

Southern California Edison Company

SAN ONOFRE NUCLEAR GENERATING STATION

P.O. BOX 128

SAN CLEMENTE, CALIFORNIA 92672

H. B. RAY
STATION MANAGER

July 23, 1982

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REGISTRY

TELEPHONE
(714) 492-7700

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

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

Dear Sir:

Subject: Docket No. 50-361
14-day Follow-up Report
Licensee Event Report No. 82-065
San Onofre Nuclear Generating Station, Unit 2

Reference: Letter, H. B. Ray (SCE) to R. H. Engelken (NRC),
dated July 13, 1982

The referenced letter provided you with confirmation of our prompt notification of your office of a reportable occurrence involving Limiting Condition for Operation (LCO) 3.7.5 on the Control Room Emergency Air Cleanup System (CREACUS). Pursuant to Technical Specification 6.9.1.12.b, this letter provides the required follow-up report and completed Licensee Event Report (LER) form for this occurrence.

At 0615 on July 11, 1982, while operating in Mode 4, an attempt to start emergency chiller E335 associated with Train B of CREACUS, resulted in an immediate refrigerant compressor motor bearing temperature high alarm and tripping of the unit. Train B was, therefore, declared inoperable. Subsequent attempts to start the Train A chiller E336 resulted in no response from its compressor motor, and consequent declaration of Train A inoperability at 0710.

At 0805 plant cooldown from Mode 4 was commenced in compliance with Technical Specification 3.0.3.

At 0850, the trip relay associated with the Train A chiller was found to be jammed in the tripped position by an improperly installed cover. The relay was cleared and testing in accordance with Technical Specification Surveillance Requirement 4.7.5.b completed at 0940. Train A was declared operable at this time and plant cooldown halted.

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At 1138, the problem with Train B emergency chiller E335 was determined to be a faulty motor bearing temperature alarm module. Train B was declared operable at 1900 after replacement of the faulty module and completion of testing in accordance with Technical Specification Surveillance Requirement 4.7.5.b.

Both trains of the CREACUS were simultaneously inoperable for a period of 2 hours and 30 minutes. Had operation of these systems been required due to an accident requiring Control Room isolation during this period, the ability to maintain Control Room temperature below 110°F would have been compromised. Since no irradiated fuel was present in the core, there was no potential impact on the health and safety of plant personnel or the public as a result of this occurrence.

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

Sincerely,

W. Haynes for HBRay

Enclosure: LER No. 82-065

cc: A. E. Chaffee (USNRC Resident Inspector, San Onofre Unit 2)

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Office of Inspection and Enforcement

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Office of Management Information & Program Control

Institute of Nuclear Power Operations