



**Commonwealth Edison**

Quad Cities Nuclear Power Station  
22710 206 Avenue North  
Cordova, Illinois 61242  
Telephone 309/654-2241

50-254  
50-265

TKT-85-08

April 1, 1985

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 March, 1985, 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.

Respectfully,

COMMONWEALTH EDISON COMPANY  
QUAD-CITIES NUCLEAR POWER STATION

T. K. Tamlyn  
Services Superintendent

bb

Enclosure

cc: B. Rybak

8504160262 850401  
PDR ADOCK 05000254  
R PDR

0027H  
0061Z

A001  
1/1

Modification M-4-1/2-84-9

Description

On a loss of off-site power, it is now possible for the 1/2 Diesel Generator to feed both Bus 13-1 and Bus 23-1. That will allow the 'A' RHR Heat Exchanger to be used on a unit even if none of the RHR Service Water Pumps on that unit will run.

It was installed as an Appendix R Fire Protection requirement. A Turbine Building fire during a loss of off-site power could inop all of the RHR Service Water Pumps on a unit. This modification will allow Division I RHR Service Water Pumps from the other unit to supply the 'A' RHR Heat Exchanger.

Wiring changes were made to the 1/2 Diesel Generator load breakers at Buses 13-1 and 23-1 for this modification.

Evaluation

This modification has no affect on the existing auto start mode of the 1/2 Diesel Generator. It will still automatically feed one Bus on a loss of off-site power. The second Bus must be added manually, which is the design of this modification. No new mode of failure is present since contacts were neither added to nor subtracted from the 1/2 Diesel Generator load breaker's closure circuits.

Modification M-4-2-82-37

Description

This modification involved replacing the existing 2A and 2B 48 Volt Batteries with new Class 1E seismically qualified batteries and racks. The new batteries are made up of Gould type 2MCX190 cells, rated at 190 amp-hours. By comparison, the old cells, Gould type DPR9, were rated at 80 amp-hours.

End-of-life of the old battery (installed in 1968) necessitated the modification. Installation of the new battery took place during the Unit Two Refuel Outage in January 1984.

Evaluation

Since the new battery has more than twice the storage capacity of the old one, it will supply its loads for a considerably longer time.

Modification M-4-1/2-83-21

Description

This modification removed the high temperature heater trip on both trains of Standby Gas Treatment System (SBGTS). The temperature switch is still in place but has been electrically disabled. The removal of the high temperature heater trip does not affect the way SBGTS is operated. The trip was removed in order to increase the system's reliability and as part of the Environmental Equipment Qualification program.

Evaluation

The high temperature trip switches are not necessary for system protection. There are other protective devices which ensure that the heater will not over heat. Therefore, the removal of these switches will not impact on the safe operation of the Standby Gas Treatment Systems.