



**Commonwealth Edison**

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DMB

September 26, 1984

Mr. James G. Keppler  
Regional Administrator  
U.S. Nuclear Regulatory Commission  
Region III  
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) Interim Report  
Steam Generator Snubber Failure  
NRC Docket Nos. 50-454/455 and 50-456/457

References (a): E. D. Swartz letter to J. G. Keppler  
dated July 31, 1984

(b): O. R. Sanders letter to R. A. Salsbury  
dated September 10, 1984

Dear Mr. Keppler:

On June 28, 1984, the Commonwealth Edison Company notified your office of a deficiency reportable pursuant to 10 CFR 50.55(e) concerning the unsatisfactory operation during confirmatory testing of the Steam Generator Snubbers supplied by the Boeing Company for our Byron and Braidwood Stations. For your tracking purposes, this deficiency was assigned number 84-05 for Byron Station and number 84-11 for Braidwood Station. Reference (a) provided the thirty day report concerning this matter. The purpose of this letter is to provide the status update.

STATUS OF RESOLUTION

The Boeing Engineering Company Southeast, Inc. has completed a preliminary analysis of the dimensional non-conformances of the high pressure metallic seals as observed and documented by ITT Grinnell in Report Nos. FSE-789 and FSE-813 for snubber serial numbers 1, 6, 10, 13, 19, 23 and 25. As indicated in Reference (b), Boeing Company has decided to withhold any statement concerning the results of their metallic seal review until such time as they can perform their own re-inspection and analysis of several of the worst-case seals. To accommodate this effort, the worst-case seals are being provided to the Boeing Company.

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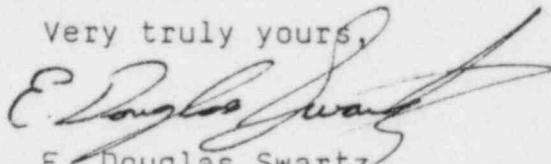
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The Commonwealth Edison Company has contracted ITT Grinnell to re-design and re-qualify a limited number of the Boeing snubbers to accommdate our Byron Unit 1 fuel load requirements. We anticipate that the first re-built Steam Generator Snubber will be functionally tested by ITT Grinnell in Warren, Ohio on or about October 5, 1984.

We will provide your office with a supplemental report in this matter upon completion of the Boeing Company analysis of the cause of snubber seal leakage. We will continue to keep Mr. Isa T. Yin informed of our activities associated with further Boeing snubber testing. In the interim, 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: I. T. Yin  
RIII Resident Inspectors - By/Bw

Director of Inspection and Enforcement  
US Nuclear Regulatory Commission  
Washington, DC 20555

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