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Attn: Document Control Desk
Director, Spent Fuel Project Office
Office of Nuclear Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
Washington, DC 20555

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Your ref: Docket No. 71-6078
Our ref: UAM-NRC-06-016

November 2, 2006

Dear Mr. E. William Brach:

SUBJECT: Docket 71-6078, Model Nos. 927A1 and 927C1 Packages, Approval for
Shipment of Mishandled Fuel Assembly Contents - Supplement

A detailed inspection of fuel assembly P2S404 was performed by a Westinghouse representative at Palo Verde Unit 2. A narrative of the description and photographs documenting the condition of the fuel is provided as Enclosure 2- Fuel Assembly Inspection Report – Identification Number P2S404 to supplement our letter dated October 26, 2006 (Our ref. UAM-NRC-06-015).

Should you have any questions, or require additional information, please contact the undersigned either by telephone at (803) 647-3167, or by email at vescovpj@westinghouse.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter J. Vescovi'.

Peter J. Vescovi
WESTINGHOUSE ELECTRIC COMPANY, LLC
Uranium Asset Management, Regulatory and International Logistics
Transport Licensing and Compliance

Enclosures: Fuel Assembly Inspection Report

cc w/ encls: N. Kent, Manager, Transport Licensing and Compliance
B. Bayley, Manager, Regulatory and International Logistics
D. Sipes, Fuel Business Manager, U.S. Fuel Commercial Operations
R. Allen, Principle Project Engineer, U.S. Fuel Commercial Operations

By Federal Express

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Enclosure 2. Fuel Assembly Inspection Report – Identification Number P2S404

Lower end fitting (LEF) plate was deformed upward around center instrument tube. At upper end fitting (UEF), fuel rods around center instrument tube are raised up to a maximum of about 0.5 inch. At guide tube #4, one locking disc weld was broken as a result of the LEF being pulled up and away. Disc could be pushed in slightly but bolt showed no movement. All other locking disc welds were intact and bolts were immobile. The LEF was securely attached and showed no movement when force was applied manually. The raised rods could not be pushed down by hand.

The LEF to Guardian Grid welds are all intact. The Guardian grid outer straps have been buckled outward in the center on the 90, 180, and 270 degree faces (0° face was down and not inspected). The grid buckling occurred at Rod 9 (from left to right) on the 90° face, Rod 9 on the 180° face, and Rod 8 on the 270° face. The maximum magnitude of the outer strap bowing was about 0.25 inch. The rods mentioned above showed slight movement when perpendicular pressure was applied. All other rods were tightly held and showed no movement. All peripheral rods were touching the LEF and the Guardian grid springs were engaged in the fuel rod detents.

The center post flange to flow plate welds were intact. All corner posts were seated against the hold plate. Guide tubes #2 and #3 appeared to be bowed to the center of the assembly near the LEF. This would be expected since the upward deformation of the LEF plate would pull the corner guide tubes towards the center. The UEF was securely attached and showed no movement when force was applied manually.

