



Commonwealth Edison

One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690

September 10, 1979

Mr. Brian K. Grimes
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Dresden Station Units 2 and 3
Quad-Cities Station Units 1 and 2
Response to Request for Information
Concerning Target Rock Safety Relief Valves
NRC Docket Nos. 50-237/249/254/265

Reference a): B. K. Grimes letter to All Boiling Water
Reactor Licensees dated July 16, 1979

Dear Mr. Grimes:

Reference a) requested a current status report for our plants which have Target Rock Safety relief valves in operation. Attachments I and II provide the requested information for Dresden Units 2 and 3 and Quad-Cities Units 1 and 2, respectively.

It should be noted that the values given for simmer margin are conservative, since they are based on reactor operating pressure. Due to pressure drop in the steam lines, the pressure at the valve locations is approximately 10 psig less than reactor pressure (at full power) and the simmer margin is normally greater than that given by this amount.

Please address any additional questions you may have concerning this matter to this office.

Very truly yours,

Robert F. Janecek
Nuclear Licensing Administrator
Boiling Water Reactors

7909180 337
P

ADD: 10/11
F COFFMAN L E

ATTACHMENT I
 STATUS OF TARGET ROCK SAFETY RELIEF VALVES-DRESDEN 2 & 3

- | | | |
|-----|----------------------------------|--|
| 1a. | Configuration | Original |
| 1b. | Simmer Margin | 115 psig |
| 1c. | Modifications: | |
| | Revised air operator diaphragm | D-2 3-79
D-3 1-79 |
| | Pilot Sensing line filters | D-2 late 1977/
early 1978
D-3 " " |
| | Second stage insert modification | D-2 about 1976/1977
D-3 " " " |
| | Second stage lock-nut retainer | D-2 interim fix 1974/
final 1976
D-3 " " " |
2. Each refueling, the top works is replaced with a spare which has been overhauled. Every second refueling outage, the entire valve is replaced with an overhauled spare. The intent is to replace the pilot and second stage each refueling outage, and the main stage every second outage. A new air operator diaphragm is also added every second refueling outage.
 3. No additional modifications are definitely going to be made to these valves. The Station Nuclear Engineering Department is still evaluating the revised top works for the valves. The cost is estimated to be about \$30,000.00 per valve for a new top works.
 4. The date of any additional modification and/or maintenance is uncertain.

ATTACHMENT II

STATUS OF TARGET ROCK SAFETY RELIEF VALVES--QUAD-CITIES 1 & 2

The following information is provided per the subject request

1. At the present, 2 valves are installed (one per unit), 2 are spares, and 3 have been sent to the factory for rebuilding.

- a. The installed valves are not in their original design configuration.
- b. The simmer margins are as follows -

	<u>U-1</u>	<u>U-2</u>
setpoint	1115 psig	1125 psig
Rx pressure	1005 psig	1005 psig
simmer margin	110 psig	120 psig

The setpoint for the unit 2 valve is to be lowered to 1115 psig during the next refueling outage. These setpoints are Tech Spec requirements, and the reactor pressures are the maximum values per the FSAR.

- c. The following modifications, review, and inspections have been implemented on both units, per General Electric Co. SIL No. 196 -

Valve body inspection
Discharge Thermocouple location
verification and re-position
Simmer margin review
Diaphragm replacement
Pilot filter replacement
Procedure changes as per SIL 196

2. Per the Tech Specs and procedure QOS 201-1, the valves are lifted once every 6 months. The valves are disassembled and inspected during refueling outages in accordance with maintenance procedure QMS 800-5 and checklist QMS 800-S5. This maintenance inspection routinely consists of the following items.

ATTACHMENT II (Cont'd)
STATUS OF TARGET ROCK SAFETY RELIEF VALVES-QUAD-CITIES 1 & 2

Main valve inspection
Pilot stage inspection
Second stage inspection
Air operator inspection
main seat leakage check

3. No additional modifications and/or maintenance are planned for implementation in the future.