

# ***Generation Interconnection Feasibility Study Report Queue Position Z1-125***

The Interconnection Customer (IC), has proposed a 10 MWE (5.88 MWC; 10 MW MFO) solar powered generating facility to be located in Worcester County, Maryland and Accomack County, Virginia. PJM studied Z1-125 as a 10 MW injection into the Delmarva Power and Light (DPL) system and evaluated the project for compliance with reliability criteria for summer peak conditions in 2017.

## **Point(s) of Interconnection**

The Interconnection Customer requested a Primary and Secondary Point of Interconnection (POI) be evaluated for the Z1-125 project. The Primary POI selected was a 25 kV connection into the Piney Grove substation. The Secondary POI selected was a line tap of the Piney Grove-New Church 138 kV circuit. The study results are provided in the Transmission Network Impacts section below.

## **Primary POI Option**

Z1-125 will interconnect with the Delmarva Power and Light transmission system via a dedicated 25 kV feeder emanating from the Piney Grove substation to the Interconnection Customer's generating facility. The Point of Interconnection (POI) will be located at the fence line of the generating facility.

## **Direct Connection Requirements**

### **Criteria Limits for Distributed Energy Resource (DER) Connections to the ACE, DPL and Pepco Distribution Systems (less than 69kV)**

#### **1. Single Phase Limit**

Any DER with a capacity that exceeds 100 kW shall be a balanced 3 phase system.

#### **2. Voltage Limits**

DER's are permitted to cause a voltage fluctuation of up to 2% at the Point of Interconnection, ½ the band width of any voltage regulator at its terminals, and ½ the net dead band of a switched capacitor bank at its connection point. When a DER is at maximum output, it shall not raise the feeder voltage above the ANSI C84.1 or state limit, whichever is more conservative.

#### **3. Existing Distribution Circuit Capacity Limits**

The aggregate limit of large (250 kW and over) generators running in parallel with a single, existing distribution circuit is 0.5 MWs on the 4kV, 3 MWs on the 12 kV, 6 MWs on the 25 kV, and 10 MWs on the 34 kV.

#### **4. Express Circuit Capacity Limits**

Distributed generation installations which exceed the limit for an existing circuit require an express circuit.

The maximum generator size for express circuits shall be:

- 4 kV                      0.5 MW
- 12 – 13.8 kV            10 MWs
- 23 – 25 kV              10 MWs
- 33.26 – 34.5 kV        15 MWs

**5. Distribution Power Transformer Limit**

The aggregate limit of large (250 kW and over) generator injection to a single distribution transformer of 22.5 MVA nameplate or larger is 10 MWs. Transformers with nameplate ratings lower than 22.5 MVA will be given lower ratings on an individual basis. If the transformer rating is significantly greater than 40 MVA it may be possible to consider a greater generation capacity.

Adding a new transformer will be considered if there is no availability on any of the existing transformers and space is available in an existing substation. Any proposed transformers would be PHI's standard distribution transformer (37 MVA nameplate rating.)

**6. Express Circuit Length Limit**

If there is no more injection capacity or space for an additional transformer at the closest substation, the next closest substation will be considered. The length of an express circuit is limited to 5 miles, or for the sake of the feasibility study, 3.8 straight line miles to the substation. This simplification is used because the feasibility study phase does not allow for the time and resources to examine routes in detail (including existing pole lines, easements, ROW, and environmental issues etc.)

**7. When a New Substation is Required**

If a distribution express circuit can't be built from an existing substation for a project, it will be necessary to construct a new distribution substation with a standard ring bus design. It will be supplied by extending existing transmission lines. In NJ, it is the developer's responsibility to verify eligibility of this configuration for solar renewable energy certificates with New Jersey's Clean Energy Program if desired.

All limits, given above in MWs, are subject to more detailed study to ensure feasibility.

**Transmission Owner Scope of Work**

The scope of work and estimated costs for the direct connection facilities is as follows:

The requested distribution voltage of 25 kV is not currently available at Piney Grove Substation. An interconnection at the 25 kV voltage class will require the installation of a 69/25 kV transformer and 25kV bus at Piney Grove Substation. Z1-125 will utilize the substation expansion and 69 kV, 138 kV, and 230 kV reconfiguration included in Z1-124, and these additional costs will apply to Z1-125 if Z1-124 were withdrawn. The request will also require DPL to create an express feeder to the developer's site. The estimate will include the construction of a an express circuit with a total length of 5 miles according to Section 6 of the "Direct Connection Requirements".

