Pike County Light & Power Co.

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April 29, 2016

REGULAR MAIL
Honorable Rosemary Chiavetta
Secretary
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17105-3265

M-2016-2522508

Re: Electric Service Reliability Regulations
Docket No. ~~L-00030161~~

Dear Secretary Chiavetta:

In accordance with the Electric Service Reliability Regulations adopted by the Pennsylvania Public Utility Commission, in its Order dated May 20, 20004 in the above-referenced docket, Pike County Light & Power Company hereby files its Service Reliability Report for 2015 System Performance.

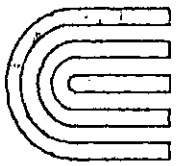
Any questions regarding this report should be directed to Mr. Brian Nugent, Section Manager, Performance & Operations Engineering.

Sincerely,

John L. Carley

John L. Carley
Assistant General Counsel

Attachment (1)
c: Office of Consumer Advocate
Office of Small Business Advocate
Pennsylvania AFL-CIO



Orange & Rockland

Pike County Light & Power Company
Annual Electric Reliability Report

2015 System Performance

April 2016

INTRODUCTION

Pursuant to the requirements of 52 Pa. Code §57.195, Pike County Light & Power Company ("Pike", "PCL&P" or the "Company") submits this Annual Reliability Report ("Report") to the Pennsylvania Public Utility Commission ("PAPUC") for its 2015 system performance. Pike is an electric distribution company ("EDC") which has approximately 4,500 electric distribution customers, thereby making it a "smaller EDC" for purposes of 52 Pa. Code §57.195 (c). The Company is a utility subsidiary of Orange and Rockland Utilities, Inc. ("Orange and Rockland"). The Company, together with Orange and Rockland and Rockland Electric Company (i.e., Orange and Rockland's New Jersey utility subsidiary), comprise the Orange and Rockland System.

A. §57.195. (b)(1)

An overall assessment of the state of the system reliability in the EDC's service territory including a discussion of the EDC's current programs and procedures for providing reliable electric service.

Overall Current Assessment

The Western Division of the Orange and Rockland electric distribution system includes the Company's service territory, as well as portions of Orange County and Sullivan County in New York State, and portions of Sussex County in New Jersey. Pike County is the south-westernmost portion of the Western Division. The PCL&P service territory is primarily fed from two 34.5 kV feeders that originate from New York substations, i.e., Line 5-10 from the Cuddebackville Substation, and Line 7 from the Port Jervis Substation. The Borough of Matamoras is served by two 13.2 kV feeders from the Matamoras Substation with backup tie capability to distribution circuitry from Orange and Rockland's Port Jervis Substation. The Matamoras Substation is normally fed from Line 5-10, with backup service being provided by Line 7 through an automatic transfer scheme at the substation. The western portion of the Pike service territory is a radial feed from Line 7.

In 2015, PCL&P continued upon the Reliability Action Plan it initiated in 2014. The Company expanded on the usage of smart fault indicators ("SFI"). These devices allow for automatic and remote notification of any power disturbances in coverage zones, such as transient and permanent faults. SFIs significantly reduce outage response time by directly identifying faulted zones, thereby directly reducing circuit patrol times and customer outage durations. The Company also completed the second phase of a reliability improvement project installing an additional mainline circuit feed on Old Milford Rd.

The Company has also been effective in removing danger trees. The Company routinely removes those danger trees within rights-of-way areas when identified. Those danger trees that exist outside of the Company's right-of-way areas can only be removed with customer or municipal authorization. PCL&P has begun tracking danger trees that it is unable to mitigate. PCL&P regularly works with the County Commissioners' office, the Boroughs of Matamoras and Milford, the Townships of Westfall and Milford, and the Milford Shade Tree Commission, to address danger trees that represent a hazard to the Company's electrical system but are located outside of right-of-way areas. In 2015, PCL&P coordinated the removal of many of these hazard trees previously identified along Route 209, an area that has historically been a problem due to tree contact related outages.

The result of this work was a significant improvement in SAIFI and SAIDI performance for the year. The SAIFI performance of 0.40 was the best performance in ten years, and beat the next best performance year (2007) by 12%. The SAIDI performance was the second best in the past

ten years, being beaten only by the performance in 2007. The CAIDI performance improvement, while not as significant as SAIFI and CAIDI, still resulted in the year end performance coming in at 15% lower than the target.

The PAPUC's service reliability standards for Pike, last revised on August 17, 2006, are as follows:

- 12-Month System Average Interruption Frequency Index ("SAIFI", or "Frequency") of 0.82 interruptions per customer served;
- 12-month Customer Average Interruption Duration Index ("CAIDI" or "Restoration") of 235 minutes of interruption per customer interrupted;
- 12-month System Average Interruption Duration Index ("SAIDI" or "Duration") of 195 minutes per customer served.

