



Commonwealth Edison

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DMB

October 6, 1983

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

Subject: Byron Station Units 1 and 2
Braidwood Station Units 1 and 2
10 CFR 50.55(e) 30 Day Report
Westinghouse A-200 MCCs
NRC Docket Nos. 50-454/455 and 50-456/457

Dear Mr. Keppler:

On September 9, 1983, the Commonwealth Edison Company Project Engineering Department notified Mr. M. Holzmer of your office of a deficiency reportable pursuant to 10 CFR 50.55(e) regarding the Westinghouse A-200 Motor Control Centers at our Byron and Braidwood Stations. For your tracking purposes, this deficiency was assigned Number 83-12 for our Byron Station and Number 83-13 for our Braidwood Station.

This letter fulfills the thirty (30) day reporting requirements of 10 CFR 50.55(e) regarding this matter and is considered to be a final report.

DESCRIPTION OF DEFICIENCY

During routine testing of Westinghouse Motor Control Centers (MCCs), it was discovered that some of the starters were tripping outside of the acceptable band specified by Westinghouse. Further investigation determined that some of the overload blocks were poorly calibrated. The overload blocks are calibrated and sealed at the factory. The problem is limited to sizes #0, #1, and #2 starters in the Westinghouse A-200 series MCCs.

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ANALYSIS OF SAFETY IMPLICATIONS

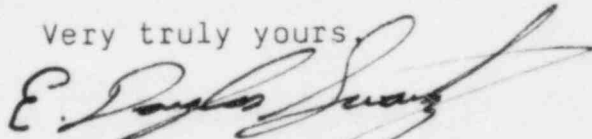
Overload tripping is on an inverse time/current curve. The problem is in the low end of the current curve, meaning that the breaker could possibly trip on a relatively low current after a long period of time. This would not be detected during periodic tests unless the motor was operated long enough for the breaker to trip. During or following an accident, equipment powered by the affected MCCs may fail to complete their intended safety function. Examples of equipment affected by this problem include the cubicle cooler fan motors for the Centrifugal Charging Pumps and the RHR Pumps.

CORRECTIVE ACTION

All affected overload blocks are currently being identified by station personnel. These overload blocks will be replaced with properly calibrated overload blocks and the deficient ones will be recalibrated by Westinghouse service personnel. The corrective actions will be completed prior to fuel load on all units.

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

cc: RIII Inspector - Byron
RIII Inspector - Braidwood

Director of Insp. and Enf.
U.S. Nuclear Commission
Washington, DC 20555