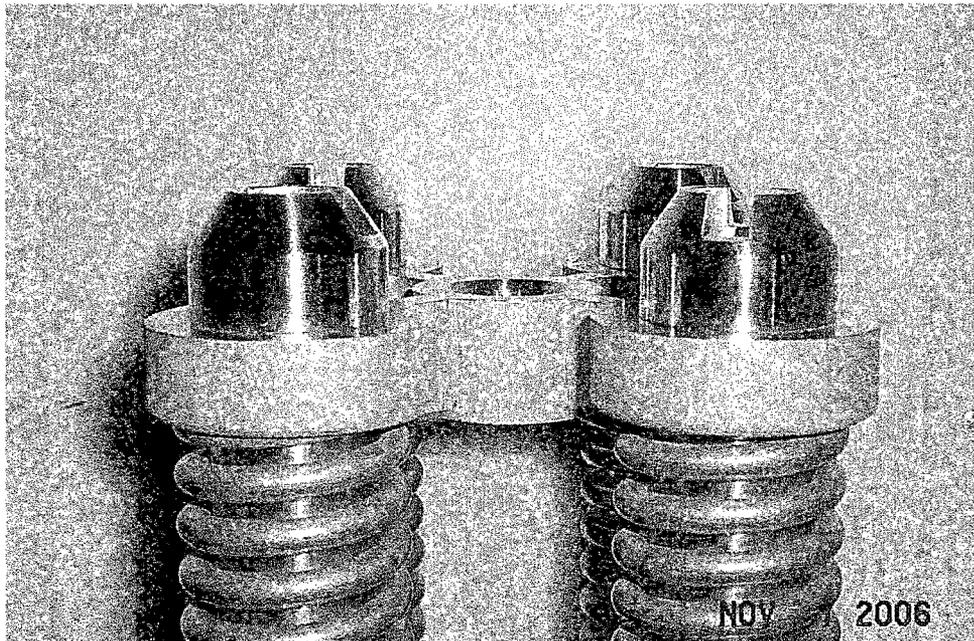


Figure 1 – Upper end fitting assembly - hold down plate and springs

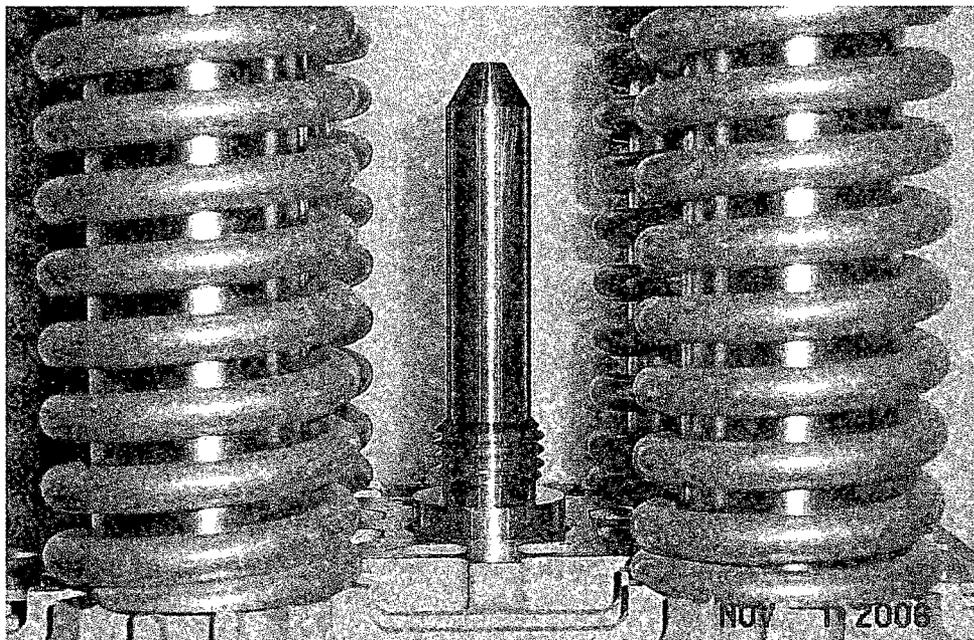


Figure 2 – Upper end fitting assembly – instrument housing, flow plate, and hold down springs

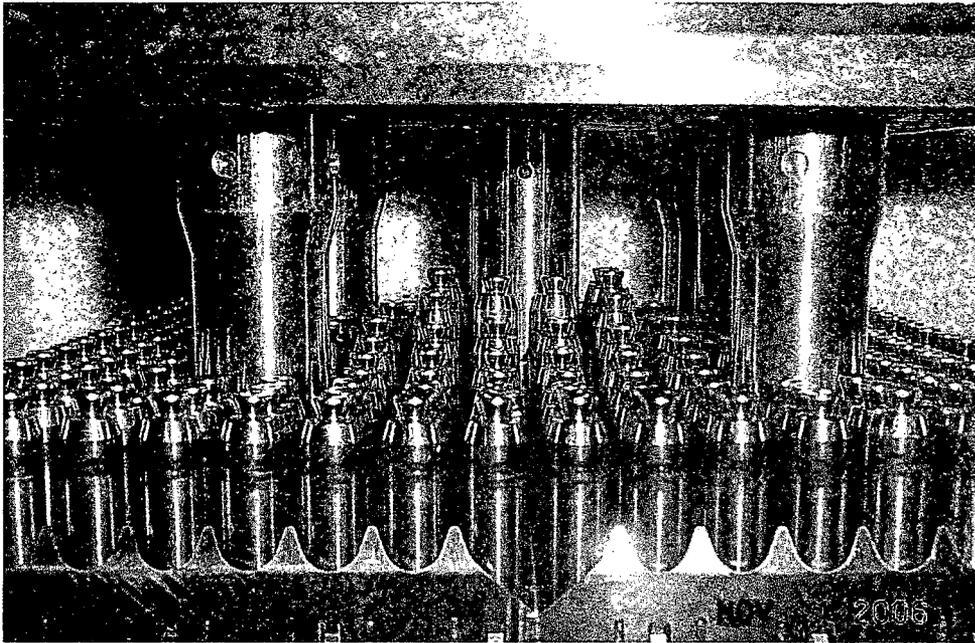


Figure 3 – Upper end fitting assembly – flow plate, guide tubes, instrument housing, fuel rods, top grid

