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August 15, 1984
EF2-69672

DMB

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

Dear Mr. Keppler:

- Reference: (1) Fermi 2
NRC Docket No. 50-341
- (2) Letter, D. A. Wells to J. G. Keppler,
July 30, 1982, EF2-59383
- (3) Letter, D. A. Wells to J. G. Keppler,
November 24, 1982, EF2-61201

Subject: Final Report of 10CFR50.55(e) Item 74
"Sway Strut Paddles Clamped Rigid"

This is Detroit Edison's final report concerning item 74, "Sway Strut Paddles Clamped Rigid." Item 74 was originally reported as a potential deficiency on July 2, 1982, and was subsequently documented in References (2) and (3).

Description of Deficiency

During the installation of various Power Piping Co. power sway struts, problems were encountered with the fitup of the strut paddle to the support clamp. The problem was attributed to non-compatibility of Power Piping model M-350 sway struts and Power Piping SK 500 and SK 1000 pipe clamps when they are used in off angle (< 90°) load configurations. Specifically, the squared corners of the clamp would not permit rotation of the sway strut to the proper load angle. During installation, the paddle and strut were forced into the clamp, thereby locking the sway strut at a single position. Subsequent investigations identified additional Power Piping model M-350 sway struts with the same installation problem.

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Analysis of Safety Implications

Failure of the sway struts to allow the designed pipe movement would induce stresses not considered in the piping design analysis of a safety related system.

Corrective Action

Upon identification of the problem, installation of this type strut assembly was placed on hold while the problem was resolved.

Detroit Edison conducted an inspection of the 280 Power Piping model M-350 sway strut installations. The walkdown inspection identified sway struts with clamp interference problems. These deficiencies were documented on DDRs in accordance with the Detroit Edison Quality Assurance Program.

Hanger Engineering, in conjunction with the vendor, developed corrective modifications for various installation conditions encountered.

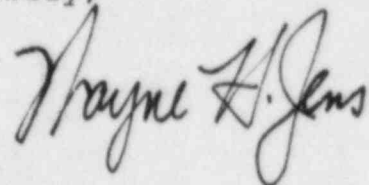
Modifications were processed on approved DDRs and included:

- 1) Using extended end paddles;
- 2) Rounding interfering clamp corners; or,
- 3) Relocating load pin holes to allow corner clearance.

In addition to the component modifications, the contractors were required to conduct training sessions with craft supervisory and quality control personnel in the proper techniques to be used during construction and inspection of this type installation.

This is Detroit Edison's final report on this item. If you have questions concerning this matter, please contact Mr. Lewis P. Bregni at (313) 586-5083.

Sincerely,



cc: Mr. P. M. Byron
Mr. R. C. DeYoung
Mr. R. C. Knop