



**Commonwealth Edison**  
One First National Plaza, Chicago, Illinois  
Address Reply to: Post Office Box 767  
Chicago, Illinois 60690 - 0767

June 17, 1988

Mr. Thomas E. Murley, Director  
Office of Nuclear Reactor Regulation  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555

Subject: Quad Cities Station Units 1 and 2  
Detailed Control Room Design Review  
(DCRDR) Schedule  
NRC Docket Nos. 50-254 and 50-265

- References (a): Teleconference between CECO (I.M. Johnson, et. al.) and NRR (T. Ross, et.al.) on March 4, 1988 concerning Quad Cities and Dresden DCRDR Modification Schedule.
- (b): R. Auluck letter to D.L. Farrar dated March 9, 1987.
- (c): J.R. Wojnarowski letter to J.A. Zwolinski dated December 29, 1985.
- (d): I.M. Johnson letter to T.E. Murley dated August 25, 1987.

Dear Mr. Murley:

Commonwealth Edison Company (CECO) has committed to performing modifications which address Human Engineering Discrepancies (HEDs) identified during the Detailed Control Room Design Review (DCRDR) as required by NUREG-0737, Supplement 1.

The need for an extension to the committed implementation dates was discussed during the referenced conference call. The specific Quad Cities HEDs and associated new commitment dates can be found in Attachment A to this letter. CECO proposed to change these installation dates, as noted in the attachment, due to material procurement difficulties. It was indicated during the course of the conference call that the installation dates for certain Unit 2 DCRDR HEDs has been changed from the second to the third refueling outage. Pending receipt of a formal CECO request, this schedule was considered acceptable by the Staff.

A003  
11

These changes involve the common-unit diesel generator controls and instrumentation, the diesel generator cooling water pump indication and the separation of multiple annunciator input alarms. All of these projects are classified as Category 1 Level C, which indicates the HED is associated with a safety-related system with relatively minimal impact on plant performance (consequence of human error will not lead to degraded plant safety-system). The lack of common unit diesel generator control and instrumentation on Unit 2 is presently addressed by station procedure QOP-6600-5. The annunciator issues are related to corrective multi-input annunciator windows which have control panel instrumentation available to determine the specific trouble. Operators are also trained to utilize annunciator procedures for determining the cause of multi-input alarms.

All other items are Category 2 HEDs, which are not associated with any of the plants engineered safeguard systems or safety features. Therefore, Commonwealth Edison believes the revised schedule dates do not constitute concerns important to the safety of the station.

Unavailability of material has been caused by detailed design requiring significantly more time than originally planned. Therefore, the materials were not ordered according to the original schedule. The revised schedule allows for better integrated modification with the existing plant systems. While preparing this formal request, Commonwealth Edison has identified the need to seek relief from a Category 1 HED commitment pertaining to the RCIC trip throttle valve trips.

In Reference (a), Quad Cities Station was notified by the NRC to provide justification for further delays in implementing previous commitments to resolve this Category 1A HED which raised the following concern:

- When the RCIC trip throttle valve trips, it requires that an operator be dispatched to locally reset it, since remote reset from the Control Room is not provided. The delay involved is considered undesirable.

Methods to resolve this HED were previously provided to the NRC in Reference (c) and approved by NRR in Reference (b). This included an engineering modification to eliminate false overspeed trips caused by the hydraulic oil system which has been completed. Furthermore, a modification to remove the electrical overspeed trip, which was also causing spurious turbine trips, has been completed. No overspeed trips have occurred subsequent to the above changes.

When CECo responded to the NRC request to justify further delays in implementation of this HED, CECo committed to completion of an additional modification in Reference (d). This modification included installation of two of the RCIC turbine trips on the trip throttle valve (e.g., low pump suction pressure and high turbine exhaust pressure). A motor operator would also be added to RCIC trip throttle valve to allow remote reset capability for these two trips.

T.E. Murley

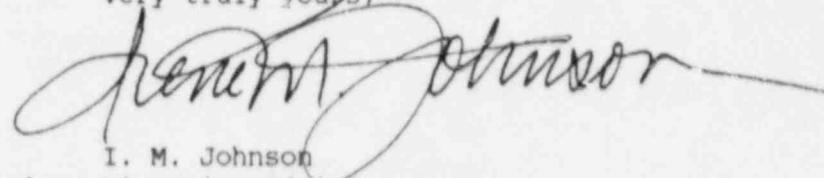
- 3 -

June 17, 1988

However, further review of this additional commitment indicates that the intent of this HED had been satisfied with previously installed modifications. Installation of the electrical RCIC trips on the trip throttle valve is not a requirement of this HED and the motor operator is only being installed to provide remote reset capability of these two electrical trips. As a result, CECO believes that the modification to add electrical trips with remote reset capability to the RCIC trip throttle valve is not an HED commitment but rather a system enhancement and this does not require installation in the current Unit 2 outage.

Please contact this office if you should request further information regarding this matter.

Very truly yours,



I. M. Johnson  
Nuclear Licensing Administrator

IMJ/lm

Attachment

cc: A.B. Davis - Regional Admin. (RIII)  
T. Ross - NRR  
NRC Resident Inspector - Quad Cities

4803K

## Attachment A

## Quad Cities Units 1 &amp; 2

## DCRDR Schedule

<u>Description</u>	<u>HED Index No.</u>	<u>Category</u>	<u>Modification #</u>	<u>Original Commitment</u>	<u>Implementation</u>
Common Unit Diesel Generator	0271, 0436	1C	M4-1/2-87-22	Q2-2nd Refueling Outage*	Q1-2nd Refueling Outage*
Diesel Generator Cooling Water Pump Indication, Unit 2 only	0418	1C	M4-1/2-87-22	Q2-2nd Refueling Outage*	Q1-2nd Refueling Outage*
Annunciator System:					
Flashrate Adjustment,	0020	2C	M4-2-87-51	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Ringback	0015, 0016	2C	M4-2-87-51	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Reflash	0027, 0074	1C	M4-2-87-51	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Auditory Coding,	0017, 0323	2C	M4-2-87-51	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Feedwater Regulator Isolation valves, Unit 2 only	0265	2A	M4-2-87-62	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Control of CRD Discharge Valve, Unit 2 only	0176, 0406	2B	M4-2-87-61	Q2-2nd Refueling Outage	Q2-3rd Refueling Outage
Plant Paging Override	0102	2C	M4-1-87-62	Q2-2nd Refueling Outage	12/30/88 (Non-outage related)

\*Clarifies Which Unit Outage for Common Modifications