



An Exelon Company

# 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?**