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Automated Tie Blocking Scheme for Duplex Unit Substations

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Agenda

- Terms and Definition
- PECO Unit Substation Configuration (Normal/Abnormal Condition)
- Background
- Solution
- Auto Tie Blocking Scheme architecture
- Additional Benefits
- Questions

Terms and Definitions

Unit Transformer – Transformer with integrated low side breaker, relaying, control power, and breaker controls (34KV high side, 4KV Low Side)



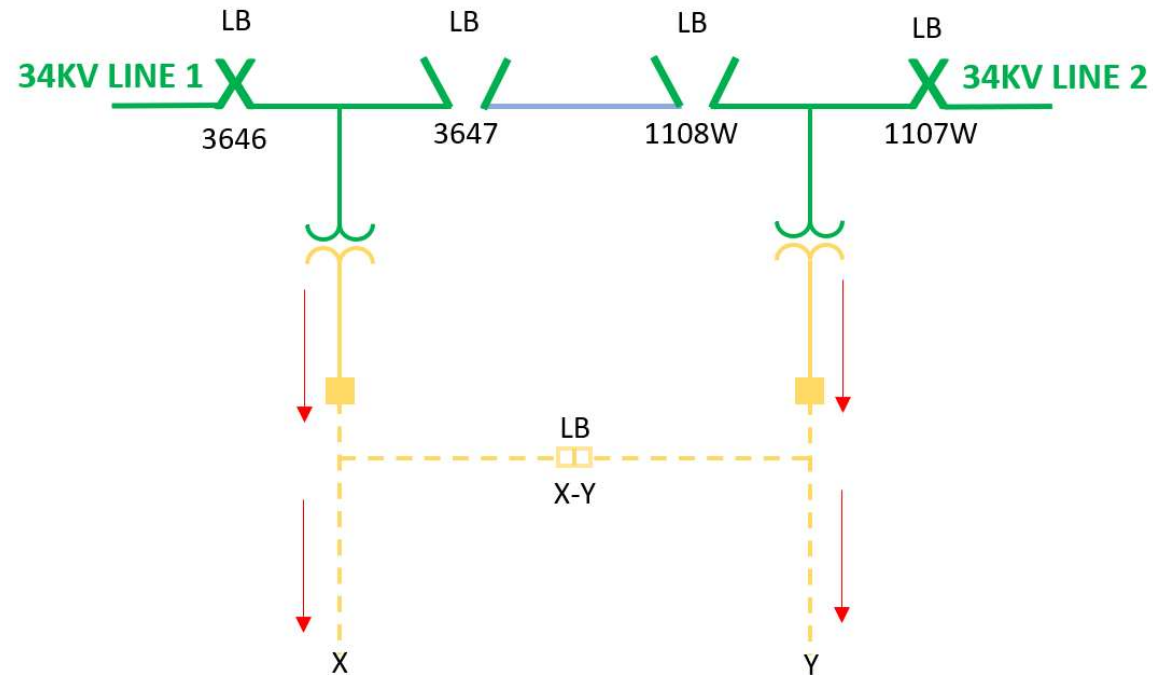
Terms and Definitions

Duplexed Unit Transformer with breaker – Transformer with integrated low side breaker, relaying, control power, and breaker controls with a separate low side tie switch to associated Unit Transformer.