1. One 69 kV position will be established on the 69 kV ring bus at Piney Grove Substation. Construction will include installing one 69 kV circuit breaker, two 69 kV disconnect switches,

69 kV bus equipment, protection and control relays, support structures, foundations, and associated below grade equipment.

2. One 69/25 kV transformer will be installed complete with foundations, disconnect switches, bus equipment, protection and control relays, support structures, and below grade equipment.
3. One new 25 kV feeder with 954 kcmil All Aluminum Conductor (AAC) will be constructed from Piney Grove Substation to the PV site – a distance of approximately 5 miles.
4. One new 25 kV feeder terminal position will be constructed.
5. A utility operated recloser equipped with the proper relaying and communications will be installed for each feeder serving the PV generator.
6. Utility grade primary metering will be required for each feeder.
7. Generation telemetry and remote trip capability will be provided to PHI’s Energy Management System with future capability to adjust output and power factor if needed.
8. A detailed, time-based study may be performed during later study phases.
9. Protection, Planning, and other engineering departments will perform studies, design work, and prepare engineering estimates.
10. Transfer trip will be required. Approximately 5 miles of 48SM ADSS fiber optic cable was estimated for this report to provide the communication channel from Piney Grove Sub to the PV site.

The estimated cost to perform this work is:

<b>Attachment Facilities Estimates</b>			
<b>Piney Grove Substation 69/25kV Xfmr and 25kV Feeder</b>			
954 AAC Express Feeder	5	Miles	\$2,000,000
Fiber Installation		Miles	\$250,000
69kV Ring Bus position for 69/25kV Xfmr			\$4,000,000
New 69/25kV Xfmr			
New Feeder Terminal			
Recloser w/ Relaying and Communications			\$50,000
Utility Grade Metering			\$20,000
SCADA Integration into EMS			\$10,000
Detailed Time Based Study			\$30,000
Various Departments Work			\$20,000
<b>Subtotal Cost</b>			<b>\$6,380,000</b>
<b>Subtotal Cost with 18% Overheads</b>			<b>\$7,528,400</b>
<b>Approximate Total Cost with 15% Contingency</b>			<b>\$8,657,660</b>

The estimated time to complete this work is **36 months** after receipt of a fully executed interconnection agreement.

Note: the above cost does not include the Contribution in Aid of Construction (CIAC) tax.

**High Voltage Warning**

Voltage received at the meter from the utility will be 104% or 105% of nominal. Normal operating procedures dictate that voltage at the substation be raised to the higher end of an acceptable

bandwidth in order to provide adequate supply to distant customers. Transformers with no load taps should be used to reduce the voltage by 2.5% to avoid the possibility of inverter trips. Failure to account for this may result in lost energy production.

### **Special Operating Requirements**

1. DPL will require the capability to remotely disconnect the generator from the grid by communication from its System Operations facility. This will be accomplished with a line recloser.
2. It is the Interconnection Customer's responsibility to send the data that PJM and DPL require directly to PJM. The Interconnection Customer will grant permission for PJM to send to DPL the following telemetry that the Interconnection Customer sends to PJM: real time MW, MVAR, volts, amperes, generator/status, and interval MWH and MVARH.
3. The Interconnection Customer will be required to make provisions for a voice quality phone line within approximately 3 feet of each DPL metering position to facilitate remote interrogation and data collection.
4. A mutually acceptable means of interrupting and disconnecting the generator with a visible break, able to be tagged and locked out, shall be worked out with DPL Distribution Engineering.
5. DPL reserves the right to charge the Interconnection Customer operation and maintenance expenses to maintain the Interconnection Customer attachment facilities, including metering and telecommunications facilities, owned by DPL.

### **Interconnection Customer Scope of Work**

The Interconnection Customer (IC) is responsible for all design and construction related to activities on their side of the Point of Interconnection. Site preparation, including grading and an access road, as necessary, is assumed to be by the IC. Route selection, line design, and right-of-way acquisition of the direct connect facilities is not included in this report, and is the responsibility of the IC.