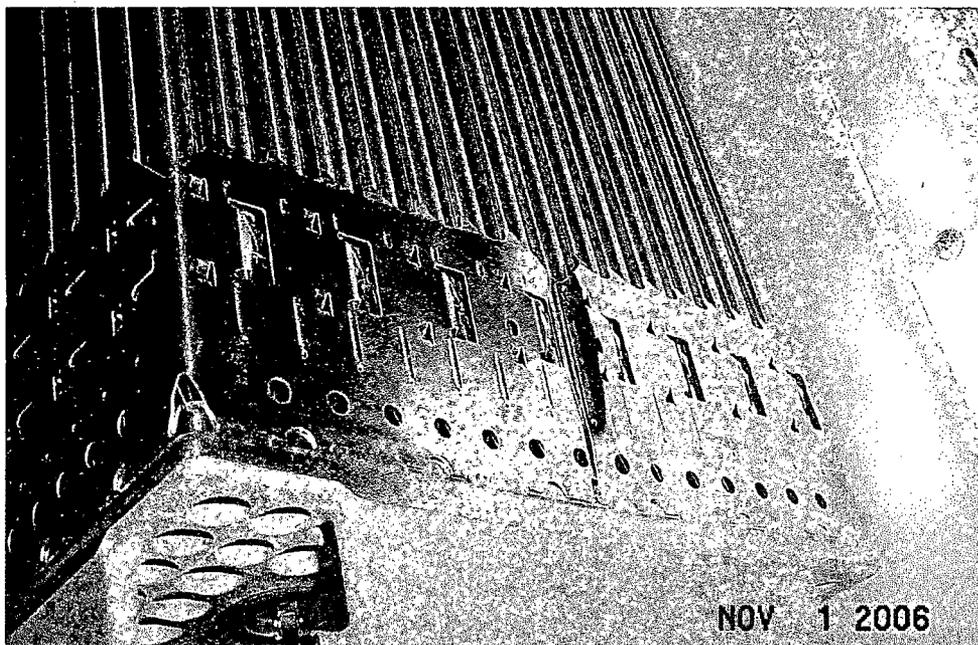


Figure 4– Lower end fitting assembly – guardian grid, low end fitting (Side view A)

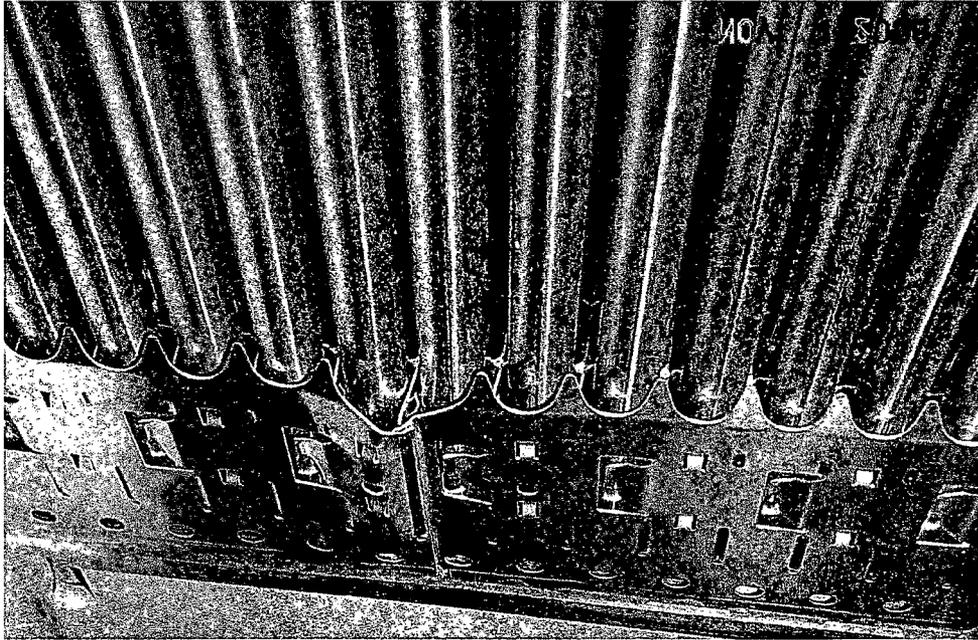


Figure 5– Lower end fitting assembly – guardian grid, low end fitting (Side view B)

