TRANSPOWER

SAFETY ALERT!

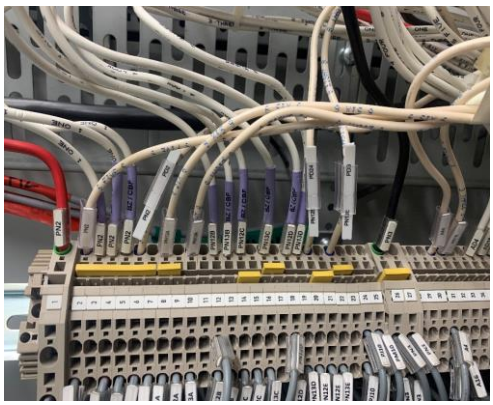
20 January 2021
Maximo REF No. 128965

Wanganui 110kV Bus Tripping

WHAT HAPPENED?

- During primary current injection testing to prove the AC wiring to the new Protection 2 Relay (BPE-WGN CCT1 CB92), the 110kV bus was tripped via the CBFail scheme. There is currently only one "Zone" on the 110kV bus.

- The project was a staged project and a new cable was required for the CBFail initiate circuits from the new Protection 2 and the future Bus Zone. This cable was to be terminated during the CBFail outage. The cable was however, terminated at both ends before the intended CBFail outage, resulting in the tripping when primary injection commenced.



IMMEDIATE ACTIONS TAKEN

- Notification to Transpower and Electrix Management.
- An immediate check was undertaken to ensure that no equipment was damaged.
- The technician investigated and confirmed the cause of the tripping.
- Restored 110kV Bus.

ROOT CAUSE

The correct date for termination was identified during the planning phase of the project, this information was clearly recorded on the cable termination cards and displayed on the protection panel door. The cable however was terminated without recognising the significance of these dates.

LEARNINGS

- **It is important that all parties are clear on project sequencing and when cables are to be terminated. Controls such as notes on cable cards and indications on the panel door are additional control measures, however misunderstandings can still arise.**
- **To reduce the chances of incorrect sequencing of activities, project briefings, Work Method Statements AND close communication with Technicians is required. This is extremely important before undertaking any work in a Bus Zone or CBFail panel.**

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