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GCT-92-49

December 4,1992

U. S. Nuclear Regulatory Commission ATTN: Document Control Desk Washington, D.C. 20555

SUBJECT: Quad Cities Nuclear Station Units 1 and 2 Changes, Tests, Construction Experiments Completed NRC Docket Nos. 50-254 and 50-265

Enclosed please find a listing of those farility and procedure changes, tests, and experiments requiring safety evaluations completed during the month of November 1992, for Quad-Cities Station Units 1 and 2. DPR-29 and DPR-30. A summary of the safety evaluations are being reported in compliance with 10CFP50.59 and 10CFR50.71(e).

Respectfully,

COMMONWEALTH EDISON COMPANY QUAD-CITIES NUCLEAR POWER STATION

Gerald C. Tuto

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GCT/dak

Enclosure

cc: A. B. Davis, Regional Administrator T. Taylor, Senior Resident Inspector

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SE-92-200

Exempt Change E04-1-92-039

DESCRIPTION:

Replace RHRSW flow reversing valve 1-1001-185A due to excessive erosion/corrosion.

SAFETY EVALUATION SUMMARY:

- The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:
 - The change alters the initial conditions used in the UFSAR analysis.
 - The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.
 - Operation or failure of the changed structure system, or component could lead to the accident.

The accidents which meet these criteria are listed below:

Loss of Coolant Accident UFSAR SECTION 15.6

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

- 2. The possibility for an accident or malfunction of a different type than any previously evaluated in the UFSAR is not created because design of the new valve meets or exceeds the design requirements of the original. The new valve does not add or remove any functions in the RHRSW or RHR subsystems. This change doesn't remove any redundancy or diversity from the RHRSW subsystem. Since the overall design of the RHRSW subsystem is consistent with the original design, this change does not introduce the possibility of an accident or malfunction di ferent from those evaluated in the UFSAR.
- The margin of safe*y, is not defined in the basis for any Technical Specification, therefore, the safe* margin is not reduced.

Temporary Alteration 92-1-114

DESCRIPTION:

This temporary elteration installs a recorder to monitor various Main Chimney SPRING parameters. A six pen recorder will monitor the following parameters:

- 1. Incoming 115 VAC to SPING from MCC 27-1.
- 2. Photohelic flow gauge low flow annunciator (115 VAC).
- 3. Photohelic 'ow gauge nigh flow annunciator (115 VAC).
- 4. Regulated 12 VDC from the regulated power supply, BCM-2.
- 5. Regulated 5 VDC from the regulated power supply, PSM-2.
- 6. External Fail circuitry at TB-7 point 12.

This temporary alteration is being put in place under work request Q03845.

SAFETY EVALUATION SUMMARY:

- The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:
 - The change alters the initial conditions used in the UFSAR analysis.
 - The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.
 - Operation or failure of the changed structure, system, or component could lead to the accident.

The accluents which meet these criteria are listed below:

Control Rod Drop Accident UFSAR SECTION 15.4.10

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

- 2. The possibility for an accident or malfunction of a different type than any previously evaluated in the UFSAR is not created because this temp alt will record various Main Chimney SFING parameters for troubleshooting purposes. The recorder will test the voltage of incoming power, regulated DC power and external fail contacts. The installation of this recorder will not create any new failure modes for the Main Chimney SPING, HRNG monitor, or any other SSC. Plant operation will not be affected by this temporary alteration. The effect this temp alt has on this and other systems will not initiate an accident or transient different from those al = dy evaluated in the UFSAR. Equipment failures will not be impacted by i is temp alt. No new equipment failures will be created so as to create a new accident or transient not previously analyzed in the UFSAR.
- 3. The margin of safety, is not defined in the basis for any Technical Specification, therefore, the safety margin is not reduced.

SE-92-203

QOP 3700-2 Temporary

DESCRIPTION:

Add steps to the existing procedure to allow use of the ECCS Trip 3ypass Switches that were installed under modification MO4-1(2)-91-019A.

SAFETY EVALUATION SUMMARY:

 The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:

The change alters the initial conditions used in the UFSAR analysis.

The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.

 Operation or failure of the changed structure, system, or component could lead to the accident.

The accidents whick meet these criteria are listed below:

LOCA

UFSAR SECTION 15.6

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

The possibility for an accident or malfunction of a different type than 2. any previously evaluated in the UFSAR is not created because this procedure change will allow operation of the RBCCW pumps with an ECCS initiation signal present. This will only be allowed if adequate electrical distribution system voltage is available to support starting the RBCCW pumps when all safety related ECCS loads are functioning during a LOCA condition. This will not increase the possibility of an accident because the procedure only allows re-positioning the bypass switches when an ECCS initiation signal is present and adequate bus voltage exists and therefore the accident already exists. Since the procedure provides minimum bus voltage values to support starting the RBCCW pumps, it ensures that adequate bus voltage is present to support the operation of the necessary ECCS loads and therefore ensures that voltage levels for these ECCS loads are above the minimum required to support both starting and running conditions.