The IC will be required to install metering and telemetry equipment to provide revenue metering and real-time telemetry data to PJM. The requirements for this equipment are listed in Appendix 2, Section 8 of Attachment O to the PJM Tariff, as well as PJM Manuals 01 and 14D. Protective relaying and metering design and installation must comply with PHI's Applicable Standards.

The Interconnection Customer will purchase and install all metering instrument transformers as well as construct a metering structure per PHI's specifications. The secondary wiring connections at the instrument transformers will be completed by the Interconnection Customer's contractors and inspected by PHI, while the secondary wiring work at the metering enclosure will be completed by PHI's meter technicians. The metering control cable and meter cabinets will be supplied by PHI and

installed by the Interconnection Customer's contractors. PHI's meter technicians will program and install two solid state multifunction meters (Primary & Backup) for the new metering position.

### **Inverter Requirements and Capabilities**

The inverter at the DG location shall have the following capabilities:

- Voltage flicker reduction through dynamic VAR or fixed PF response
- Ramp rate control
- SCADA communications
- Curtailment or other mitigation ability if high voltage were to occur
- Low voltage and system disturbance ride through
- Ability to receive and respond to a transfer trip signal
- Ability to adjust PF or VARs based on utility signal
- Ability to Adjust Real Power Output based on utility signal

The inverter shall operate in accordance with the IEEE 1547 series of standards that have been approved. While inverters should be capable of voltage stabilization thru dynamic VAR response and capable of low voltage and system disturbance ride through, neither of these capabilities shall be implemented until such time that the IEEE 1547 series of standards are revised and approved to include standards for these capabilities. At such time as these revised standards become available, the PV owner/operator shall cooperate with the Company (the 'Company' referring to ACE, DPL, or PEPCO) to implement these capabilities with settings acceptable to the Company. Until such time, the inverters shall operate with a fixed power factor schedule as supplied by the Company.

### **Transmission Network Impacts**

Potential transmission network impacts are as follows:

#### **Generator Deliverability**

*(Single or N-1 contingencies for the **Capacity** portion only of the interconnection)*

None

#### **Multiple Facility Contingency**

*(Double Circuit Tower Line, Line with Failed Breaker and, Bus Fault contingencies for the **Full** energy output.*

None

### **Contribution to Previously Identified Overloads**

*(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)*

1. (DP&L - DP&L) The PINEY138-LORETTO 138 kV line (from bus 232128 to bus 232127 ckt 1) loads from 109.39% to 110.96% (**DC power flow**) of its emergency rating (159 MVA) for the line fault with failed breaker contingency outage of 'DP58'. This project contributes approximately 2.49 MW to the thermal violation.

```
CONTINGENCY 'DP58'                                /*OAK HALL BUS BREAKER
DISCONNECT BRANCH FROM BUS 232132 TO BUS 232130 CKT 1      /*OAK
HALL POCOMOKE 138 138
DISCONNECT BRANCH FROM BUS 232132 TO BUS 232131 CKT 1      /*OAK
HALL NEW CHURCH 138 138
END
```

Please refer to Appendix 1 for a table containing the generators having contribution to this flowgate.

### **Short Circuit**

No overstressed breakers were identified.

### **Stability and Low Voltage Ride Through Analysis**

Will be performed during the System Impact study phase of the project (if necessary).

### **Light Load Analysis**

*(Light Load Studies to be conducted during later study phases (applicable to wind, coal, nuclear, and pumped storage projects).*

Not required.

### **New System Reinforcements**

*(Upgrades required to mitigate reliability criteria violations, i.e. "Network Impacts," initially caused by the addition of this project's generation)*

None

### **Contribution to Previously Identified System Reinforcements**

*(Overloads initially caused by prior Queue positions with additional contribution to overloading by this project. Cost allocation for these overloads will be provided in the System Impact Study Report.*

1. To mitigate the (DP&L - DP&L) PINEY-LORETTO 138 kV line (from bus 232128 to bus 232127 ckt 1) overload will require upgrading the line 13777 conductor. The estimated cost to perform this work is **\$10,936,500** and will take **48 months** to complete.

### **Potential Congestion due to Local Energy Deliverability**

*(PJM also studied the delivery of the energy portion of the surrounding generation. Any potential problems identified below are likely to result in operational restrictions to the project under study. The Interconnection Customer can proceed with Network Upgrades to eliminate the operational restriction at their discretion by submitting a Transmission Interconnection Request. Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full deliverability for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which analyzes all overload conditions associated with the identified overloaded element(s). As a result of the aggregate energy resources in the area, the following violations were identified:*

These are **not** required reliability upgrades.

