DER Ride Through: Issue Charge and Problem Statement

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Planning Committee
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System Events

- Ride-Through
- Reconnection (Uncontrolled)
- Momentary Cessation

UCTE 2006
South Australia 2016
California 2016
IEEE 1547 & Ride-Through Requirements

~1200 MW DER Tripped

IEEE 1547-2018

Safety

Reliability

System Protection

www.pjm.com
PJM Stakeholder Effort for DER Ride Through

Aug 9
PC First Read

Nov 8
PC Endorsement

2019
Technical consensus

Oct 1-2
Stakeholder Technical Workshop

2018-2019
Task Force Biweekly Calls

Ride-Through/Trip Settings

PJM Manual and/or Tariff

Guidance for State Jurisdictional

www.pjm.com
Problem Statement / Issue Charge: OBJECTIVE

- PJM-wide consensus across T+D on preferred IEEE 1547-2018 Ride-Through/Trip Settings for DER (e.g., Category II with specified trip adjustments and addition of momentary cessation).
  - More than one Ride-Through/Trip Setting may be needed: e.g., a Category I and a Category II

- Deliverables:
  1) Ride-Through/Trip Settings.
  2) Proposed PJM manual language changes or other applicable PJM governing documents, if needed.
  3) A guide (best practices) for state/local regulators.
• Ride-Through capability and trip parameters only.
  – Not voltage regulation or communications, etc.
• PJM discussion is all DER
• Not retroactive.
• Connected to radial distribution < 50 kV
  – Not connected to BPS or meshed sub-transmission.
Old IEEE 1547 “Shall Trip” Conflicts with PRC-024

IEEE 1547-2018 Standard for DER Interconnection

New 1547-2018 Requires “Ride Through”

Considers both synchronous and inverter-based DER
Summary of Issue Charge Amendments

- **DER (Technology Agnostic) Radial < 50 kV**
- **Not Retroactive**
- **Deliverables**
  - **VOTE**
    - Settings
  - **NO VOTE**
    - Guidance for States
- **Emphasis on Technical Aspect & Safety**
- **Minimize Number of Ride-Through/Trip Settings**