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November 2, 1984  
EF2-70029

Mr. James G. Keppler  
Regional Administrator  
Region III  
U. S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Dear Mr. Keppler:

- Reference:
- (1) Fermi 2  
NRC Docket No. 50-341
  - (2) Letter, D. A. Wells to J. G. Keppler  
November 15, 1982, EF2-60510
  - (3) Letter, D. A. Wells to J. G. Keppler  
November 18, 1983, EF2-65299

Subject: Final Report of 10CFR50.55(e) Item 79  
"Hydraulic Pipe Snubbers"

This is Detroit Edison's final report of Item 79, "Hydraulic Pipe Snubbers." Item 79 was originally reported as a potential deficiency on October 15, 1982, and was subsequently documented in references (2) and (3).

Description of Deficiency

Detroit Edison was informed that contaminated hydraulic fluid was found in hydraulic pipe snubbers supplied by Power Piping Company to Crystal River 3. In response, Detroit Edison inspected pipe snubbers supplied by Power Piping Company for Fermi 2 and analyzed fluid from two of these pipe snubbers. The fluid samples were found to be contaminated with metallic particles and the snubber fluid reservoirs were partially corroded. Forty-Five Hydraulic Snubbers were determined to contain contaminated fluid.

Analysis of Safety Implications

Contaminants in the hydraulic fluid could affect operation of the snubbers. Improper snubber operation could result in stress values in safety related pipes which exceed design criteria.

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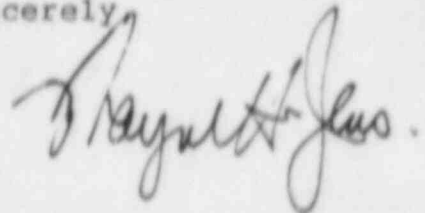
Corrective Action

The following actions were taken to correct the deficiency and prevent recurrence:

- o On November 1, 1982, all affected hydraulic pipe snubbers were returned to Power Piping for refurbishing. The last shipment was received back at Fermi 2 on March 5, 1983. Detroit Edison monitored the refurbishment process to assure acceptable screen samples were obtained.
- o Hydraulic pipe snubbers were subsequently installed and accepted by Detroit Edison.
- o Maintenance procedures have been prepared to assure that the hydraulic pipe snubbers are inspected and maintained operable in accordance with technical specifications and design requirements.

This is Detroit Edison's final report on this item. If you have questions concerning this matter, please contact Mr. Lewis P. Bregni (313) 586-5083.

Sincerely,



cc: Mr. P. M. Byron  
Mr. R. C. DeYoung  
Mr. R. C. Knop