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14 February 2008

ATTN: Document Control Desk
Spent Fuel Project Office
Office of Nuclear Material Safety and Safeguards
U.S. Nuclear Regulatory Commission
11555 Rockville Pike
One White Flint
Rockville, MD 20852

RE: USA/9027/B(U)-96 (Current Revision 18)

Dear Director:

QSA Global, Inc. requests amendment of the certificate referenced above for the Model 741-OP Type B(U) container. This amendment is necessary to correct certain information currently referenced on the descriptive assembly drawing for this transport package, and to add further detail on non-critical items/information associated with the package assembly based on recent discussions with NRC staff on this issue. Enclosed with this letter is a copy of drawing R741-OP Rev F. This revision corrects the following information:

1. Changes affecting Sheet 1 of 7:
 - a. The bill of materials has been expanded to cover parts referenced previously on other sheets and also includes specifications for non-critical parts not previously identified on this drawing. This includes the following:
 - i. Item 2 overpack (specifications moved to sheet 5 – see Section 5 of this letter for further details and discussion).
 - ii. Item 7 sliding door (previously on sheet 2).
 - iii. Item 8 flanged sleeve (previously on sheet 2).
 - iv. Item 9 door track (previously on sheet 2).
 - v. Item 10 magnets (previously on sheet 2).
 - vi. Item 11 latch (previously on sheet 2 – see Section 2 of this letter for further details and discussion).

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- vii. Item 12 screws or nails (added for clarity, not structural to package compliance – see Sections 3 and 4 of this letter for further details and discussion).
- viii. Item 13 construction adhesive (added for clarity, not structural to package compliance – see Sections 3 and 4 of this letter for further details and discussion).
- ix. Item 14 rivet (added for clarity, not structural to package compliance – see Section 2 of this letter for further details and discussion).
- x. Item 15 stainless steel screws for magnets (added for clarity, not structural to package compliance – see Section 2 of this letter for further details and discussion).
- xi. Item 16 3/8-16 hex head screw and Item 17 3/8 flat washer (added as optional).

This additional hardware is included for clarity and refers to items that may be added to the overpack box which can subsequently be used to secure the overpack box to a secondary conveyance such as a cart for mobile use at an industrial radiography temporary jobsite. The added hardware more fully reflects the standard package construction, however its presence will have no adverse impact on the package ability to meet the normal or hypothetical accident transport conditions as a transport package. The addition of these parts to the drawing are for completeness of the package description and is administrative in nature only.

- xii. Item 18 Door track spacer (added as optional – see Section 2 of this letter for further details and discussion).
- xiii. Item 19 U-bolt with nuts (shown on sheet 4).
- xiv. Items 20 and 21, ¼” washers (added as optional – see Section 4 of this letter for further details and discussion).
- xv. Item 1 was corrected to reference the item on this drawing as the Top Wood Support, ½” thick. The current reference to this item on Rev E of the drawing states this is the Base wood support ¾” thick. The base wood support ¾” thick is already shown on sheet 5 of 7. The part shown for Item 1 is in actuality the Top Wood Support. Revision B of drawing R741-OP had inadvertently changed the correct reference for this item and this revision to the drawing is correcting that mistake by changing the description back to its original construction requirements.
- xvi. Item 3 was revised to identify this as Qty 1 and differentiate the description to clearly identify this as one of the two differently dimensioned blocks. Revision B of drawing R741-OP had inadvertently combined the two different block references into a single dimensioned insert assembly. Though the insert blocks on the similar overpack container for the Model 680-OP are two identically dimensioned wood block inserts, the inserts for the Model 741-OP transport package have always been comprised of two wood block inserts with different overall dimensions. The change on this revision of sheet 1 corrects the description of the wood block insert back to its actual construction requirements.
- xvii. Item 22 was added to identify this as Qty 1 and differentiate the description to clearly identify this as second of the two differently dimensioned blocks. Revision B of drawing R741-OP had inadvertently combined the two different block references into a single dimensioned insert assembly. Though the insert blocks on the similar overpack container for the Model 680-OP are two identically dimensioned wood block inserts, the inserts for

the Model 741-OP transport package have always been comprised of two wood block inserts with different overall dimensions. The change on this revision of sheet 1 corrects the description of the wood block insert back to its actual construction requirements. A balloon reference was also added to the drawing to identify this Item on sheet 1 of the drawing.