Configuration Under Normal Condition

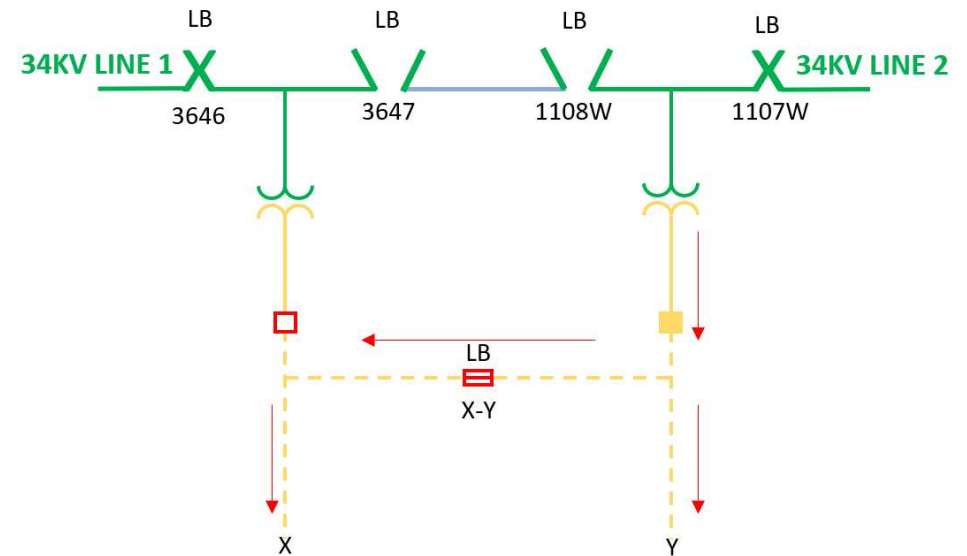
- 34KV high side from two separate sources
- 4KV low side (XFMR X & Y)
- Low side breaker closed feeding the load
- Tie breaker open



Configuration Under Abnormal Condition

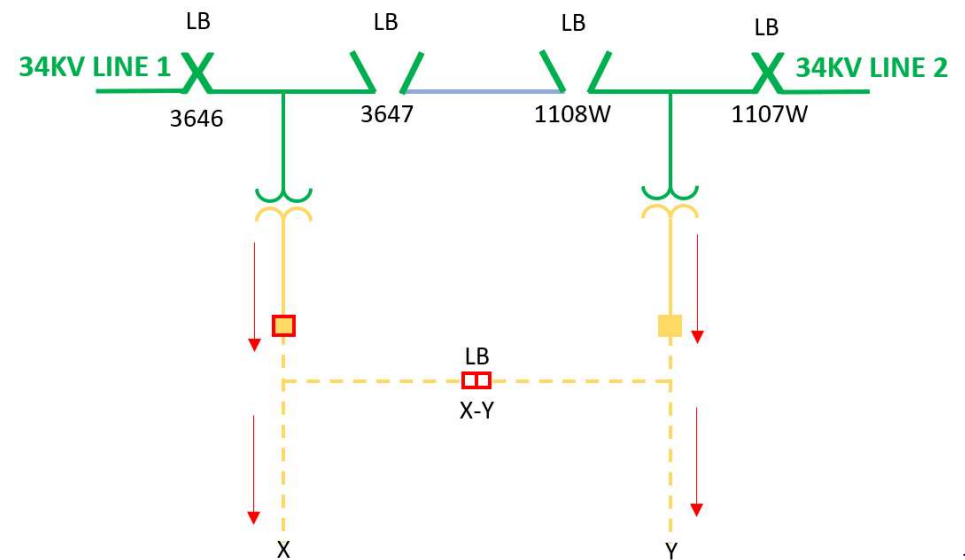
Loss of High Side

- Loss of Potential on X Unit
- Low Side Breaker on X Unit Opens
- Tie Breaker Closes to Pick Up Load



High Side Restored

- High Side Restored
- Low Side Breaker on X Unit Closes
- Tie Breaker Opens to Return to Normal Configuration