1. (DP&L - DP&L) The PINEY\_69-M HERMON 69 kV line (from bus 232274 to bus 232272 ckt 1) loads from 120.81% to 122.52% (**DC power flow**) of its emergency rating (143 MVA) for the single line contingency outage of 'LORETO AT1&2'. This project contributes approximately 2.45 MW to the thermal violation.

CONTINGENCY 'LORETO AT1&2'

OPEN LINE FROM BUS 232127 TO BUS 232275 CIRCUIT 1                    /LORETTO AT1  
138/69

OPEN LINE FROM BUS 232127 TO BUS 232275 CIRCUIT 2                    /LORETTO AT2  
138/69

END

### **Secondary POI Option**

PJM studied Z1-125 as a 10 MW injection at a tap of the Piney Grove-New Church 138 kV circuit.

### **Transmission Network Impacts**

Potential transmission network impacts are as follows:

### **Generator Deliverability**

*(Single or N-1 contingencies for the **Capacity** portion only of the interconnection)*

None

**Multiple Facility Contingency**

*(Double Circuit Tower Line, Line with Failed Breaker and, Bus Fault contingencies for the Full energy output).*

None

**Contribution to Previously Identified Overloads**

*(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)*

- 1. (DP&L - DP&L) The OAK HALL-POCOMOKE 138 kV line (from bus 232132 to bus 232130 ckt 1) loads from 103.24% to 106.15% (**DC power flow**) of its emergency rating (289 MVA) for the line fault with failed breaker contingency outage of 'DP59\_A'. This project contributes approximately 8.41 MW to the thermal violation.

```

CONTINGENCY 'DP59_A'                                /*PINEY GROVE BUS
BREAKER
DISCONNECT BRANCH FROM BUS 916720 TO BUS 232128 CKT 1      /*PINEY
GROVE NEW CHURCH 138 138
DISCONNECT BRANCH FROM BUS 232007 TO BUS 232128 CKT 1      /*PINEY
GROVE PINEY GROVE 230 138
END

```

Please refer to Appendix 1 for a table containing the generators having contribution to this flowgate.

- 2. (DP&L - DP&L) The KINGS CK-LORETTO 138 kV line (from bus 232129 to bus 232127 ckt 1) loads from 117.1% to 119.5% (**DC power flow**) of its emergency rating (351 MVA) for the line fault with failed breaker contingency outage of 'DP59\_A'. This project contributes approximately 8.41 MW to the thermal violation.

```

CONTINGENCY 'DP59_A'                                /*PINEY GROVE BUS
BREAKER
DISCONNECT BRANCH FROM BUS 916720 TO BUS 232128 CKT 1      /*PINEY
GROVE NEW CHURCH 138 138
DISCONNECT BRANCH FROM BUS 232007 TO BUS 232128 CKT 1      /*PINEY
GROVE PINEY GROVE 230 138
END

```

Please refer to Appendix 2 for a table containing the generators having contribution to this flowgate.

**Potential Congestion due to Local Energy Deliverability**

*(PJM also studied the delivery of the energy portion of the surrounding generation. Any potential problems identified below are likely to result in operational restrictions to the project under*

study. The Interconnection Customer can proceed with Network Upgrades to eliminate the operational restriction at their discretion by submitting a Transmission Interconnection Request. Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full deliverability for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which analyzes all overload conditions associated with the identified overloaded element(s). As a result of the aggregate energy resources in the area, the following violations were identified:

These are *not* required reliability upgrades.

1. (DP&L - DP&L) The KENNEY-M OLIVE1 69 kV line (from bus 232277 to bus 232839 ckt 1) loads from 106.22% to 106.71% (**DC power flow**) of its emergency rating (70 MVA) for the single line contingency outage of 'CKT 13713'. This project contributes approximately 0.76 MW to the thermal violation.