- xviii. Item 23 was added to correct an unintended omission to the drawing regarding the front wood support. Revision B of drawing R741-OP had inadvertently deleted this item from the drawing and this revision to the drawing is correcting that mistake re-instating its use on the package. The part including a balloon reference was also added to the drawing to identify this Item on sheet 1 of the drawing.
 - b. The notes which apply to all sheets of the drawing have been moved from Sheet 1 to Sheet 2 of the drawing. See Section 2 of this letter for further details and discussion related to specific changes affecting the notes on this drawing.
2. Changes affecting Sheet 2 of 7:
- a. The magnet attachment screws are added as an item reference to the drawing and include the use of thread lock during assembly. The magnet attachment screws and thread lock serve no structural purpose on the overpack box relative to the package ability to comply with the normal and hypothetical transport conditions. Since the weight limitations continue to apply to the package, the additional weight which might be attributed to the presence of these screws is already accounted for in the total package weight. Though the use of these screws was not specifically mentioned previously on the descriptive assembly drawings, their use is now included for completeness.
 - b. The rivnuts used to attach the flanged sleeve to the main box and to attach the door tracks to the box are added as item references to the drawing. The rivnuts serve no structural purpose on the overpack box relative to the package ability to comply with the normal and hypothetical transport conditions. After curing, the polyurethane foam provides stronger securement of the flanged sleeve to the box assembly so loss of the rivnuts on the flanged sleeve will not allow the sleeve to become detached from the box assembly.

The door track serves to retain the doors to the box assembly. Should the rivnuts fail to maintain the doors in place on the box assembly, the package would continue to meet the normal and hypothetical transport conditions. The doors are recessed into the box and serve no significant protection to the inner device during either the 4 ft or 30 ft drop testing. The penetration bar could access either the device shipping plate or shipping plug assemblies if the doors were missing or removed, however previous testing on the device alone in the puncture bar configuration (Test Plan Report 89 – Section 2.12 of the SAR) has demonstrated that the shipping plate and the shipping plug assembly cannot be damaged sufficiently to cause a failure in the package integrity during the puncture test. Therefore the package will continue to retain its integrity during the less severe penetration bar test on the inner device in the unlikely condition that the package loses the protection of the overpack box doors.

Loss of the door track rivnuts (and associated doors) under the compression test configuration, would have little to no effect on the package ability to meet the transport requirements. As demonstrated and assessed under Test Plan Reports 72 and 89 (see Section 2.12 of the SAR), the package's ability to meet the compression test criteria does not rely on the cut-out portion of the box assembly. Though the doors may add a small amount of added strength to the package during the compression test, their removal will not adversely affect the package's ability to meet the compression test criteria.

Since the package weight limitation continues to apply to the package, the additional weight which might be attributed to the presence of the rivnuts is already bounded in the total package weight. Though the use of these rivnuts was not specifically mentioned previously on the descriptive assembly drawings, their use is now included for completeness.

