



Commonwealth Edison

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Address Reply to: Post Office Box 767
Chicago, Illinois 60690

October 18, 1983

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

Subject: LaSalle County Station Units 1 and 2
Response to Inspection Report Nos.
50-373/83-30 and 50-374/83-29
NRC Docket Nos. 50-373 and 50-374

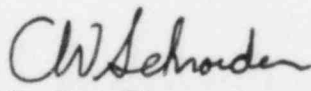
Dear Mr. Keppler:

This letter is in response to the inspection conducted by Messrs. R. D. Lanksbury and S. G. DuPont on July 25 through September 9, 1983, of activities at LaSalle County Station Units 1 and 2. Reference (a) indicated that certain activities appeared to be in noncompliance with NRC requirements. The Commonwealth Edison Company response to the Notice of Violation is provided in the enclosure.

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 upon 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.

If you have any further questions on this matter, please direct them to this office.

Very truly yours,

for  *10/18/83*
D. L. Farrar
Director of Nuclear Licensing

CWS/lm

Attachment

cc: NRC Resident Inspector - LSCS

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ITEM OF NONCOMPLIANCE

10 CFR 50, Appendix B, Criterion XI, states in part, "A test program shall be established to assure that all testing required to demonstrate that structures, systems, and components will perform satisfactorily in service is identified and performed in accordance with written test procedures...". Emergency Power Redundancy Preoperational Test Procedure, PT-AP-203, Section 10.5.B.3.e, states in part, "That Diesel Generator 2A is lined up for standby operation in accordance with LaSalle Operating Procedure LOP-DG-01." LaSalle Operating Procedure, LOP-DG-01, Section F.1.a.1, states in part, "That the Bus 2424 Diesel Generator 2A Feed ACB 2423 control switch shall be in the normal position for standby of Diesel Generator 2A."

Contrary to the above, the 2A Diesel Generator was found to not be lined up for standby operation during the performance of preoperational test PT-AP-203 in that the control switch Bus 2424 Diesel Generator 2A ACB 2423 was not in the required normal position.

Corrective Action Taken and Results Achieved

As noted in the inspection report, the system was realigned to the required configuration and the test was successfully performed.

This incident was discussed with the Control Room operators on shift at the time to attempt to determine how the switch came to be placed in the "Pull-to-Lock" position. The operator who performed the line-up (LOP-DG-01) believes that he did correctly position the switch. About six hours elapsed between the time the line-up was done and the time the test was started. None of the personnel involved remember moving the switch from the normal position. Therefore, the cause of the violation of the required system lineup could not be identified.

Corrective Action Taken to Avoid Further Noncompliance

1. LOP-DG-01 is being revised to add more clarity to the step in question, and to put this step in a more logical position in the procedure. A step will also be added to the procedure to verify that the ESF Status panel is checked after the rest of the line-up is completed. (AIR 01-83-349).
2. The station is evaluating the feasibility of a method to identify control room switches in off-normal positions by the use of bright plastic rings. (AIR 01-83-350).

Date of Full Compliance

Full compliance has been achieved. Items 1 and 2 above will be accomplished by January 1, 1984.