CONTINGENCY 'CKT 13713'  
OPEN LINE FROM BUS 232129 TO BUS 232127 CIRCUIT 1 /KINGS CREEK -  
LORETTO 138  
END

2. (DP&L - DP&L) The LORETTO 138/69 kV transformer (from bus 232127 to bus 916690 ckt 1) loads from 105.04% to 107.14% (**DC power flow**) of its emergency rating (159 MVA) for the single line contingency outage of 'CKT 13764\_B'. This project contributes approximately 3.33 MW to the thermal violation.

CONTINGENCY 'CKT 13764\_B'  
OPEN LINE FROM BUS 916720 TO BUS 232128 CIRCUIT 1 /NEW CHURCH -  
PINEY GROVE 138  
END

3. (DP&L - DP&L) The LORETTO 138/69 kV transformer (from bus 916690 to bus 232127 ckt 1) loads from 107.53% to 109.52% (**DC power flow**) of its emergency rating (159 MVA) for the single line contingency outage of 'CKT 13713'. This project contributes approximately 3.16 MW to the thermal violation.

CONTINGENCY 'CKT 13713'  
OPEN LINE FROM BUS 232129 TO BUS 232127 CIRCUIT 1 /KINGS CREEK -  
LORETTO 138  
END

4. (DP&L - DP&L) The PINEY138 138/69 kV transformer (from bus 232128 to bus 916690 ckt 1) loads from 110.22% to 112.2% (**DC power flow**) of its emergency rating (159 MVA) for the single line contingency outage of 'CKT 13787'. This project contributes approximately 3.16 MW to the thermal violation.

CONTINGENCY 'CKT 13787'  
OPEN LINE FROM BUS 232132 TO BUS 232130 CIRCUIT 1 /OAK HALL -  
POCOMOKE 138  
END

5. (DP&L - DP&L) The PINEY138 138/69 kV transformer (from bus 916690 to bus 232128 ckt 1) loads from 115.56% to 117.65% (**DC power flow**) of its emergency rating (159 MVA) for the single line contingency outage of 'CKT 13764\_B'. This project contributes approximately 3.33 MW to the thermal violation.

CONTINGENCY 'CKT 13764\_B'  
OPEN LINE FROM BUS 916720 TO BUS 232128 CIRCUIT 1 /NEW CHURCH -  
PINEY GROVE 138  
END

6. (DP&L - DP&L) The PINEY138 138/69 kV transformer (from bus 916720 to bus 232128 ckt 1) loads from 113.31% to 117.48% (**DC power flow**) of its normal rating (172 MVA) for **non-contingency condition**. This project contributes approximately 7.16 MW to the thermal violation.
7. (DP&L - DP&L) The PINEY138 138/69 kV transformer (from bus 916720 to bus 232128 ckt 1) loads from 179.33% to 183.41% (**DC power flow**) of its emergency rating (226 MVA) for the single line contingency outage of 'CKT 13713'. This project contributes approximately 9.22 MW to the thermal violation.

CONTINGENCY 'CKT 13713'  
OPEN LINE FROM BUS 232129 TO BUS 232127 CIRCUIT 1 /KINGS CREEK -  
LORETTO 138  
END

## Appendices

The following appendices contain additional information about each flowgate presented in the body of the report. For each appendix, a description of the flowgate and its contingency was included for convenience. However, the intent of the appendix section is to provide more information on which projects/generators have contributions to the flowgate in question. Although this information is not used "as is" for cost allocation purposes, it can be used to gage other generators impact.

It should be noted the generator contributions presented in the appendices sections are full contributions, whereas in the body of the report, those contributions take into consideration the commercial probability of each project.

## Primary POI Option

### Appendix 1



916521	Z1-101	1.29
916531	Z1-102	1.29
916541	Z1-103	1.29
916552	Z1-104 E	9.01
916721	Z1-123 C OP1	1.47
916722	Z1-123 E OP1	1.03
916731	Z1-124 C OP1	1.47
916732	Z1-124 E OP1	1.03
916741	Z1-125 C OP1	1.47
916742	Z1-125 E OP1	1.03

## Secondary POI Option

### Appendix 1

(DP&L - DP&L) The OAK HALL-POCOMOKE 138 kV line (from bus 232132 to bus 232130 ckt 1) loads from 103.24% to 106.15% (**DC power flow**) of its emergency rating (289 MVA) for the line fault with failed breaker contingency outage of 'DP59\_A'. This project contributes approximately 8.41 MW to the thermal violation.

```

CONTINGENCY 'DP59_A'                                /*PINEY GROVE BUS
BREAKER
DISCONNECT BRANCH FROM BUS 916720 TO BUS 232128 CKT 1 /*PINEY
GROVE NEW CHURCH 138 138
DISCONNECT BRANCH FROM BUS 232007 TO BUS 232128 CKT 1 /*PINEY
GROVE PINEY GROVE 230 138
END