- c. Item 18 has been added as an option for the pass through window construction. The addition of an aluminium spacer under the top and/or bottom door tracks was implemented on some overpack boxes to compensate for a tolerance stack up problem found on some of the packages during assembly of the doors which made it difficult to retain the doors to the assembly. In some cases the use of these aluminium spacers was added to compensate for tolerance gaps in the box cut out construction. As noted in Item 2.b. of this letter, even with the loss of the door tracks/doors, the package will continue to meet the normal and hypothetical accident conditions for transport. The aluminium spacers act to position the doors at the correct height for retention to the box assembly for a small number of boxes manufactured in the past. The tolerance stack up problem has since been corrected on the production drawings and it is not anticipated that any future packages will require the use of this modification. It's addition to the descriptive assembly drawing is intended to address any historic product which may include this modification. The added, optional spacers more fully reflect the possible package construction currently in use, however their presence will have no adverse impact on the package ability to meet the normal or hypothetical accident transport conditions.
- d. Note 9 on the drawing was reformatted to include the statement "Unless otherwise specified" but otherwise the notation remains essentially unchanged after its move from sheet 1 of the currently approved drawing.
- e. Note 11 is added to the drawing to address the historic use of a gasket and/or silicone as a seal between the flanged sleeve and the overpack box shell during assembly. The assembly of the pass-thru window on the overpack had originally included the use of a rubber gasket between the exterior side of the overpack box surface and the flange on the sleeve insert. This gasket was present on the test units described in Test Plan Reports 72, 72S1, 72S2 and 89 as referenced in the current SAR Section 2.12, and on many of the units subsequently produced and distributed under this Type B certificate. The use of the gasket was solely to facilitate the assembly process but its use was not specifically mentioned previously on the descriptive assembly drawings.

The purpose of the gasket was to seal the interface around the flanged sleeve and prevent extrusion of the foam at this interface during the pouring and curing of the foam around the insert channel (see sheet 3 of 7 for foam fill placement). Subsequently, the use of the gasket was replaced by the use of silicone caulking to achieve the same manufacturing purpose with greater consistency and ease of assembly. Neither the gasket nor the silicone caulking serve a structural purpose on the overpack box relative to the package ability to comply with the normal and hypothetical transport conditions. Though the use of the gasket/silicone was not specifically mentioned previously on the descriptive assembly drawings, their use is now included on Sheet 2 of drawing R741-OP for completeness.

- f. The wording in Note 10 has been revised to accurately reflect the inspection qualifications/criteria for weld inspections performed prior to 21 Nov 05. The current wording is misleading in that it states that inspections were performed by AWS Certified Weld Inspectors. This has been revised to clarify that the overpack boxes manufactured before 21 Nov 05 were inspected by "Qualified Weld Inspectors to AWS requirements." Our weld inspectors are internally qualified and they inspect to AWS inspection requirements, however, the weld inspectors are not specifically Certified to AWS. This correction is for clarity only and does not impact the package integrity.
- g. The item number referenced in the balloon for the lid latch was revised from 13 to 11 based on a re-sequencing of the items on sheet 1.

3. Changes affecting Sheet 3 of 7:

- a. The use of construction aids was not previously described on the descriptive assembly drawing regarding the fabrication of the wood block inserts. These wood block inserts may include the use of screws, nails and/or construction adhesive during fabrication to obtain the finished assembly dimensions shown on the drawing. The assembly of the wood block inserts has always included the use of screws/nails and glue to create the finished wood thicknesses/assemblies. The quantity of each material used has been as needed to facilitate the assembly process but reference to the use of these items was not previously mentioned on the descriptive assembly drawing. Since the total package weight continues to apply to these fully finished assembly, the additional weight which might be attributed to the presence of the screws/nails and/or construction adhesive is already accounted for in the total package assembly weight.

The screws/nails are steel. The construction adhesive is a standard, commercially available material suitable for bonding common building materials. This material is non-flammable once dried on the completed box assembly. Should these items degrade over time (e.g., rust, crack, loose adhesion, etc) there will be no adverse impact on the package integrity. In the case of the wood inserts, their presence and inspection to ensure continued condition as fit for use is part of the maintenance inspection required under Section 7.1.1.2.b.1 of the SAR. If these inserts lose adhesion or the integrity of the assembly degrades, then the insert would be rejected until its repair and/or replacement under Section 7.1.1.2.b.3 of the SAR.

- b. It is unclear what the reference point is for the rigid polyurethane foam (RPF) minimum height criteria of 8 ½". This RPF dimension is measured from the inside surface of the box body. The criteria is therefore revised to now state "Minimum Height 8 ½" from Inside of Box Body." This change is for clarity only and does not affect the package integrity.
- c. The wood block insert descriptions were updated to reflect the current item numbers and identification from sheet 1. This change is administrative in nature only and does not impact the package integrity.

