TRANSPOWER

QUALITY ALERT!

Maximo ref n/a
12 December 2025

Unauthorised Asset Modifications

ISSUE IDENTIFIED:

- Modifications have been made to assets without any documented review by the Operational Engineering team.
- These modifications have been made with good intentions; however, they introduce failure risks which need to be considered within the functional (incl. safety) requirements of the asset as a whole.
- In some cases, these modifications resulted in disruptive failures, e.g. a significant SF6 gas leak resulting from the drilling of new bolts into a circuit breaker pole.
- Another example (pictured) is an isolation valve that has been fitted between a safety pressure relief device and the pressure vessel it is protecting. While this valve has been padlocked to avoid inadvertent operation, others have not. In either case these installations have increased the safety risk associated with these assets and as such does not comply with the Code of Practice for Pressure Vessels in NZ

CONTRIBUTING FACTORS:

- Maintenance staff have identified an opportunity to modify an asset to improve the performance or maintainability of the asset without consulting the Operational Engineering team.
- Innovation is encouraged, possibly at the expense of understanding unintended consequences.
- Compromised or slow lines of communication

ACTIONS TO PREVENT REOCCURENCE:

When an issue is encountered on an asset and no there is no existing guidance/documentation on the issue:

- Contact Operational Engineering (details below) so they can help to ensure new fleetwide issues are identified early and resolved consistently.
- All modifications to asset componentry must be consulted and agreed in writing with the respective Subject Matter Expert within Operational Engineering. This will ensure that modifications are then documented in relevant asset management systems including Maximo, Redeye and relevant control documents such as SMP's, service specs and Maintenance Companion Guide, etc.

LEARNINGS FROM THIS

While modifications maybe undertaken with the best intentions, they require critical engineering review to avoid unintended consequences as well as appropriate documentation and procedural updates.

For more information, please contact:

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