating Station, Unit 2

Pursuant to 10 CFR 50.73(d), this submittal provides the required 30-day written Licensee Event Report (LER) for an occurrence involving a missed hourly firewatch inspection in the room containing Train "A" Control Room Emergency Air Cleanup System (CREAUS) components due to a broken door lock. Since this occurrence involves similar systems, cause, and corrective actions applicable to Units 2 and 3, a single report for Unit 2 is being submitted in accordance with NUREG-1022. Neither the health and safety of plant personnel nor the public was affected by this occurrence.

If you require any additional information, please so advise.

Sincerely,

H E Morgan

Enclosure: LER No. 90-004

cc: C. W. Caldwell (USNRC Senior Resident Inspector, Units 1, 2 and 3)

J. B. Martin (Regional Administrator, USNRC Region V)

Institute of Nuclear Power Operations (INPO)

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LICENSEE EVENT REPORT (LER)																		
Facility Name (1) SAN ONOFRE NUCLEAR GENERATING STATION, UNIT 2										Docket Number (2) 0 5 0 0 0 3 6 1			Page (3) 1 of 0 1					
Title (4) MISSED HOURLY FIREWATCH INSPECTION DUE TO A FAILED DOOR LOCK																		
EVENT DATE (5)			LER NUMBER (6)				REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)								
Month	Day	Year	Year	///	Sequential Number	///	Revision Number	Month	Day	Year	Facility Names		Docket Number(s)					
0 5	0 6	9 0	9 0	---	0 0 4	---	0 0	0 6	0 4	9 0	SONGS, UNIT 3		0 5 0 0 0 3 6 2					
OPERATING MODE (9)			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10CFR (Check one or more of the following) (11)															
POWER LEVEL (10) 1 0 0 //////////////////// //////////////////// //////////////////// //////////////////// ////////////////////			<input type="checkbox"/> 20.402(b)				<input type="checkbox"/> 20.405(c)				<input type="checkbox"/> 50.73(a)(2)(iv)				<input type="checkbox"/> 73.71(b)			
			<input type="checkbox"/> 20.405(a)(1)(i)				<input type="checkbox"/> 50.36(c)(1)				<input type="checkbox"/> 50.73(a)(2)(v)				<input type="checkbox"/> 73.71(c)			
			<input type="checkbox"/> 20.405(a)(1)(ii)				<input type="checkbox"/> 50.36(c)(2)				<input type="checkbox"/> 50.73(a)(2)(vii)				<input type="checkbox"/> Other (Specify in Abstract below and in text)			
			<input type="checkbox"/> 20.405(a)(1)(iii)				<input checked="" type="checkbox"/> 50.73(a)(2)(i)				<input type="checkbox"/> 50.73(a)(2)(viii)(A)							
			<input type="checkbox"/> 20.405(a)(1)(iv)				<input type="checkbox"/> 50.73(a)(2)(ii)				<input type="checkbox"/> 50.73(a)(2)(viii)(B)							
<input type="checkbox"/> 20.405(a)(1)(v)				<input type="checkbox"/> 50.73(a)(2)(iii)				<input type="checkbox"/> 50.73(a)(2)(x)										
LICENSEE CONTACT FOR THIS LER (12)																		
Name H. E. Morgan, Vice President & Site Manager										TELEPHONE NUMBER AREA CODE 7 1 4 3 6 8 - 9 4 7 0								
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																		
CAUSE	SYSTEM	COMPONENT	MANUFAC-TURER	REPORTABLE TO NPRDS	////////	CAUSE	SYSTEM	COMPONENT	MANUFAC-TURER	REPORTABLE TO NPRDS	////////							
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SUPPLEMENTAL REPORT EXPECTED (14)										Expected Submission Date (15)	Month	Day	Year					
<input type="checkbox"/> Yes (If yes, complete EXPECTED SUBMISSION DATE) <input checked="" type="checkbox"/> NO																		
ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)																		

At 1321 on 2/9/90, an hourly firewatch was posted for room 219 as a compensatory measure in accordance with Technical Specifications (TS) 3.3.3.7, "Fire Detection Instrumentation," due to an inoperable early warning detector for the Train "A" Control Room Emergency Air Cleanup System (CREACUS) [VI] charcoal absorber [ADS] located in room 219. Room 219 contains other safety-related equipment and is key locked for security purposes. At 1629 on 5/6/90, with Unit 2 at 100% power and Unit 3 in Mode 6, several attempts by Security to unlock the door to permit entry into room 219 for the scheduled inspection were unsuccessful due to a lock failure. The key could be inserted into the lock but could not be rotated. A locksmith was dispatched to the area and the lock repaired at 1800 hours, permitting the firewatch inspection. As a result of the inaccessibility of room 219 from 1629 to 1800, a single hourly inspection required by TS 3.3.3.7 was not accomplished.

The cause of this event was a sticking tumbler in the lock mechanism which prevented the key from turning. The locksmith lubricated the lock which freed the tumbler and allowed the key to rotate. In addition to SCE's existing weekly preventive maintenance program for security locks, lubricant will be made readily available to Security Officers to facilitate freeing sticky lock mechanisms in a timely manner in the future.

This event is of no safety significance since: 1) An early warning ionization fire detector in the room remained operable and would have alerted fire protection personnel of a fire and the room could have been forcibly entered and the fire extinguished, 2) the probability of a fire occurring in the Train "A" CREACUS filter during the period in which the door lock was broken was very low, 3) the firewatch who was present outside room 219 at 1700 hours, did not detect the presence of smoke in the vicinity, and 4) Train "B" CREACUS remained operable and fully capable of performing its function during the inaccessible period.