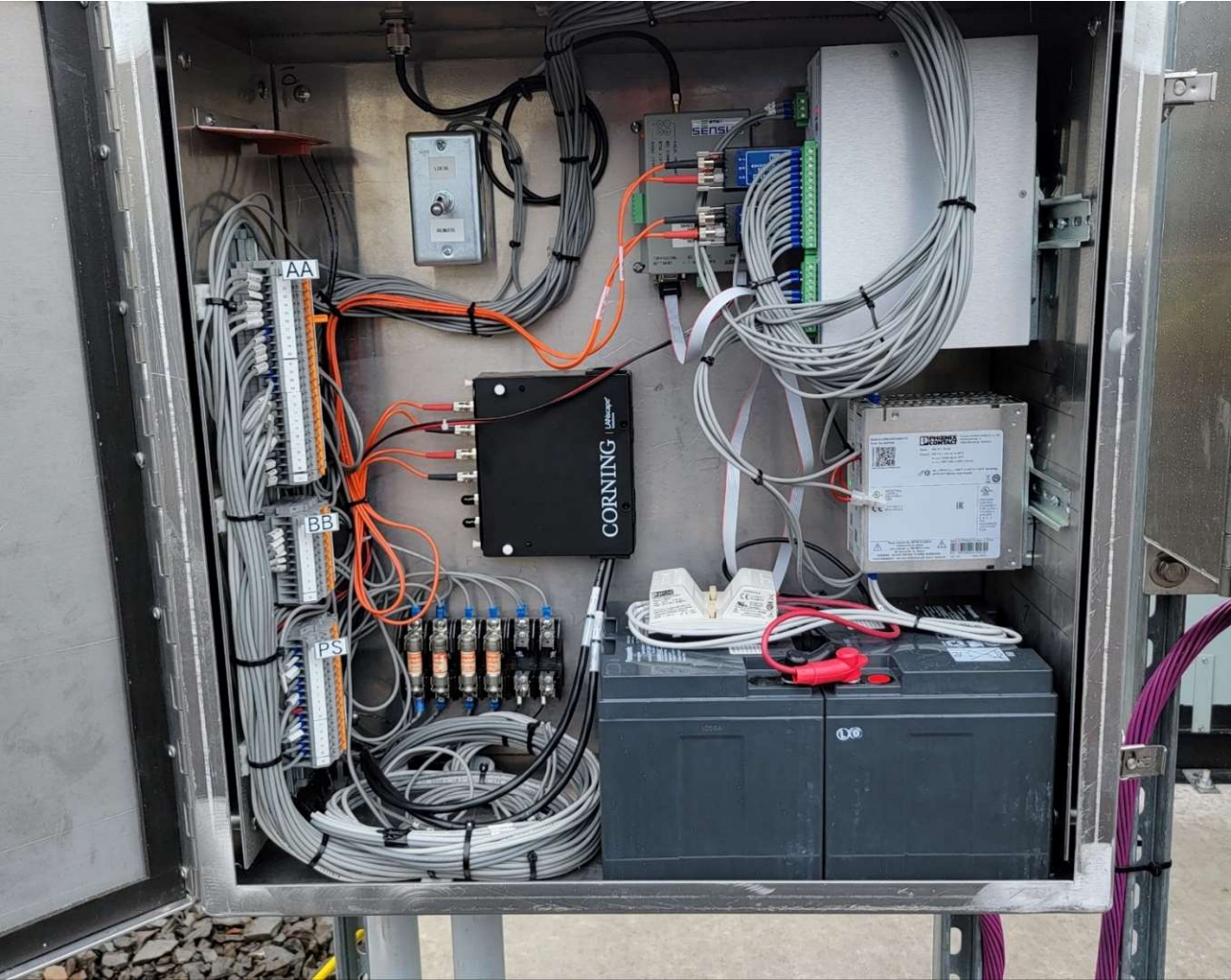
Background

- Distribution Capacity System planning analyzes summer loads on annual basis and if a unit would be overloaded during peak load period due to a transfer, issues a list to block those ties
- Categorization of blocks based on temperature and three blocking list are issued (A, B and C)
- For each block, duplex ties are blocked for set number of months where tie cannot operate and pick up load from another unit transformer starting with A block in the beginning of summer followed by B and C blocks
- This makes the Automatic throwover of the load unavailable while blocked (Upto a few months) at a time which can have a reliability impact
- Additionally, blocking and unblocking is manual process and requires field resources

