



Commonwealth Edison

One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
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May 17, 1982

Mr. James G. Keppler, Regional Administrator
Directorate of Inspection and
Enforcement - Region III
U.S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, IL 60137

Subject: LaSalle County Station - Unit 1
Final Response to I.E. Bulletin
81-01, Revision 1
Surveillance of Mechanical Snubbers
NRC Docket No. 50-373

References (a): J. G. Keppler letter to Cordell
Reed dated March 4, 1981.

(b): T. J. Rausch letter to J. G.
Keppler dated April 30, 1981.

Dear Mr. Keppler:

Reference (b) provided the Commonwealth Edison Company schedule for testing and inspection of mechanical snubbers installed on safety-related systems at our LaSalle County Station Unit 1, in accordance with Reference (a) requirements. Accordingly, this letter provides our final response to I.E. Bulletin 81-01 Rev. 1 for LaSalle County Station Unit 1.

The Pacific Scientific Company mechanical snubbers installed on safety-related systems required for Unit 1 operation have been visually examined and manually tested to insure operability. The inspections performed included a visual examination of external hardware for damage and a manual stroke in both compression and tension. The inspections were performed during Morrison Construction Company final linewalk activities.

The number of Unit 1 required snubbers that were examined and the number that were found to be defective are listed in Table 1 by manufacturer model number and size. The numbers include those Unit 2 systems required to support Unit 1 operations. No generic problems were observed during the inspection activities. We have concluded that the defective snubbers resulted from normal construction activity abuse and should not be a cause for concern. All defective snubbers have been replaced and the new models tested.

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It should be noted that the "Number of Unit 1 Required Snubbers" listed by model number in Table 1 reflect the new quantities of snubbers required after the removal of unnecessary snubbers. We expect there will be further snubber reductions in the future as we complete our long-term snubber reduction program. With regard to the "Number of Defective Snubbers", Table 1 includes only those found during the final linewalk activities. Our records indicate that there was a substantial number of snubbers damaged during the 5 plus years of construction activities. Whenever a defective or damaged snubber was found in storage, during handling or installation activities, it was dispositioned and/or replaced at that time. We have not included these snubbers in Table 1 because we believe that they do not fall within the scope of Bulletin 81-01.

To the best of my knowledge and belief the statements contained herein and in the attachment are true and correct. In some respects these statements are not based on my personal knowledge but upon information furnished by other Commonwealth Edison employees. Such information has been reviewed in accordance with Company practice and I believe it to be reliable.

Please address any questions that you or your staff may have concerning this matter to this office.

Very truly yours,

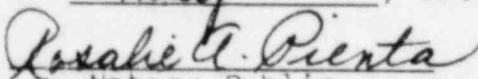


E. Douglas Swartz
Nuclear Licensing Administrator

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cc: Director, NRC Office of
Inspection and Enforcement
Washington, D.C. 20555
Region III Inspector - LaSalle

SUBSCRIBED and SWORN to
before me this 18th day
of May, 1982


Notary Public

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TABLE 1

LaSalle County Station Unit 1 - Defective Snubbers

Final Linewalk Inspection Results

<u>Pacific Scientific Co. Model</u>	<u>Number of Defective Snubbers Found During Linewalk Activities</u>	<u>Number of Unit 1 Required Snubbers</u>
1/4	13	350
1/2	1	96
1	0	70
3	2	207
10	0	288
35	2	253
100	0	28