4. Changes affecting Sheet 4 of 7:

- a. The use of construction aids was not previously described on the descriptive assembly drawing regarding the fabrication/assembly of the box wood inserts. These inserts may include the use of screws, nails and/or construction adhesive during fabrication to obtain the finished assembly dimensions shown on the drawing. The assembly of the wood has always included the use of screws/nails and glue to create the finished wood thicknesses/assemblies and to maintain the parts in place relative to each other prior to finish assembly including foam filling operations. The use of these materials has been as needed to facilitate the assembly process but use of these items was not previously mentioned on the descriptive assembly drawing. Since the total package weight continues to apply to these fully finished assembly, the additional weight which might be attributed to the presence of these materials is already accounted for in the total package assembly weight.

The screws/nails are steel. The construction adhesive is a standard, commercially available material suitable for bonding common building materials. This material is non-flammable once dried on the completed box assembly. Should these items degrade over time (e.g., rust, crack, loose adhesion, etc) there will be no adverse impact on the package integrity. Except for the wood inserted into the overpack lid, the subsequent overpack box assembly steps serve to fix the wood using the screws/nails/glue in place and would require failure of the metal box exterior or significant structural damage to the internals of the box to create a situation where additional failure of the screws/nails/glue could cause release of the wood components.

In the case of the lid inserts, their presence and condition as fit for use is part of the standard maintenance inspection under Section 7.1.1.2.b.1 of the SAR. If any of these items lose adhesion/assembly it would be cause for rejection until replaced/repaired under Section 7.1.1.2.b.3 of the SAR.

- b. The hardware associated with the U-bolt has been revised to allow the option of using either a lock washer or a flat washer (or both) with the U-bolt nut currently shown on the drawing. The U-bolt as typically purchased is provided with its associated hardware. Assembly of the U-bolt with or without these optional washers will not reduce the strength of the attachment of this part to the overpack box, nor will it adversely affect the package transport integrity.
 - c. The item number referenced in the balloon for the lid latch was revised from 13 to 11 based on a re-sequencing of the items on sheet 1.
5. Changes affecting Sheet 5 of 7:
- a. This sheet now includes more detailed specifications for some of the metal overpack box and sub-component part constructions. The material specification includes details added for clarity for the overpack box latches, side brackets and lid hinge. The added details more fully reflect the construction of these items as they existed on the test units referenced in Section 2.12 of the SAR and as they exist on current production units. The additional detail is for clarification purposes to accurately reflect box construction and will have no impact on the package ability to comply with the normal and hypothetical transport conditions as the metal thicknesses referenced reflect the construction of the test units used to demonstrate compliance with the normal and hypothetical transport conditions. Their use is now included on Sheets 5 of drawing R741-OP for completeness.
 - b. The current descriptive drawing on Sheet 5 specifies a plywood sheet dimension of 21" x 11" x $\frac{3}{4}$ ". It was noticed during a comparison of the descriptive drawing to the production drawings for this overpack that the actual dimensions of this plywood should be referenced as 21 $\frac{3}{8}$ " x 11" x $\frac{3}{4}$ ". This correction does not constitute a significant reduction in the effectiveness of the Type B package. There is also no safety significance associated with this correction. The 741-OP test specimens used to demonstrate compliance to the normal and hypothetical accident transport conditions were manufactured to our production drawings which specified the plywood dimensions of 21 $\frac{3}{8}$ " x 11" x $\frac{3}{4}$ ". This correction to drawing R741-OP will accurately reflect the dimension of this wood piece on the test specimens used to support the package integrity, as well as on the subsequent production package fabrication.
 - c. The pictorial representation of the lid latches shown on the drawing is accurate for current package fabrication. This depiction shows the use of both a right handed and a left handed latch. The test units referenced in Section 2.12 of the SAR were constructed using two right handed latches. This was later changed in production to a right and a left handed latch to ease in wood installation within the lid. Structurally the component variations are of equal construction strength and the minimum weld requirement (see Sheet 6 of 7 – changes H3 and H4), will provide adequate strength for either orientation of the latch. Sheet 5 has been revised to clearly note the orientation of the latch flat tab as shown or 180° from the orientation shown. This clarification reflects the full historical fabrication on the package construction and will have no adverse impact on the package ability to meet the normal or hypothetical accident transport conditions as a transport package.