Solution - Automated Tie Blocking

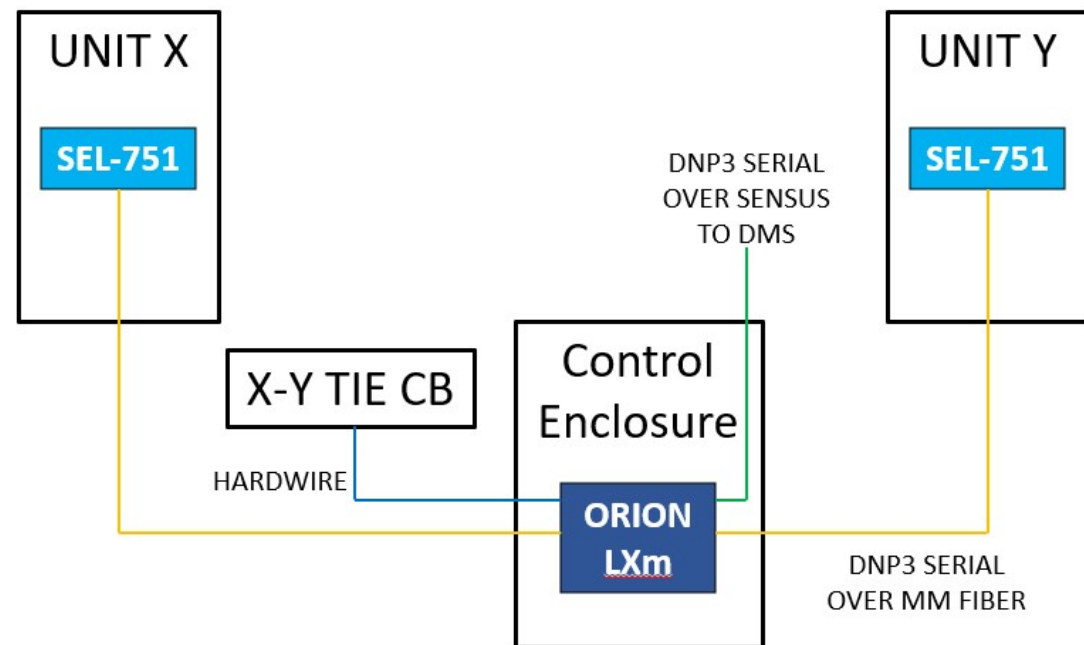
- **PECO “Automated tie blocking scheme”**
 - Monitoring of real-time load data from the units
 - Local logic control of availability of tie control
 - Allows for dynamic blocking of duplex unit tie breakers during high loading condition
 - Allows for ties to only be blocked when required (potential overload condition) as opposed to be blocked for set number of months regardless of conditions
- **ATS Hardware**
 - RTUs installed at individual units for monitoring and control and logic controller/data concentrator
 - Additional Novatech Orion serves as data concentrator for SCADA as well as logic controller to implement blocking algorithm.
 - Blocking remotely through SCADA
 - Automated blocking through Logical parameters per pre-determined limits

Field Pictures



Auto Tie Blocking Scheme Architecture

- SEL-751A's are installed in X and Y units replacing the watt-hr meter and provides Analog, Status and Control to the units.
- SEL-751A's communicates with Orion over serial fiber network
- OrionLXm is hard-wired to the Tie Breaker for status, control & Auto/Manual
- OrionLXm is connected to Sensus radio for communication to SCADA over Peco Sensus network (wireless).



