

NRC FORM 366 (12-81) 10 CFR 50		U.S. NUCLEAR REGULATORY COMMISSION LICENSEE EVENT REPORT		APPROVED BY OMB 3150-0011	
CONTROL BLOCK		(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)			
1		2			
3		4			
5		6			
7		8			
9		10			
11		12			
13		14			
15		16			
17		18			
19		20			
21		22			
23		24			
25		26			
27		28			
29		30			
31		32			
33		34			
35		36			
37		38			
39		40			
41		42			
43		44			
45		46			
47		48			
49		50			
51		52			
53		54			
55		56			
57		58			
59		60			
61		62			
63		64			
65		66			
67		68			
69		70			
71		72			
73		74			
75		76			
77		78			
79		80			
81		82			
83		84			
85		86			
87		88			
89		90			
91		92			
93		94			
95		96			
97		98			
99		100			

CONT

REPORT SOURCE: L 0 5 0 0 0 3 6 1 0 4 0 6 8 3 0 7 0 6 8 4

DOCKET NUMBER: 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

EVENT DATE: 74 75 76 77 78 79 80

REPORT DATE: 80 81 82 83 84 85 86 87 88 89 90

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES

On 4/6/83 at 2115, with Units 2 and 3 in Modes 4 and 5, respectively,

Control Room Emergency Air Cleanup System (CREACUS) Train 'B' was declared

inoperable for an investigation of a ground on fan motor ME-419. The

Action Statement of LCO 3.7.5 for Modes 1 through 4 was invoked and

satisfied at 1300 on 4/7/83 when Unit 2 entered Mode 5. At this time

LCO 3.7.5, Action Statement 'a' was entered. See Attachment.

SYSTEM CODE: S G 11

CAUSE CODE: D 12

CAUSE SUBCODE: Z 13

COMPONENT CODE: M O T O R X 14

COMP. SUBCODE: Z 15

VALVE SUBCODE: Z 16

LER/RO REPORT NUMBER: 17

EVENT YEAR: 8 3

SEQUENTIAL REPORT NO.: 0 3 0

OCCURRENCE CODE: 0 3

REPORT TYPE: X

REVISION NO.: 1

ACTION TAKEN: B 18

FUTURE ACTION: Z 19

EFFECT ON PLANT: Z 20

SHUTDOWN METHOD: Z 21

HOURS: 0 0 0 0

ATTACHMENT SUBMITTED: Y 23

NPRD-4 FORM SUB.: N 24

PRIME COMP. SUPPLIER: N 25

COMPONENT MANUFACTURER: R 1 6 5

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

The fan motor was returned to the manufacturer to determine the cause of the

ground fault. Analysis has shown that wire insulation was apparently damaged

when the motor coil was originally installed in the core, resulting in a turn

to turn short. The motor was replaced and no further action is planned. See

Attachment.

FACILITY STATUS: B 26

% POWER: 0 0 0 0 27

OTHER STATUS: N/A 30

METHOD OF DISCOVERY: A 31

DISCOVERY DESCRIPTION: Operator Observation 32

ACTIVITY CONTENT RELEASED OF RELEASE: Z 33

AMOUNT OF ACTIVITY: N/A 35

LOCATION OF RELEASE: N/A 36

PERSONNEL EXPOSURES NUMBER: 0 0 0 0 37

TYPE: Z 38

DESCRIPTION: N/A 39

PERSONNEL INJURIES NUMBER: 0 0 0 0 40

DESCRIPTION: N/A 41

LOSS OF OR DAMAGE TO FACILITY TYPE: Z 42

DESCRIPTION: N/A 43

PUBLICITY ISSUED DESCRIPTION: N/A 45

NAME OF PREPARER: J. G. HAYNES

PHONE: (714) 492-7700

8407230066 840706
PDR ADDCK 05000361
S PDR

ATTACHMENT TO LER 83-030, REVISION 1
SOUTHERN CALIFORNIA EDISON COMPANY
SAN ONOFRE NUCLEAR GENERATING STATION
UNIT NO. 2, DOCKET NO. 50-361

SUPPLEMENTAL INFORMATION FOR EVENT DESCRIPTION AND PROBABLE CONSEQUENCE:

The motor was replaced with a spare motor, but during this activity the housing manway door adjacent to ME-419, which must be in place for proper operation of the CREACUS, was removed from its hinges and inadvertently not replaced. Train B of CREACUS was considered to be operable when the motor was replaced, however, it remained inoperable because of the missing door.

On April 12, 1983 at 1900, CREACUS Train A was taken out of service for planned maintenance. This resulted in entry into LCO 3.7.5, Action Statement 'b', which requires the suspension of core alterations and positive reactivity changes. No core alterations or reactivity changes were in progress at the time, and the Action Statement was satisfied at 1500 on April 18, 1983 when both trains of CREACUS were declared operable.

Neither the health or safety of plant personnel nor the public were affected by this incident.

SUPPLEMENTAL INFORMATION FOR CAUSE DESCRIPTION AND CORRECTIVE ACTION:

The housing manway door was left off after maintenance on the motor was finished because the work order directing the work was incomplete. To replace the motor the door had to be removed, but neither its removal nor its replacement was mentioned in the work order. Maintenance planners have been instructed to insure that interferences which need to be removed or replaced are identified in work orders.

Southern California Edison Company

SAN ONOFRE NUCLEAR GENERATING STATION

P.O. BOX 128

SAN CLEMENTE, CALIFORNIA 92672

J. G. HAYNES
STATION MANAGER

July 6, 1984

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. J. B. Martin, Regional Administrator

Dear Sir:

Subject: Docket No. 50-361
30-Day Report
Licensee Event Report No. 83-030, Revision 1
San Onofre Nuclear Generating Station, Units 2 and 3

Reference: Letter, H. B. Ray (SCE) to J. B. Martin (NRC),
dated May 6, 1983, Licensee Event Report 83-030

The referenced letter provided you with the required 30-day Licensee Event Report (LER) for an occurrence involving Limiting Condition for Operation (LCO) 3.7.5 associated with the Control Room Emergency Air Cleanup System (CREACUS). Enclosed LER 83-030, Revision 1, provides the results of our evaluation into the cause of this event and the corrective actions taken.

If you require any additional information, please so advise.

Sincerely,

JG Haynes

Enclosure: LER No. 83-030, Revision 1

RECEIVED
NRC

1984 JUL 13 PM 12:49

SCE

REGION V I&E

11
1E-29

Mr. J. B. Martin

- 2 -

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

U.S. Nuclear Regulatory Commission
Document Control Desk

Institute of Nuclear Power Operations (INPO)