- d. Destructive inspection of an overpack box whose fabrication is representative of the original drop test units revealed that the method of construction on the overpack box feet has been modified over time. Originally the metal overpack box was obtained as an off the shelf purchased item which was then dedicated for use as a component of this Type B package. Over time fabrication requirements for this item were increased to improve its manufacturing consistency.

The product specification was expanded based on reverse engineering of the metal overpack box and generation of new sub-component and fabrication drawings to allow full fabrication of this item under the QSA Global QA program thereby eliminating the reliance for this overpack box on a commercially available component. The original test unit specimens had overpack box feet which were fabricated to configuration 1 on drawing R741-OP Rev E sheet 5. The feet channels were made from 13 gauge CRS but the end plates attached to the feet channels were made from 16 gauge CRS which was tack welded to the feet channels in five places as shown. When this component was documented to allow for increased QSA Global QA program control, the weld configuration and material construction was modified as shown in configuration 2 on drawing R741-OP Rev F sheet 5. This allowed both the feet channel and the end plates to be manufactured from 13 gauge steel and the end plates were attached to the feet channel by means of three 3/32 fillet welds each 1 1/2" long as shown on the drawing.

Review of our inspection documentation for this component revealed a third potential fabrication construction (configuration 3 from drawing R741-OP Rev E sheet 5). This construction is almost identical to configuration 2, except instead of attaching separate end plates to the channels with three welds, the feet channel including the end plate components are fabricated from a single sheet of 13 gauge metal and the ends are folded over at the bottom of the feet channel then welded in two places on the sides where the end plate and feet channel seams meet on the component. Enclosed is Technical Report 112 which describes the three physical constructions for the overpack box feet channels and evaluates each configuration. These construction variations more fully reflect the possible package constructions currently in use, however their presence will have no adverse impact on the package ability to meet the normal or hypothetical accident transport conditions.

6. Changes affecting Sheet 6 of 7. The box weld specifications require the following revisions to bring the drawings in line with the fabrication which was followed for the test units and all production units manufactured since obtaining the package approval:
 - a. Referenced changes F1, F3, F4, F5, F7 & F8 on drawing R741-OP are reformatted to follow standard weld specification sequencing. This is a format change only and will have no adverse impact to the overall package integrity for normal and hypothetical accident condition requirements.
 - b. Referenced changes F3 and F4 were corrected to accurately specify the welding of the lid latches to the box lid. The specifications for these welds are shown in detail B of sheet 6. Previously the weld along the curved side of the latch was specified as a combination 1/4" fillet and groove weld. The actual test units referenced in Section 2.12 of the SAR, which were used to demonstrate compliance with the normal and hypothetical accident transport conditions, did not include a weld along this surface. The weld was added later to the fabrication of the part and is actually a 1/4" corner weld and not the combination weld previously specified. The specification for this weld is now shown as an optional 1/4" corner weld to cover all current and previous fabrication of this weld on transport packages.

The welds along the three flat sides of the latch tab had been specified as 1" long, 1/4" fillet welds. The test units used in the normal and hypothetical accident testing for this package (Section 2.12 of the SAR) were only welded on the bottom and side with the 1" long, 1/4" fillet welds.

Subsequent fabrication of the boxes has included an optional 1" long, ¼" fillet weld on the top of the latch tab.

The specifications for these welds as now shown in detail B of this sheet reflects all historical production of the welding as referenced as changes F3 and F4 on the drawing. The variations now covered by the minimum welding described in detail B meet the package construction as tested to support compliance to the normal and hypothetical accident condition transport conditions. Weld configurations manufactured to include the optional welds described in detail B will produce a strengthened weld of the latch to the lid and will have no adverse impact on the package's ability to meet the normal and hypothetical accident transport conditions.