```

Bus Number	Bus Name	Full Contribution
232905	BAYVIEW1	0.36
232912	OH NUG1	1.39
232913	OH NUG2	1.37
232914	OH NUG3	1.39
232915	OH NUG4	1.39
232916	OH NUG5	1.39
232917	OH NUG6	1.38
232918	OH NUG7	1.38
232921	TASLEY2G	0.98
904210	V4-022 C	0.06
904212	V4-022 E	2.54
904631	V4-064 C	6.23
904632	V4-064 E	10.16
900001	W1-003 C	6.39
900002	W1-003 E	10.43

900011	W1-004 C	6.39
900012	W1-004 E	10.43
900021	W1-005 C	6.39
900022	W1-005 E	10.43
900031	W1-006 C	6.39
900032	W1-006 E	10.43
910662	X3-040 E	14.75
914461	Y2-109	0.02
916301	Z1-076 C	3.5
916302	Z1-076 E	5.71
916311	Z1-077 C	2.12
916312	Z1-077 E	3.46
916511	Z1-100	3.5
916521	Z1-101	3.5
916531	Z1-102	3.5
916541	Z1-103	3.5
916552	Z1-104 E	1.25
916721	Z1-123 C OP2	4.95
916722	Z1-123 E OP2	3.47
916731	Z1-124 C OP2	4.95
916732	Z1-124 E OP2	3.47
916741	Z1-125 C OP2	4.95
916742	Z1-125 E OP2	3.47

## Appendix 2

(DP&L - DP&L) The KINGS CK-LORETTO 138 kV line (from bus 232129 to bus 232127 ckt 1) loads from 117.1% to 119.5% (**DC power flow**) of its emergency rating (351 MVA) for the line fault with failed breaker contingency outage of 'DP59\_A'. This project contributes approximately 8.41 MW to the thermal violation.

```

CONTINGENCY 'DP59_A'                                /*PINEY GROVE BUS
BREAKER
DISCONNECT BRANCH FROM BUS 916720 TO BUS 232128 CKT 1 /*PINEY
GROVE NEW CHURCH 138 138
DISCONNECT BRANCH FROM BUS 232007 TO BUS 232128 CKT 1 /*PINEY
GROVE PINEY GROVE 230 138
END
  
```

Bus Number	Bus Name	Full Contribution
232905	BAYVIEW1	0.36
232926	CRISFLD1	0.34
232912	OH NUG1	1.39
232913	OH NUG2	1.37
232914	OH NUG3	1.39
232915	OH NUG4	1.39
232916	OH NUG5	1.39
232917	OH NUG6	1.38
232918	OH NUG7	1.38
886231	T-144 C	8.96
886232	T-144 E	8.78
232921	TASLEY2G	0.98
904210	V4-022 C	0.06
904212	V4-022 E	2.54
904631	V4-064 C	6.23
904632	V4-064 E	10.16
900001	W1-003 C	6.39
900002	W1-003 E	10.43
900011	W1-004 C	6.39
900012	W1-004 E	10.43
900021	W1-005 C	6.39
900022	W1-005 E	10.43
900031	W1-006 C	6.39
900032	W1-006 E	10.43
907072	X1-032 E	3.6
907321	X1-096 C	18.28
907322	X1-096 E	122.34
910662	X3-040 E	14.75
914451	Y2-108	1.87

914461	Y2-109	0.02
916301	Z1-076 C	3.5
916302	Z1-076 E	5.71
916311	Z1-077 C	2.12
916312	Z1-077 E	3.46
916511	Z1-100	3.5
916521	Z1-101	3.5
916531	Z1-102	3.5
916541	Z1-103	3.5
916552	Z1-104 E	18.75
916721	Z1-123 C OP2	4.95
916722	Z1-123 E OP2	3.47
916731	Z1-124 C OP2	4.95
916732	Z1-124 E OP2	3.47
916741	Z1-125 C OP2	4.95
916742	Z1-125 E OP2	3.47