Component Function

SEL 751 A



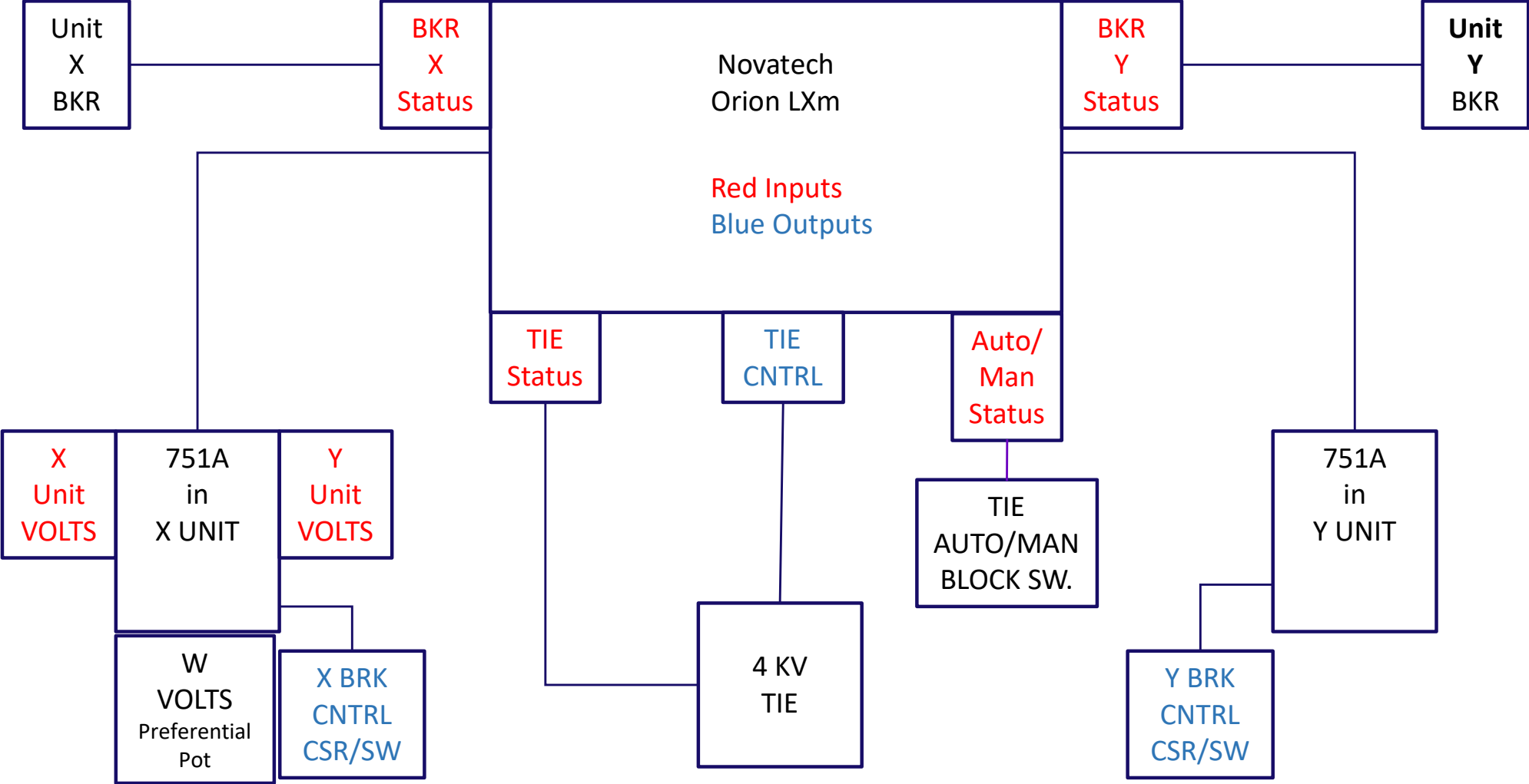
- Metering
- Loss of High-side Trip and Restoration
- Breaker Control
- Auto Reclose
- Fast Trip
- LS Reset
- Fault Monitoring - No Trip Output
- Event Reporting
- Sequence of Events on Unit
- Control Voltage Throw-Over
X Volt / Y volts / W Volts

