



**Commonwealth Edison**

Quad Cities Nuclear Power Station  
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NJK-82-104

March 1, 1982



Mr. Edson G. Case, Deputy Director  
Office of Nuclear Reactor Regulation  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Dear Mr. Case:

Enclosed please find a listing of those changes, tests, and experiments completed during the month of February, 1982, for Quad-Cities Station Units 1 and 2, DPR-29 and DPR-30. A summary of the safety evaluation is being reported in compliance with 10 CFR 50.59.

Thirty-nine copies are provided for your use.

Very truly yours,

COMMONWEALTH EDISON COMPANY  
QUAD-CITIES NUCLEAR POWER STATION

N. J. Kalivianakis  
Station Superintendent

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Enclosure

cc: T. J. Rausch

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M-4-2-77-47

## RCIC Automatic Initiation Pushbutton

### Description

The installation of the RCIC Automatic Initiation Pushbutton will provide a manual fast start capability of the RCIC System, should the need arise, decreasing the time involved from 10 minutes to 20 seconds. The installation consisted of wiring a pushbutton actuator on the 902-4 panel, in parallel with the existing logic for Reactor vessel low low water level.

### Evaluation

This modification will provide a marked decrease in the system initiation time to allow faster manual actuation of the system. To prevent accidental initiation, a plexiglass enclosure was installed around the pushbutton and the switch was wired with a double set of contacts in series to prevent DC arcing. Since existing components of the RCIC System will not be altered, the margins of safety as defined in the Technical Specifications will not be affected.

M-4-1/2-81-23

### 1/2 Diesel Generator Bus 13-1/23-1 Tie

#### Description

The modification allows the 1/2 Diesel Generator to simultaneously feed Bus 13-1 and Bus 23-1.

Since November 1981 when a leak was found in the underground pipe from RHR Service Water Pumps 1A and 1B, the 1A RHR Heat Exchanger has been fed by a crosstie from pumps 2A and 2B. If, with no off-site power available, RHR is needed on Unit One and the number 1 Diesel Generator is inoperable, then RHR Pumps 1A or 1B and RHR Service Water Pumps 2A or 2B will be required for the 1A RHR Heat Exchanger. The 1/2 Diesel Generator will feed Bus 13-1 (RHR Pumps 1A or 1B) and Bus 23-1 (backfeeding Bus 23 to RHR Service Water Pumps 2A or 2B) thus allowing use of the 1A RHR Heat Exchanger.

The breaker control handles locally on the buses have been rewired so that they will defeat the 1/2 Diesel Generator to Bus 13-1/23-1 interlock, allowing both breakers to be closed at the same time.

#### Evaluation

The complete redundancy of RHR and RHR Service Water Pumps as analyzed by the FSAR is unchanged by this modification.

A worst-case situation as analyzed by the FSAR requires one RHR and one RHR Service Water Pump for each unit. The modification does not reduce the availability of the minimum required RHR Service Water System.

The reduction of RHR Service Water Pumps from 8 to 6 does not affect the safety margin, since only one will be operated per Diesel Generator.

M-4-2-80-10

## Modify HPCI Control Power Feed

### Description

This modification corrected a cable separation violation found in response to IE Notice 79-32. The HPCI back-up control power feed cables were removed from Division II cable trays and re-routed in Division I cable trays. In addition, the HPCI control circuitry was modified to add the following to the DC automatic throwover scheme:

- 1) Motor Gear Unit
- 2) Motor Speed Changer
- 3) Turbine Stop Valve Reset
- 4) Drain Valve Control Circuits
- 5) Power to Turbine Trips
- 6) Power to Logic Circuitry

The change was accomplished by adding a relay in parallel with the existing throwover relay.

### Evaluation

This modification increases the reliability of the HPCI System and ensures that it will operate as postulated in the FSAR.