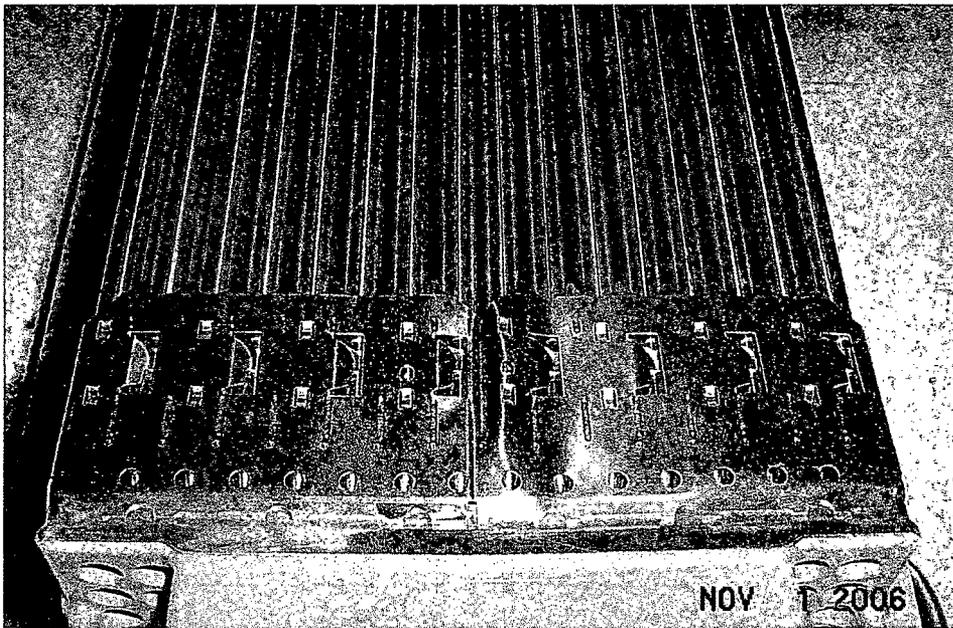


Figure 6– Lower end fitting assembly – guardian grid, low end fitting (Side view C)

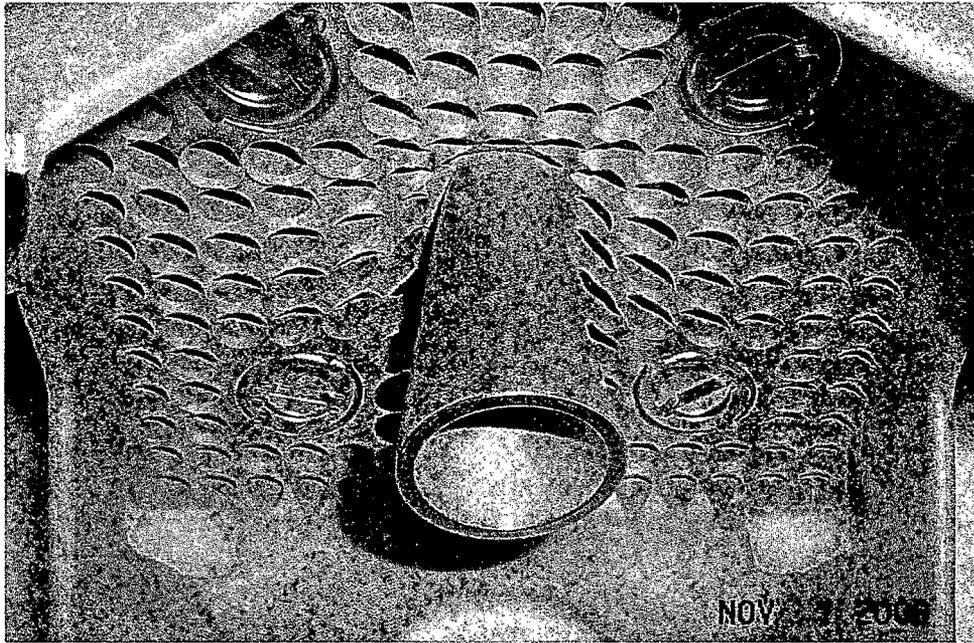


Figure 7– Lower end fitting assembly –lower end fitting, guide tube bolts and locking discs (Bottom view)