OrionLxM

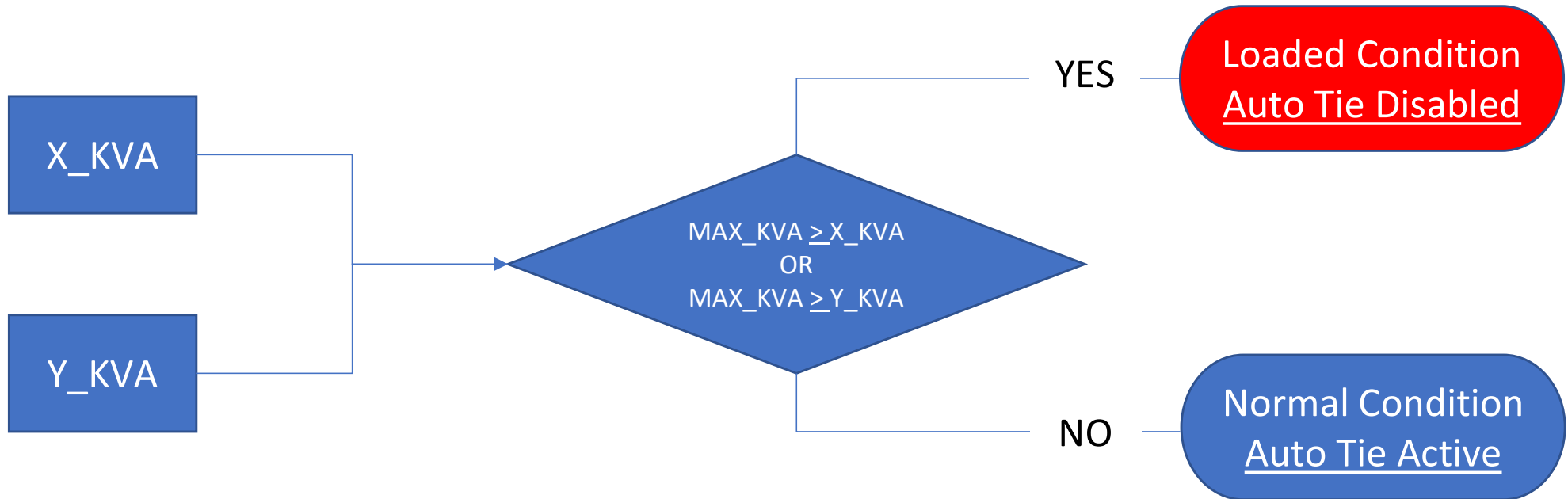


- Tie Throw-Over Function
- SCADA
- Tie Control
- Unit Overload Protection (Tie Throw-Over Blocking)
- Local / Remote Switch
- Substation Integration HMI
- Sequence of Events on Tie
- Tie Diagnostics
- Communication to Radio
- Remote Tunneling

Details of Logic



ATS Blocking Logic Walkthrough



$\text{Max_KVA} = \text{X_KVA} + \text{Y_KVA}$

$\text{Max_KVA} \geq \text{X_KVA}$ or Y_KVA : **Loaded**

$\text{Max_KVA} \leq \text{X_KVA}$ or Y_KVA : **Normal**

Additional Benefits

SCADA Visibility and Control

- 16 Analogs
- 20 Status & Alarms
- 4 Controls
- Total system visibility (Shown Next slide)

Remote Disable Auto Transfer Function

- Eliminate the need for manual Blocking
- Blocking through Logic

Safety

- Remote operation during switching and blocking from DMS
- Controls through HMI at station (Next slide)
- Ability to safely maintain distance

Troubleshooting

- Logs and SOE from both relays and Orion
- Alarm Summary
- Local Remote Switch to isolate controls

Overload Protection

- Monitor both transformers
- Blocking the tie prevents either of the transformer from overloading

