

This preliminary notification constitutes EARLY notice of events of POSSIBLE safety or public interest significance. The information is as initially received without verification or evaluation, and is basically all that is known by the staff on this date.

Facility: Commonwealth Edison Co.
 Byron Nuclear Plant
 Byron, IL 61010
 Dockets: 50-454, 50-455
 Commonwealth Edison Co.
 Braidwood Nuclear Plant
 Braceville, IL 60407
 Dockets: 50-456, 50-457
 Public Service Indiana
 Marble Hill Generating Plant
 Nabb, IN 47147
 Dockets: 50-546, 50-547

Licensee Emergency Classification:
 Notification of an Unusual Event
 Alert
 Site Area Emergency
 General Emergency
 Not Applicable

SUBJECT: TESTING FAILURE OF THREE STEAM GENERATOR SNUBBERS

Three Boeing steam generator snubbers from the Braidwood facility were tested at the ITT-Grinnell facility in Warren, Ohio, and all three failed to meet the testing criteria. Metallic seals in the snubber failed to hold the snubber fluid at loads of less than 10 per cent of the snubber's rated capacity. A portion of the testing was observed by a Region III (Chicago) inspector.

The testing, which took place June 19-28, 1984, was undertaken because of questions initially identified by an NRC inspector at Byron in May 1983. Byron, Braidwood, and Marble Hill have identical snubbers, all manufactured by Boeing Company.

There are two snubbers for each steam generator and four steam generators for each reactor unit. The function of the snubbers is to protect the steam generators from excessive movement in the event of an earthquake, and loss of reactor coolant accidents.

Commonwealth Edison has retained ITT Grinnell to evaluate the snubber problem and to assist in the redesign and modification of the snubbers.

Region III will continue to monitor the licensee's snubber evaluation. The Office of Nuclear Reactor Regulation and the Vendor Inspection Program are being informed of the recent test results.

The redesign and modification of the snubbers is not expected to affect the readiness for fuel loading of Byron Unit 1.

The State of Illinois will be notified of this information.

DISTRIBUTION:

H. St. <u>3:28</u>	MNBB <u>3:31</u>	Phillips <u>3:37</u>	E/W <u>3:20</u>	Willste <u>3:41</u>
Chairman Palladino	EDO	NRR	IE	NMSS
Comm. Gilinsky	PA		OIA	RES
Comm. Roberts	MPA		AEOD	
Comm. Asselstine	ELD	Air Rights <u>3:49</u>		MAIL:
Comm. Bernthal		SP	INPO <u>4:14</u>	ADM:DMB
SECY			NSAC <u>4:08</u>	DOT: Trans Only
ACRS				
CA				
PDR	Regions I <u>3:52</u> , II <u>3:58</u> , IV <u>4:00</u> , V <u>4:15</u>	Applicable Resident Site <u>Byron: 3:26</u> <u>Brwd.: 3:24</u> Marble Hill 3:42	Licensee (Corporate Office) <u>CECO 3:43</u> <u>P.2.7 4:22</u>	

The testing was completed on June 28, 1984, and Commonwealth Edison then reported the snubber problem as a potential construction deficiency under Part 50.55e of the Commission's Rules and Regulations. This information is current as of 11 a.m., June 29, 1984.

CONTACT:	 I. Yin FTS 388-5581	 D. Danielson FTS 388-5610	 J. Streeter FTS 388-5541
----------	---	---	---

DISTRIBUTION:

H. St. _____	MNBB _____	Phillips _____	E/W _____	Willste _____
Chairman Palladino	EDO _____	NRR _____	IE _____	NMSS _____
Comm. Gilinsky	PA _____		OIA _____	RES _____
Comm. Roberts	MPA _____		AEOD _____	
Comm. Asselstine	ELD _____	Air Rights _____		MAIL: _____
Comm. Bernthal		SP _____	INPO _____	ADM:DMB _____
SECY _____			NSAC _____	DOT: Trans Only _____
ACRS _____				
CA _____		Applicable Resident Site _____		
PDR _____	Regions I _____, II _____, IV _____, V _____	Licensee (Corporate Office) _____		