The failure of the bypass switches, which were defined and evaluated in question #6 will not adversely affect the unit because indication is available to the operators in the event that the switches would fail open. If the bypass switches were to fair closed the RBCCW pumps could not be re-started with an ECCS initiation signal present. This has no safely significance because the RPCCW system is non-cafety related and is not required to operate in the UFSAR LOCA accident analysis.

3. The margin of safety, is not defined in the basis for any Technical Specification, therefore, the safety margin is not reduced.

SE-92-204

QCOS 201-8 Rev 0

DESCRIPTION:

Changed from Q to QC format and enhanced per Writers Guide. Added prerequisites, precautions, limitations and actions, performance acceptance criteria, procedure steps, attachments, notes and cautions to applicable steps, and steps for IV on steps that lift leads, place jumpers or blocks.

SAFETY EVALUATION SUMMARY:

- The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:
 - The change alters the initial conditions used in the UFSAR analysis.
 - The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.
 - Operation or failure of the changed structure, system, or component could lead to the accident.

The accidents which meet these criteria are listed below:

None

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

- The possibility for an accident or malfunction of a different type than 2. any previously evaluated in the UFCAR is not created because the following prerequisities added to procedure as listed under PREREQUISITES section; D.3, only requires notification of personnel. D.4, only requires that Pumps are available or that it has been determined are not necessary. D.10, only requires posting Reactor Vessel Thermocouples at the recorder. D.11, only verifies that the recorder is operating properly. D12 and D13. only sets up the computer trend with alarm points and display to aid the operator of temperature changes. D.29, only adds the steps to perform to allow the recirc pumps to be operated above minimum speed but not above 55% which is allowed by procedure. D.34, only establishes a temperature band. D.36, only allows the test director to list any valves placed in an off-normal position and provides tracking of off-normal positions. D.37. is only a checkoff if pre-test section was performed. D.39, only insures hoses are installed and secured for venting Recirc Pump seals. D.40, only insures MM has been notified and are prepared to install Excess Flow Check Valves when required. Therefore they do not create the possibility of a new accident or malfunction.
- The margin of safety, is not defined in the basis for any Technical Specification, therefore, the safety margin is not reduced.

P04-1-91-053

DESCRIPTION:

The Limitorque motor on Residual Heat Removal (RHR) valve MO-1-1001-36A was replaced to standardize MOV component hardware and meet Generic Letter 98-10 requirements. The current 60 ft.lbf. motor produced a small thrust window. The new 80 ft. lbf. motor increases the motor gearing capacity of the valve and results in an increase in the valve thrust window.

SAFETY EVALUATION SUMMARY:

- The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:
 - The change alters the nitial conditions used in the UFSAR analysis.
 - The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.
 - Operation or failure of the changed structure, system, or component could lead to the accident.

The accidents which meet these criteria are listed below:

None

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

2. The possibility for an accident or malfunction of a different type than any previously evaluated in the UFSAR is not created because this change involves the replacement of the Limitorque actuator motor with one that has a higher torque output on a normally interlocked closed containment isolation valve. The result will be an increase in the thrust window for the valve, which will not affect the stroke time of the valve. The RHR system is unaffected by this change and no DBAs or Transients are affected. This change, therefore, does not adversely impact systems or functions so as to create the possibility of an accident or malfunction of a different type from those evaluated in the FSAR/UFSAR.

The change in Limitorque motor size was evaluated and found acceptable for overload relay heater sizing, breaker sizing, cable capacity and voltage drop requirements.

3. The margin of safety, as defined in the balls for any Technical Specification, is not reduced because since Primary Containment Isolation and RHR Suppression Pool Cooling modes of operation are not affected by this Minor Plant Change the operation and function of the system and components have not been reduced.

Modification

M04-1-92-006 D

DESCRIPTION:

The changes made by this modification involve upgrading the power feed to the RHR and Core Spray Emergency Air Handling Units. The existing cables will be abandoned in place and new larger cables will be irrtalled following the routing points of the old cables, where feasible. These changes are being made to increase the voltage levels at the loads under degraded voltage conditions.

SAFETY EVALUATION SURMARY:

- The change described above has been analyzed to determine each accident or anticipated transient described in the UFSAR where any of the following is true:
 - The change alters the initial conditions used in the UFSAR analysis.
 - The changed structure, system or component is explicitly or implicitly assumed to function during or after the accident.
 - Operation or failure of the changed structure, system, or component could lead to the accident.

The accidents which meet these criteria are listed below:

LOCA 14.2.4

Fire 10.7

Power bus loss of voltage

For each of these accidents, it has been determined that the change described above will not increase the probability of an occurrence or the consequence of the accident, or malfunction of equipment important to safety as previously evaluated in the UFSAR.

- 2. The possibility for an accident or malfunction of a different type than any previously evaluated in the UFSAR is not created because as discussed in the responses to questions 5 and 6, the modification has no effect on operating modes or equipment functions. The installation of new cable, enhances the reliability of safety equipment powered through the cable, because it improves the voltage at the load under degraded voltage conditions. Therefore, the modification would not create the possibility of an accident or malfunction of a type different from those evaluated in the FSAR/UFSAR.
- 3. The margin of safety, is not defined in the basis for any Technical Specification, therefore, the safety margin is not reduced.