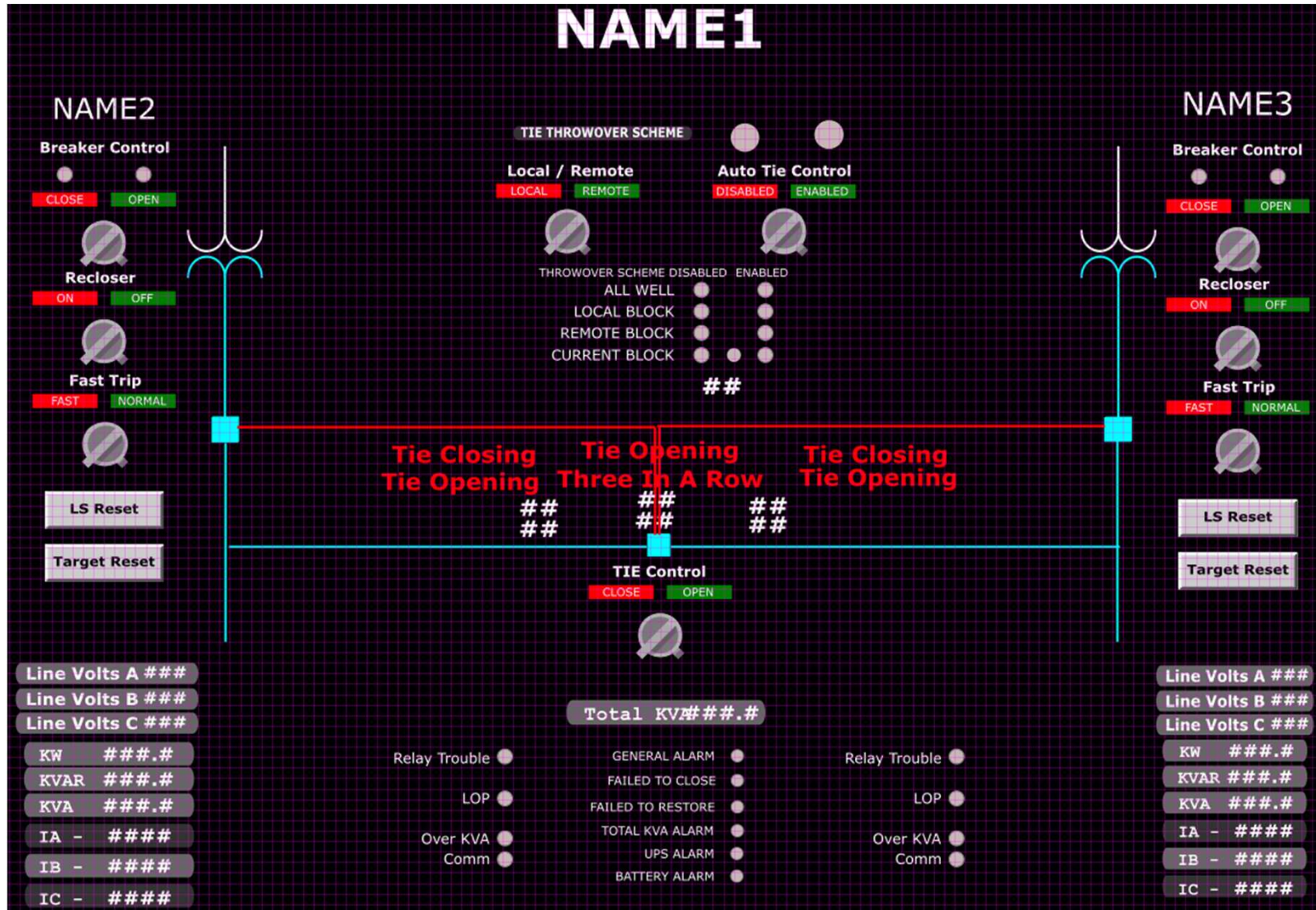
Communication

- Robust communication between relays and Orion
- Leverage built in Sensus monitoring & diagnostic capability

