



**Commonwealth Edison**

One First National Plaza, Chicago, Illinois  
Address Reply to: Post Office Box 767  
Chicago, Illinois 60690

May 26, 1983

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: Byron Station Units 1 and 2  
Braidwood Station Units 1 and 2  
30 Day Report to 10 CFR 50.55(e)  
NRC Docket Nos. 50-454, 50-455,  
50-456, and 50-457

Dear Mr. Keppler:

On April 29, 1983, the Commonwealth Edison Company Project Engineering Department notified Mr. Julian M. Hinds of your office of a deficiency reportable pursuant to 10 CFR 50.55(e) regarding structural steel connection rework at our Byron and Braidwood Stations. For your tracking purposes, this deficiency was assigned Number 83-04 for both stations.

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

Original design requirements failed to provide adequate guidance to ensure a uniform and acceptable method to burr the bolt threads, thus necessitating the addition of a jam nut for slotted structural steel connections. Extensive rework is required to correct this deficiency.

Analysis of Safety Implication

Installation requirements on the American Bridge Division Erection Drawings stated the burring of bolt threads. The requirement to burr the bolt thread was to ensure that the nut would not loosen overtime.

Commonwealth Edison Company authorized the revision for the installation of jam nuts for all sliding connections as an added precaution to prevent the occurrence of the first nut becoming loose and disengaging from the connection.

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Corrective Action

Jam nuts are being installed on structural steel connections in the Containment Buildings where a sliding connection is provided. This includes structural steel used as floor framing and miscellaneous steel used for component supports. The requirements for installing jam nuts are specified on the following design drawings:

S-1097 - Revision U, dated October 15, 1982.  
S-960 - Revision N, dated March 18, 1983.  
ENC-3270 - Dated January 4, 1983.

The design drawing requirement to provide jam nuts on structural steel will be implemented at Byron and Braidwood Stations in the same manner as any other Sargent & Lundy drawing revision. The installation contractors' approved Q.A./Q.C. procedure will ensure proper installation.

Byron Station is expected to complete jam nut installation for Unit 1 containment on August 1, 1983, and Unit 2 containment on January 1, 1984. Braidwood Station is expected to complete jam nut installation for Unit 1 containment on July 25, 1983, and Unit 2 containment on November 25, 1983.

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

Very truly yours,

*P. L. Barnes for*

E. Douglas Swartz  
Nuclear Licensing Administrator

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cc: Region III Inspector - Byron  
Region III Inspector - Braidwood  
Director of Insp. and Enf.  
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