



Power System Operation Corporation Limited

Western regional Load Despatch Centre

FLASH REPORT

WRLDC/December/GD 1

Incident: Tripping of 220KV CHPH bus-I

1. Date and Time: 22/12/2015 08:45Hrs

2. Antecedent Conditions

1. Frequency of NEW Grid/SR Grid

Event	Frequency	Time(hh:mm)
Pre incident	49.91	08:44
Post Incident	49.85	08:46**

**** also Due to load raising phenomena in the morning hours .**

2. Reason for Tripping: Pilot wire of 220kV CHPH-RBPH line-I snapped on 220kV Bus-I CHPH and Bus fault took place resulting in tripping of units-1,3 and 5.

The configuration at SSP: the 220kV side of 400/220kV ICTs-1&2 are directly connected to 220kV CHPH bus as there is no 220kV switchyard at RBPH.(line length:9km).

The bus coupler at 220kV CHPH had been out of service for the last few months (SCADA displays breaker in closed condition), however might not have role in tripping as the bus coupler also would have tripped on bus fault on 220kV bus-I . The units 1,3 and 5 were connected to bus-1 tripped resulting in loss of generation of 81MW.

The transformer-1 at RBPH also in tripped condition as the 220kV RBPH-CHPH-I is still in out condition.

3. Areas Affected By Disturbance:.

No area deprived of supply. Gen loss:81MW.

4. Elements affected:

Feeder	Tripping time	Restoration time
220kV RBPH-CHPH-I	08:45	S/O
400/220 ICT-I at RBPH	08:45	S/O
Unit-1 at CHPH	08:45	09:15

Unit-2 at CHPH	08:45	09:45
Unit-3 at CHPH	08:45	10:10

5. Actions Taken: Units 1,3,5 are connected to Bus-II at CHPH. The BUS-I, 220kV RBPH-CHPH –I and 400/220kV ICT-I are still out as snapping of pilot wire is being attended.

6. Current Status:

The BUS-I, 220kV RBPH-CHPH –I and 400/220kV ICT-I are still out as snapping of pilot wire is being attended.

The following details may please be furnished by SSP

- 1. What is the problem in Bus coupler at CHPH and when it will be restored. As the bus coupler had been available, the restoration of Bus-I would have been faster. As the Bus-I can be restored only if the RBPH-CHPH –I is restored. The CHPH system is now 'N-1' noncompliant.**
- 2. What is the general configuration of sharing of units on both buses. At the time of tripping 3 units were there on Bus-I and 1 unit was there on Bus-2.**

K.Muralikrishna

(Shift Charge Manager)