ATS Summary Screen in DMS

AUTO TIE SCHEME SUMMARY									
STATION	POINT NAME	STATUS	STATION	POINT NAME	STATUS	STATION	POINT NAME	STATUS	
AUDUBON	1-2 AUTO TRANSFER	ENABLED	HANOVER	1-2 AUTO TRANSFER	ENABLED	MARPLE	5-6 AUTO TRANSFER	ENABLED	
	3-4 AUTO TRANSFER	ENABLED		1-2 REGULATOR SYSTEM FAIL	ALARM		5-6 REGULATOR SYSTEM FAIL	ALARM	
	1-2 REGULATOR SYSTEM FAIL	ALARM	HARMONY	7-8 AUTO TRANSFER	ENABLED		MONROE	1-2 AUTO TRANSFER	ENABLED
	3-4 REGULATOR SYSTEM FAIL	NORM		7-8 REGULATOR SYSTEM FAIL	NORM			1-2 REGULATOR SYSTEM FAIL	NORM
BELLEVUE	1-2 AUTO TRANSFER	ENABLED	HEARTWOOD	1-2 AUTO TRANSFER	ENABLED	NOLAN	3-4 AUTO TRANSFER	ENABLED	
	1-2 REGULATOR SYSTEM FAIL	ALARM		3-4 AUTO TRANSFER	ENABLED		3-4 REGULATOR SYSTEM FAIL	NORM	
3-4 AUTO TRANSFER	ENABLED	REGULATOR SYSTEM FAIL		NORM	NORTH WALES	11-12 AUTO TRANSFER	ENABLED		
3-4 REGULATOR SYSTEM FAIL	NORM	5-6 AUTO TRANSFER	ENABLED	11-12 AUTO TRANSFER ALARM		NORM			
BROOMALL	1-2 AUTO TRANSFER	ENABLED	5-6 REGULATOR SYSTEM FAIL	ENABLED		OAKMONT	1-2 AUTO TRANSFER	ENABLED	
	1-2 REGULATOR SYSTEM FAIL	NORM	7-8 AUTO TRANSFER	ENABLED	1-2 REGULATOR SYSTEM FAIL		NORM		
CABOT	1-2 AUTO TRANSFER	ENABLED	JEFFERSONVILLE	3-4 AUTO TRANSFER	ENABLED	PENCOYD	13-14 AUTO TRANSFER	ENABLED	
	1-2 REGULATOR SYSTEM FAIL	NORM		3-4 REGULATOR SYSTEM FAIL	ALARM		13-14 AUTO TRANSFER ALARM	NORM	
CARMEL	3-4 AUTO TRANSFER	ENABLED	KIMBERTON	1-2 AUTO TRANSFER	ENABLED	PENTRIDGE	17-18 AUTO TRANSFER	ENABLED	
	3-4 REGULATOR SYSTEM FAIL	NORM		1-2 REGULATOR SYSTEM FAIL	NORM		17-18 AUTO TRANSFER ALARM	NORM	
COUNTY LINE	3-4 AUTO TRANSFER	ENABLED	KING	3-4 AUTO TRANSFER	ENABLED	POOLS	1-2 AUTO TRANSFER	DISABLED	
	3-4 REGULATOR SYSTEM FAIL	NORM		3-4 REGULATOR SYSTEM FAIL	NORM		1-2 REGULATOR SYSTEM FAIL	NORM	
	7-8 AUTO TRANSFER	ENABLED	KNOWLTON	1-2 AUTO TRANSFER	ENABLED		ROYERSFORD	5-6 AUTO TRANSFER	ENABLED
	7-8 REGULATOR SYSTEM FAIL	NORM		1-2 REGULATOR SYSTEM FAIL	NORM			5-6 REGULATOR SYSTEM FAIL	NORM
DAVISVILLE	3-4 AUTO TRANSFER	ENABLED	3-4 AUTO TRANSFER	ENABLED	SECANE	3-4 AUTO TRANSFER	ENABLED		
	3-4 AUTO TRANSFER ALARM	NORM	3-4 REGULATOR SYSTEM FAIL	NORM		3-4 REGULATOR SYSTEM FAIL	ALARM		
	5-6 AUTO TRANSFER	DISABLED	LEVITT	5-6 AUTO TRANSFER	ENABLED	SOUTHAMPTON	7-8 AUTO TRANSFER	ENABLED	
	5-6 AUTO TRANSFER ALARM	NORM		5-6 REGULATOR SYSTEM FAIL	NORM		7-8 REGULATOR SYSTEM FAIL	NORM	
ELLWOOD	3-4 AUTO TRANSFER	ENABLED	MALVERN	1-2 AUTO TRANSFER	ENABLED	SPRINGFIELD	1-2 AUTO TRANSFER	ENABLED	
	3-4 REGULATOR SYSTEM FAIL	NORM		3-4 AUTO TRANSFER	DISABLED		1-2 REGULATOR SYSTEM FAIL	ALARM	
9-10 AUTO TRANSFER	ENABLED	3-4 REGULATOR SYSTEM FAIL		NORM	3-4 AUTO TRANSFER		ENABLED		
EMILIE	9-10 AUTO TRANSFER ALARM	NORM	MARKLEY	1-2 AUTO TRANSFER	ENABLED	3-4 REGULATOR SYSTEM FAIL	NORM		
	3-4 AUTO TRANSFER	ENABLED		1-2 REGULATOR SYSTEM FAIL	NORM	7-8 AUTO TRANSFER	ENABLED		
GARRETT	3-4 REGULATOR SYSTEM FAIL	NORM				7-8 REGULATOR SYSTEM FAIL	NORM		

HMI Screen



Questions

Appendix

Current Stats

- Number of Units - 718
- Number of Unit Ties - 168
- Number of Unit Ties with Varying Degrees of SCADA - 53
- Number of Units with Micro Processor relays (SCADA) - 286
- Aging Equipment ~ 50 years old
- Unit Retirement Program