In 2015, the Pike service territory experienced a Frequency of 0.40 interruptions per customer served, a Restoration of 199.7 minutes, and Duration of 79.9 customer-minutes of interruption. SAIFI was 51% below the standard, CAIDI was 35.3 minutes (15%) below the standard, and SAIDI was 115.1 minutes (59%) below the standard. These results are detailed on Page 10 of this Report, along with the most recent three-year history for these indices.

The three-year reliability standards for Pike are as follows:

- Three-year annualized SAIFI of 0.67 interruptions per customer served;
- Three-year annualized CAIDI of 191.4 minutes of interruption per customer interrupted; and
- Three-year annualized SAIDI of 129 minutes per customer served.

For the three-year period ended December 2015, Pike experienced an annualized Frequency of 1.24 interruptions per customer served, a Restoration of 149.2 minutes, and Duration of 185.3 customer minutes of interruption.

There were four major events that affected Pike's service territory during 2015 that were accepted by the PAPUC for exclusion from the statistics. These major events affected 10,619 customers for a total of 38,212.5 customer-hours (2,292,751 customer minutes) of interruption and are detailed in the next section of this Report (starting on Page 6).

The table on Page 9 summarizes, by cause, Pike customer interruptions experienced in 2015, with pre-arranged and major events removed. The leading cause of outages was tree contacts, with 25 interruptions affecting 600 customers for a total of 179,539 customer-minutes. The service reliability program targeted to manage these outages is the three-year, cycle-based tree clearance program. The most recent cycle was completed in 2015, and is scheduled next for

completion in 2017. In addition, a Circuit Ownership Program was in effect in 2015, whereby circuits are patrolled by 'circuit owners' who identify and address circuit issues that will help to improve performance. This effort, along with the other service reliability programs that the Company implements, as are discussed later in this Report, are designed to target circuit equipment and conditions that will result in performance improvements.

The distribution inspection and maintenance goals/objectives and capital expenses, are listed starting on Page 13 of this Report. Pike has no transmission lines.

B. §57.195. (b)(2)

A description of each major event that occurred during the year being reported on, including the time and duration of the event, the number of customers affected, the cause of the event and any modified procedures adopted to avoid or minimize the impact of similar events in the future.

Major Events

Date	Cause	Time	Duration (minutes)	Customers Affected	Cust. Min of Interruption
1/3/2015	No Cause Found	21:49	130	1,249	155,906
1/24/2015	Tree Contact	10:27	73	2,535	185,055
4/24/2015	Non-Company Accident	1:54	216	2,295	474,908
12/5/2015	Equipment Failure	19:22	389	4,540	1,476,882
			TOTALS	**10,619**	**2,292,751**

a. January 3, 2015

This outage was due to a wind and rain storm with elevated winds gusts, that entered PCL&P's service territory causing an outage on circuit L7-6-34. The storm interrupted 1,249 customers, but caused no additional outages or damage to the system.

b. January 24, 2015

This event occurred subsequent to a snow storm in which approximately seven inches of heavy, wet snow had fallen. A six-foot white pine branch from a tree within the PCL&P right-of-way, but outside of the clearance zone, broke under the weight of the snow and fell onto the primary conductors of Line 7. The fault resulted in the operation of a pole-mounted protection device, interrupting service to 2,535 customers.

c. April 24, 2015

This incident was caused by a broken pole resulting from an apparent hit-and-run motor vehicle accident to a pole located along Route 209 at the borderline of the Towns of Westfall and Milford.

d. December 5, 2015

On December 5, 2015, a 69 kV transmission strain bus (i.e., a flexible, stranded conductor which is strung between substation metal structures and held by suspension-type insulators) in the Shoemaker Substation in Middletown, NY experienced a mechanical failure. The failed bus conductor swung downward, first making contact

with a ground point and then (almost simultaneously) with another 69 kV bus. These points of contact resulted in the operation of bus differential relays for both busses within the Shoemaker 69 kV yard and the complete loss of transmission service out of the station.

This event resulted in the extended loss of 13 distribution substations fed from the Shoemaker Substation and two additional substations tied to the Shoemaker Substation through the transmission system, including those that feed PCL&P's customers.

C. §57.195. (b)(3)

A table showing the actual values of each of the reliability indices (SAIFI, CAIDI, SAIDI, and if available, MAIFI) for the EDC's service territory for each of the preceding 3 calendar years. The report shall include the data used in calculating the indices, namely the average number of customers served, the number of sustained interruptions, the number of customers affected, and the minutes of interruption. If MAIFI values are provided, the number of customer momentary interruptions shall also be reported.

