

## LICENSEE EVENT REPORT

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CON'T

REPORT SOURCE L 6 - 5 0 0 0 3 6 2 7 1 1 2 3 8 3 8 1 2 2 3 8 3 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | At 0157, with Unit 3 in Mode 3, Diesel Generator 3G003 tripped during  
03 | surveillance testing and could not be restarted. In accordance with LCO  
04 | 3.8.1.1, Action Statement b, operability of systems depending on the op-  
05 | erable diesel, the steam-driven Auxiliary Feedwater Pump, and the re-  
06 | quired A.C. sources was verified. After repair and testing per Proce-  
07 | dure S023-3-3.23, 3G003 was declared operable at 0530 on 11/25/83. The  
08 | health and safety of plant personnel and the public were not affected.

SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE				COMP SUBCODE		VALVE SUBCODE					
0	9	E	E	E	B	V	A	L	V	E	X	A	X				
7	8	9	10	11	12	13	14	15	16	17	18	19	20				
LER/NO REPORT NUMBER		EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE				REPORT TYPE		REVISION NO.					
8	3	8	3	0	8	3	/	0	3	L	—	0					
21	22	23	24	25	26	27	28	29	30	31	32						
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER		COMPONENT MANUFACTURER	
D	X	I	Z	Z	0	0	0	0	Y	N	A	X	9	9			
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47			

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1	0	The cause of the initial trip of 3G003 is unknown. The failure to re-
1	1	start was due to blown head gaskets on both air-start system air com-
1	2	pressors, which failed when the valves between the air receiver tanks
1	3	and the air-start motors stuck open, causing the compressors to run con-
1	4	tinuously. (See Attachment.)

FACILITY STATUS		% POWER				OTHER STATUS		METHOD OF DISCOVERY		DISCOVERY DESCRIPTION	
1	5	B	28	0	0	0	29	NA	B	31	Surveillance Test

ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT OF ACTIVITY (35) LOCATION OF RELEASE (36)

1 6 [Z] (33) [Z] (34) NA NA

PERSONNEL EXPOSURES									
NUMBER		TYPE		DESCRIPTION (39)					
1	7	0	0	0	(37)	Z	(38)	NA	

PERSONNEL INJURIES  
NUMBER DESCRIPTION (41) 8401120237 831223

1 8 0 0 0 40 NA  
PDR ADOCK 05000362  
S PDR

LOSS OF OR DAMAGE TO FACILITY		
TYPE		(43)
19	Z(42)	NA

7 8 9 10

PUBLICITY  
ISSUED DESCRIPTION (45)

NRC USE ONLY

20 N 44 NA 16/Haynes/ 714 192 7700

NAME OF PREPARER

J. G. HAYNES

PHONE

NRC USE ONLY

7147492-7700

ATTACHMENT NO. 1 TO LER 83-083  
SOUTHERN CALIFORNIA EDISON COMPANY  
SAN ONOFRE NUCLEAR GENERATING STATION  
UNIT NO. 3, DOCKET NO. 50-362

SUPPLEMENTAL INFORMATION FOR CAUSE DESCRIPTION AND CORRECTION  
ACTIONS:

Valves were cleaned and inspected, gaskets replaced, and  
air-start system performance will be investigated.

ATTACHMENT NO. 2 TO LER 83-083  
SOUTHERN CALIFORNIA EDISON COMPANY  
SAN ONOFRE NUCLEAR GENERATING STATION  
UNIT NO. 3, DOCKET NO. 50-362

The following information is provided in accordance with Surveillance Requirement 4.8.1.1.3 and Regulatory Position C.3.b of Regulatory Guide 1.108:

1. The diesel generator involved was 3G003.
2. This was the second failure of a diesel generator of the same design and size in the last 100 tests at Unit 3. For information regarding the first failure, see letter from H. B. Ray (SCE) to J. B. Martin (NRC), dated August 22, 1983.
3. The diesel generator failed during a surveillance test when it tripped on low-low lube oil pressure, and could not be restarted because of low starting air pressure. The cause of the initial trip is unknown. The diesel could not be restarted because the valves between the air receiver tanks and the air start motors stuck open, bled the air out of the system, and caused the compressors to run continuously. This led to the failure of both compressors second stage head gaskets.
4. As corrective action the valves which stuck open; 3HV5931E, 3HV5931G, and 3HV5931H; were cleaned and inspected. Also, the air compressors' second stage head gaskets were replaced. The problems associated with the performance of the air-start system during this incident will be investigated, and corrective actions as necessary will be initiated.
5. Diesel generator 3G003 was unavailable for 51 hours and 33 minutes (0157 on November 23, 1983, to 0530 on November 25, 1983).
6. The current test interval is fourteen days, in accordance with Table 4.8-1 of the Technical Specifications.
7. This test interval is in conformance with the schedule of Regulatory Position C.2.d of Regulatory Guide 1.108.

RECEIVED  
NRC

*Southern California Edison Company* 12 27

SCE

SAN ONOFRE NUCLEAR GENERATING STATION

P.O. BOX 128

SAN CLEMENTE, CALIFORNIA 92672 REGION V

December 23, 1983

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

Attention: Mr. J. B. Martin, Regional Administrator

Dear Sir:

Subject: Docket No. 50-362  
30-Day Report  
Licensee Event Report No. 83-083  
San Onofre Nuclear Generating Station, Unit 3

Pursuant to Section 6.9.1.13.b of Appendix A, Technical Specifications to Facility Operating License NPF-15 for San Onofre Unit 3, this submittal provides the required 30-day written report and a copy of the Licensee Event Report (LER) form for an occurrence involving Limiting Condition for Operation (LCO) 3.8.1.1.b associated with the diesel generators. In addition, information required by Technical Specification 4.8.1.1.3 for this occurrence is provided in an attachment to enclosed LER 83-083.

On November 23, 1983, at 0157 with Unit 3 in Mode 3, Diesel Generator 3G003 tripped on low-low lube oil pressure. Subsequent restart attempts were unsuccessful because of low starting air pressure, and the diesel generator was declared inoperable. In accordance with LCO 3.8.1.1, Action Statements 'a' and 'c', operability of the following was verified within two hours: the remaining A.C. sources, systems that depend on the remaining diesel, and the steam-driven Auxiliary Feedwater Pump. After investigation and discussions with the vendor, the cause of the initial diesel generator low-low lube oil pressure trip is considered spurious and no corrective action is planned.

The inoperability of the diesel generator was caused by valves between the air receiver tanks and the air-start motors which stuck open and bled the air out of the system, causing both compressors to run. Continuous operation of the two compressors led to the failure of their respective second stage head gaskets.

IE2  
1/1

December 23, 1983

Corrective actions for this incident included cleaning and inspecting the sticking valves; 3HV5931E, 3HV5931G and 3HV5931H; and replacing the air compressors' second stage head gaskets. On November 28, 1983, at 0530 in accordance with Procedure SO23-3-3.23, the diesel generator was restored to service and LCO 3.8.1.1 was satisfied. As further corrective action, the problems associated with the performance of the air start system during this event will be investigated and corrective actions as necessary will be initiated. There was no impact on the health and safety of plant personnel or the public associated with this event.

If you require any additional information, please so advise.

Sincerely,

*JG/Haynes/HSR*

Enclosure: LER No. 83-083

cc: A. E. Chaffee (USNRC Resident Inspector, Units 1, 2 and 3)  
J. P. Stewart (USNRC Resident Inspector, Units 2 and 3)

U. S. Nuclear Regulatory Commission  
Office of Inspection and Enforcement

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Division of Technical Information and Document Control

Institute of Nuclear Power Operations (INPO)