- c. Referenced change F2 was clarified to change the 3" length specified for this item to reference a minimum length of ½" and half of the bottom radius as shown on detail C of sheet 6. This change reflects the actual fabrication on the test units for this lower latch arm attachment point weld. This weld has no impact on the structural integrity of the package as it is used only to attach the lid arm to the bottom of the box. The lid arms are a functional aid when the overpack box is open to prevent the lid from rotating more than 90°. Allowing the potential for an increased weld length beyond the minimum weld shown will only produce a strengthened attachment point for the lid arms and will have no adverse impact on the package performance for normal or hypothetical transport conditions.
- d. Referenced change F5 was clarified to change the ¾" length specified for this item to reference this length as a minimum as shown on detail A of sheet 6. This change reflects the fabrication on the test units for this upper latch arm attachment point weld. This weld has no impact on the structural integrity of the package as it is used only to attach the lid arm to the lid of the box. The lid arms are a functional aid when the overpack box is open to prevent the lid from rotating more than 90°. Allowing the potential for an increased weld length beyond the minimum ¾" will only produce a strengthened attachment point for the lid arms and will have no adverse impact on the package performance for normal or hypothetical transport conditions.
- e. Referenced changes F6 & F9 on drawing R741-OP Rev F were changed to correctly identify these welds as fillet welds instead of the currently referenced butt welds. It is not possible to produce a butt weld in these areas as is currently reflected on Revision E of the drawing. This change accurately reflects the fabrication of this weld as present on all package production as well as on the test specimens used to justify the package integrity for normal and hypothetical accident condition requirements.
- f. Referenced change F10 was added to drawing R741-OP Rev F to reflect welding currently present on the overpack box but which had not been shown on this drawing in the past revision. This clarification accurately reflects the fabrication of this weld as present on current package production as well as on the test specimens used to justify the package integrity for normal and hypothetical accident condition requirements.
- g. Referenced changes F7 along with the added note at the bottom of this sheet cover all fabrication options for the lock box enclosure weldment to the overpack box shell. Over the history of this box assembly the welding for the lock box enclosure has been welded as either a square weld (when welded from the exterior side of the box) or as a fillet weld (when welded from the interior side of the box). Originally these assemblies were welded from the interior side but later fabrication moved the welding of these items to the exterior side of the shell. The lock block enclosures are not critical to ensuring the structural integrity of the overpack box assembly and the orientation of the weld (interior versus exterior) will have no adverse impact on the package ability to comply with the normal or hypothetical accident transport conditions. The welding as currently specified on this sheet allows the option of welding the lock box enclosures by either method shown on this revision of the drawing.

- h. Referenced changes F11 for the 1/16 square and 1/16 fillet welds present on each of the four corners of the overpack box lid were added to drawing R741-OP Rev F to reflect welding currently present on the overpack box but which had not been shown on this drawing in the past revision. This clarification accurately reflects the fabrication of these welds as present on current package production as well as on the test specimens used to justify the package integrity for normal and hypothetical accident condition requirements.
 - i. Referenced change for the 1/16 fillet welds on the lid separator which had been previously shown on sheet 7 of drawing R741-OP has been moved to sheet 6 of this drawing under Revision F. No change to the weld specification has occurred, the weld call-out on the drawing has just been moved from sheet 7 to sheet 6.
 - j. Note 2 from sheet 7 of drawing R741-OP Rev E has been moved to sheet 6 of Rev F and revised slightly to note that "Unless otherwise specified, welds on box and lid to be continuous." This change is administrative only and makes no change to the actual construction of the overpack box.
7. Changes affecting Sheet 7 of 7:
- a. Note 1 is revised to reflect that the overpack box is painted black. The color specification is a requirement for justification of some of the thermal assessments made in the SAR and all transport packages manufactured and distributed for use comply with this color requirement. The addition of a note to the drawing is for reasons of clarity only and has no impact on the package integrity. This change is administrative in nature only.
 - b. The pictorial representation of the 19" depth dimension for the overpack box is clarified to be representative of the maximum depth of the main box assembly and not representative of the length of the overpack feet. Revision G of drawing R741-OP sheet 7 did not clearly show that the length of the overpack feet was not the same as the length of the main box frame. The modification of sheet 7 on Rev F of this drawing accurately reflects the length of the overpack box feet (18 5/8") relative to the depth of the main box frame (19"). The added detail more accurately reflects the construction of the box assembly and reflects the box construction that was present on the test units referenced in Section 2.12 of the SAR. The change is for reasons of clarity only and has no impact on the package integrity.
 - c. Note 2 and 3 are deleted as this information has been moved to sheet 6 on Rev F of drawing R741-OP. This change is administrative in nature only.

