Removal of the Lisle Remedial Action Schemes (RAS)

ComEd / Exelon Corporation
Transmission Planning
March 2019
Lisle 345kV Bus Tie Auto-Close RAS

✓ RAS Purpose
  • To prevent thermal overloads following loss of certain 345kV lines connected to TSS 103 Lisle
    – The affected lines currently trip a 345kV bus section and an autotransformer
  • Described in ComEd System Planning Operating Guide (SPOG) 3-11 and PJM Manual 3
  • RAS is normally in-service

✓ RAS Action
  • Two of the four 345kV lines at Lisle are associated with this scheme. Loss of either line will trigger RAS.
  • RAS auto-closes a normally open 345kV bus tie at Lisle following loss one of the specified lines.
Lisle 138kV Auto-Sectionalize RAS

✓ RAS Purpose
  • To prevent autotransformer overload which can occur following loss of a 345kV line and autotransformer at Lisle
  • Described in ComEd System Planning Operating Guide (SPOG) 3-11 and PJM Manual 3
  • RAS is normally in-service

✓ RAS Action
  • Auto-sectionalizes the 138kV bus tie at Lisle when autotransformer loading exceeds threshold
Lisle RAS Removals

✓ A reinforcement project (PJM RTEP s1529) being implemented at Lisle will reconfigure the 345kV bus into a ring-bus and add breakers on the four 345kV lines.

✓ Upon completion of the project, neither RAS at Lisle will be required and both will be removed.

✓ Project is targeted for completion by 6/1/2020
  • Work is underway and portions of RAS functionality will be removed as they become unnecessary
  • Installation of a line breaker, planned for March 2019, will remove part of the Bus Tie Auto-Close RAS functionality

✓ Reliability First has been informed of the RAS removal per RF RAS Review Procedure.
Questions?