

September 12, 1986

Mr. Harold R. Denton, Director Office of Nuclear Reactor Regulation U.S. Nuclear Regulatory Commission Washington, DC 20555

Subject: LaSalle County Station Units 1 and 2

License Condition 2.C.(25).(d)
NRC Docket Nos. 50-373 and 50-374

References (a): June 15, 1983 letter from C. W. Schroeder

to A. Schwencer.

(b): April 24, 1986 letter from C. M. Allen to

R. M. Bernero.

(c): NPF-11, License Condition 2.C.(25).(d).

Dear Mr. Denton:

This letter is to document commitments made to your staff regarding resolution of the license condition concerning fire doors (Reference (c)). Attachment A addresses our actions to correct documentation problems identified by your staff. It also includes a commitment to conduct hourly fire watches on the fire doors in question.

Attachment B provides an Errata Sheet correcting errors in Reference (b) and (c).

If you have any additional questions regarding this issue, please contact this office.

Very truly yours,

C. M. Allen

Nuclear Licensing Administrator

lm

Attachments

CC: D. Notley - NRR
Dr. A. Bournia - NRR
Resident Inspector - LSCS
J. Muffett - Region III

ATTACHMENT A

The reference (a) letter described how Commonwealth Edison would meet the reference (b) license condition. For doors #377, 380, 446, 447, 452, and 453 CECo stated "Remove existing surface applied unlabeled door stops and install Pioneer Fireproof Door Company's "PIO-SEAL" door stops... (for the aforementioned doors). UL will provide a letter stating that this construction is identical to a tested assembly." CECo considered that letters from U.L. dated April 22, 1983 and May 15, 1986 were sufficient to comply with the commitment.

A recent Region III inspection and phone coversation between NRR (9-10-86) and CECo has determined that the two U.L. letters do not meet our commitment as stated in our 1983 letter. Accordingly CECo agreed with NRR that our previous commitments (regarding doors 377, 380, 446, 447, 452, 453) will be satisfied by completing the following:

- Forward to NRR the letter from Pioneer Fireproof Door Company to U.L. dated October 20, 1982 and include a letter from U.L. confirming that if what Pioneer says is correct, the doors could qualify to be labelled (enclosed).
- Have U.L. physically verify the installation of Pioneer's "PIO-SEAL" Fire Door Seal. The schedule for this U.L. task is:
 - 9-12-86: U.L. at LaSalle to perform the dimensional verification of "PIO-SEAL" and obtain samples of the "PIO-SEAL" to perform chemical verification tests.
 - 9-16-86: U.L. will issue their report on the physical verification of the "PIO-SEAL".
 - 9-24-86: U.L. will complete the chemical verification testing of the "PIO-SEAL".
 - 9-26-86: U.L. will issue their report on the chemical test.
 - 9-30-86: CECo letter to NRR documenting closure.

If this issue is not resolved before start-up of Unit 1 CECo will have an hourly fire watch (both sides) on the six doors until there is resolution.

SEP 11 '86 14:52 UNDERWRITERS LABS

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pioneer THE TOTAL PRODUCT LINE

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October 20, 1982

Underwriters Laboratories 333 Pfingsten Road Northbrook, Illinois 60062

Attn.: Mr. Howard Gruszynski

Re: La Salle County Station Pioneer Job #C8300

Dear Mr. Gruszynski:

With reference to the letter dated 10/12/82 from Commonwealth Edison, a copy of which should be in your possession, please consider this your authorization to review Pioneer's door/frame procedures for the purpose of re-evaluating "label construction" openings. To facilitate your review, the following is a brief listing of procedures, sections, etc. involved along with various comments relating to the Sargent & Lundy drawing #ASK92382:

- A) The left hand column of this drawing concerns fire door frames. The 3 piece frame detailed is "as fabricated", however we cannot locate a similar detail in file R3259 or in U.L.63.
- B) Frame #296 was fabricated in accordance with R3259 Vol. 1 Sec. 1 and was labeled.
- C) Frames \$377-380-446-447-452-453 were fabricated similar to file R3259 Vol. 1 Sec. 1 III. 13, except that in lieu of the gasket detailed, a \$170 aluminum/neoprene gasket as manufactured by Zero Weatherstripping, Bronx, New York, was applied.
- D) Frame #391 was fabricated as the 3 piece frame detailed except that the Zero #170 gasket was substituted for the integral stop.
- E) Frames #149-160 are fabricated similar to R3259, Vol. 1 Sec. 4 and 5 except that in lieu of glass or panel in the transom, the entire transom area is a cased opening profile. A grille provided "by others" was installed in the transom opening. Perhaps Commonwealth Edison can provide information on this grille.
- F) The right hand column of the drawing pertains to doors, all of which are fabricated similar to R7221, Vol. 1, Sec. 1. In the case of doors #49-58-222-251-257-262-265-268-302 the doors were fabricated with a seamwelded edge to accommodate

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SEP 11 '86 14:53 UNDERWRITERS LABS

PAGE.03



Page 2

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locking devices rather than the interlock seam edge detailed in R7221.

As indicated in the Commonwealth Edison letter cited, please address any invoicing in this matter direct to Commonwealth Edison.

Any correspondence or clarifications pertinent to Pioneer's material should be directed to the writer's attention.

> Very truly yours, Pioneer Industries

Allan Ashachik

Field Service Coordinator

c.c.: Commonwealth Edison P.O. Box 767

Chicago, Illinois 60690 Attention: Mr. T.E. Watts

AA/ear

ATTACHMENT B

Errata for letter from C.W. Schroeder to A. Schwencer dated June 15, 1983

a) Section 1: Testing (at U.L.)

In the second paragraph of this section (starting with "The door is ..."), delete the following six doors as they have been found by inspection to have a one piece frame. Doors #296, #377, #380, #393, #452 and #453.

b) Section 4: 3 1/2-inch-thick Steel Doors

Change the five to three in the first paragraph (starting with "Solutions are being..."). Two doors, #248 and #424 were in Unit 2 and were completed during construction of Unit 2 (1-26-83).

Brrata for letter from C.M. Allen to R.M. Benero dated April 24, 1986

- a) Replace the word "gauge" on page 3 starting with "The gauge was mounted..." with the word "door".
- b) Replace "#229" on page 4 starting with "The existing oversized..." with "#299". This was a typo.