This amendment request is also submitted to comply with the reporting requirements of 10 CFR 71.95. Amendment to the referenced Type B(U) certificate will correct the typographical discrepancies noted and accurately document all historical fabrication of the overpack box assemblies by users of the package. Although the discrepancies are all minor in nature and with no resulting safety significance, we are investigating the root cause of these discrepancies and are taking appropriate comprehensive corrective and preventive actions to prevent recurrence of similar issues.

Internally we also suspended the manufacture of the 741-OP overpacks as they do not meet the current descriptive drawing commitments. We currently have approximately 5 customer orders that are being held until we can obtain the amendment to correct these non-safety critical changes. These pending production units are urgently needed for performing critical safety inspections on refineries etc. around the world.

We would greatly appreciate an expeditious review of the amendment. We request that the currently submitted QSA Global transport approval requests be processed in the following order: (1) USA/9035/B(U) Model 680-OP, (2) USA/9027/B(U) Model 741-OP, all other submissions chronologically based on submission date.

At this time there are no further changes or modifications necessary to this Type B approval and the only change to the SAR will be replacement of the current descriptive drawing in Section 1.4 with the enclosed drawing R741-OP Rev F. Should you have any additional questions or wish to discuss this submission after receipt please contact me. If you feel a site visit with your staff would be beneficial and/or facilitate review of this submission, please call me and we will arrange to meet with your staff to discuss this action at your offices.

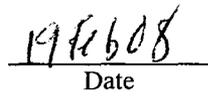
Sincerely,



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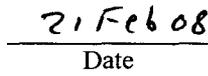
RA/QA Approval



Date



Engineering Approval



Date

Enclosure: Drawing R741-OP Rev F
Technical Report 112

cc: Mr. Robert Nelson
Division of Spent Fuel Storage and Transportation
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U.S. Nuclear Regulatory Commission
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Figure Withheld Under 10 CFR 2.390

		QSA GLOBAL	DESCRIPTIVE DRAWING
40 NORTH AVE, BURLINGTON, MA 01803			
TITLE		MODEL 741-OP	
SIZE	DWG. NO.	R741-OP	
A	SCALE: NONE	SHEET 1 OF 7	REV F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/8			
SIZE	DWG. NO.	R741-OP	REV
A	SCALE: NONE	SHEET 2 OF 7	F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/8			
SIZE	DWG. NO.	R741-OP	REV
A	SCALE: NONE	SHEET 3 OF 7	F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/8			
SIZE	DWG. NO.	R741-OP	REV
A	SCALE: NONE	SHEET 4 OF 7	F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/8			
SIZE	DWG. NO.	R741-OP	REV
A	SCALE: NONE	SHEET 5 OF 7	F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/8			
SIZE	DWG. NO.	R741-0P	REV
A	SCALE: NONE	SHEET 6 OF 7	F

Figure Withheld Under 10 CFR 2.390

UNLESS OTHERWISE SPECIFIED: ALL DIM.S ARE INCHES, TOL \pm 1/4			
SIZE	DWG. NO.	R741-OP	REV
A	SCALE: NONE	SHEET 7 OF 7	F



**QSA GLOBAL, Inc.
Engineering Department
Technical Report**

Text Withheld Under 10 CFR 2.390



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