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August 14, 1984  
EF2-69673

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, E. Hines to J. G. Keppler,  
January 29, 1981, EF2-49878
  - (3) Letter, D. A. Wells to J. G. Keppler,  
May 15, 1981, EF2-49970
  - (4) Letter, D. A. Wells to J. G. Keppl.  
September 25, 1981, EF2-54146
  - (5) Letter, D. A. Wells to J. G. Keppler,  
January 8, 1982, EF2-55870
  - (6) Letter, D. A. Wells to J. G. Keppler,  
April 27, 1982, EF2-57468
  - (7) Letter, D. A. Wells to J. G. Keppler,  
August 27, 1982, EF2-59387
  - (8) Letter, D. A. Wells to J. G. Keppler,  
April 15, 1983, EF2-63499

Subject: Final Report of 10CFR50.55(e) Item 37  
"Fisher Control Valve Actuators"

This is Detroit Edison's final report concerning Fisher control valve actuators. Item 37 was originally reported as a potential deficiency on December 31, 1980, and was subsequently documented in References (2) through (8).

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Description of Deficiency

Control valves were purchased from Fisher Controls to Detroit Edison specifications. During our seismic review process, Detroit Edison determined that ten Fisher control valve actuators could not meet seismic criteria. Cut-off frequencies had not been adequately specified to assure that seismic design of the valves was adequate for the Fermi 2 peak response frequency.

Analysis of Safety Implications

Safety-related valves with actuators which did not meet seismic criteria could not be assumed to operate during or after the design seismic event.

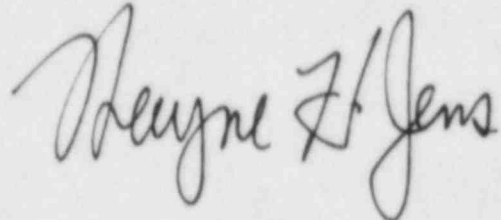
Corrective Action

The following actions have been taken to correct this deficiency and prevent recurrence:

- o Detroit Edison engineering specifications were revised to include valve natural frequency criteria and to update seismic analysis requirements.
- o Eight new Fisher actuators which meet the revised specification were purchased and installed to replace the old actuators. Two of the ten affected valves were deleted due to modifications to delete the RHR steam condensing mode.

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

Sincerely,



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