



Commonwealth Edison
Braidwood Nuclear Power Station
Route #1, Box 84
Braceville, Illinois 60407
Telephone 815/458-2801

May 5, 1994
BW/94-0075

DCD

PRIORITY ROUTING	
First	Second
RA	RC
DRA	EIO
DRP	SCA
DRS	GI
DRSS	PAO
DRMA	

FILE _____

Mr. John B. Martin
Regional Administrator
U.S. Nuclear Regulatory Commission
Region III
801 Warrenville Road
Lisle, Illinois 60532-4351

Subject: Completion of Actions Contained in Confirmatory
Action Letter (CAL) RIII-94-005 for Braidwood
Unit 2.

References: (1) Confirmatory Action Letter RIII-94-005 for
Braidwood Unit 2

Dear Mr. Martin:

In accordance with the requirements of Reference 1, this
letter is to notify you of Braidwood Station's completion of the
actions contained in Reference 1.

In response to the stuck control rod K2 which occurred at
Braidwood on April 5, 1994, a project team was created which
consisted of a root cause team and a recovery team. Together these
groups developed a set of special procedures and a schedule to
accomplish the following objectives:

- 1) Reinsert rod K2;
- 2) Take Unit 2 to Cold Shutdown;
- 3) Determine the cause for the failure of rod K2 to fully
insert;
- 4) Correct the cause for rod K2 failing to insert;
- 5) Document the inspections, and the results of the
inspections conducted;
- 6) Recover Unit 2.

All special test procedures and schedules were discussed
with the NRC prior to their implementation. On April 11, 1994, an
NRC Augmented Inspection Team (AIT) arrived on site to follow the
activities on Unit 2.

As a result of the investigations conducted, it was
determined that a pin from the L-2 thermocouple column funnel had
come free and was laying length-wise in a slot of the seventh guide
card of the rod guide tube. This prevented the rod from inserting
past the obstruction. In addition, the other pin on this same
funnel was loose. Control rod K2 was removed, the pin retrieved,
and all other guide cards for rod K2 were inspected for debris with
none found.

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The problem with the L-2 funnel has been determined to be the result of an installation error, and Commonwealth Edison is repairing the funnel. All other thermocouple funnels on Unit 2 have been inspected and their pins have been installed correctly.


A review of video tapes of the Unit 1 Reactor Vessel Head showed no problem, and we plan on inspecting Unit 1 Reactor Vessel Head during the next refueling outage.

Extensive documentary evidence concerning this investigation has been compiled, and was reviewed by the AIT.

A public exit meeting was held with the AIT and Region III representatives on May 4, 1994 at Braidwood Station to discuss the results of the rod K2 investigation.

Should you have any questions, please contact David J. Miller at Braidwood Station, (815) 458-2801, extension 2114.

Sincerely,


K. L. Koffon
Station Manager
Braidwood Station

KLK/DSH/dla

cc: K. Bartes, Regulatory Assurance Supervisor
D. J. Miller, Technical Services Superintendent
D. Cooper, Operations Manager
A. Checra, Systems Engineering Supervisor