Year	SAIFI	CAIDI	SAIDI	Average No. of Customers Served	No. of Interruptions	Customers Affected	Customer Minutes of Interruption
2012	0.57	184	104	4,493	55	2,542	468,931
2013	1.21	209	253	4,495	54	5,449	1,137,057
2014	2.12	106	225	4,506	62	9,542	1,008,212
2015	0.400	199.7	79.9	4,531	63	1,821	366,523

MAIFI data is not currently available.

D. §57.195. (b)(4)

A breakdown and analysis of outage causes during the year being reported on, including the number and percentage of service outages, the number of customers interrupted, and customer interruption minutes categorized by outage cause such as equipment failure, animal contact, tree related, and so forth. Proposed solutions to identify service problems shall be reported.

Causes of Interruption				
Cause Description	**No. of Inter.**	**% of Inter.**	**Customers Affected**	**Customer Minutes**
Animal – Bird	1	1.6%	2	222
Animal – Squirrel	6	9.5%	174	11,249
Equipment Failure	21	33.3%	782	142,279
Lightning – Present	1	1.6%	18	504
No Cause Found	7	11.1%	241	31,396
NonCo Acc – MotorVeh	1	1.6%	2	880
Tree Contact	25	39.7%	600	179,539
Work Err – Company	1	1.6%	2	454
Totals	63		1,821	366,523

As noted in the above table, the primary cause of interruptions in 2015 was "Tree Contact", followed closely by "Equipment Failure".

The 2015 Pike distribution vegetation management program included the 58.75 miles of the Line 7 overhead primary system and was completed in the first half of the year. As previously discussed, during 2015 PCL&P also assisted municipalities in the removal of numerous hazard trees as they were identified, most notably, along Route 209 where the mainline circuit runs from Matamoras to Milford. Tree issues are also reported and addressed through the Circuit Ownership Program's circuit patrols. While the number of tree related outages has remained flat in recent years, the number of customers affected dropped by nearly 50% in 2015.

E. §57.195(b)(5)

A list of the major remedial efforts taken to date and planned for circuits that have been on the worst performing 5% of circuits list for a year or more.

Pursuant to Pike's exemption as set forth in §57.195(c), Pike is not required to address this subsection.

F. §57.195. (b)(6)

A comparison of established transmission and distribution inspection and maintenance goals/objectives versus actual results achieved during the year being reported on. Explanations of any variances shall be included.

T/D Inspection/Maintenance Goals/Objectives

Goals/Objectives vs. Results

For distribution goals and objectives, the Company focused on completing all scheduled preventive maintenance on its distribution facilities. As set forth below, Pike met these goals. Pike has no transmission facilities.

- Distribution Vegetation Management
    - In 2015, the entire length of Line 7 (58.75 miles) was trimmed per the Company's line clearance specifications. The Company also responded to several requests from customers and municipalities for tree trimming and hazard tree removal.
- Pole Inspection Program
    - Distribution poles are inspected on a twelve year cycle. PCL&P planned to inspect 350 of its approximately 4,200 poles in 2015, the seventh year of the cycle. Pike performed 336 pole inspections in 2015. The Company has a total of 4341 poles, of which 3131 (72%) had been inspected at the end of 2015.
- Distribution Overhead Line Inspections
    - The 2015 maintenance program included infrared inspection of all three-phase circuitry, which Pike completed as planned.
- Power Quality
    - The 2015 maintenance program required inspection of eleven capacitors and five regulators, which Pike completed as planned.
- Recloser Program
    - The 2015 maintenance program required visual inspection of all reclosers annually, and a functional test every three years. Pike completed four visual inspections and one functional test in 2015.
- Substation Maintenance and Inspection Program
    - The 2015 maintenance program required completion of all inspection and maintenance requirements as listed in Appendix I for the Matamoras Substation, which Pike completed as planned.

- Transformer Inspection Program
    - PCL&P is required to inspect all of its padmount on a five-year cycle. Pike inspected all of its 268 pad-mounted distribution transformers in 2013. This completes the pad-mounted transformer inspection portion of the PA Inspection & Maintenance Plan until 2018.
    - PCL&P is required to inspect all of its overhead distribution transformers on a two-year cycle as part of the overhead distribution line inspection program. All overhead distribution transformers were inspected in 2014. The next inspection cycle is scheduled to start and be completed in 2016.

G. §57.195. (b)(7)

A comparison of budgeted versus actual transmission and distribution operation and maintenance expenses for the year being reported on in total and detailed by the EDC's own functional account code or FERC account code as available. Explanations of any variances 10% or greater shall be included.

T/D Operation and Maintenance

2015 O&M Expenditures	2015 Budget ($,000)	2015 Actual ($,000)
5600 OPERATION SUPERVISION AND ENGINEERING	16.0	14.8
5630 OVERHEAD LINE EXPENSES	6.5	(3.6)
5670 RENTS	0.0	0.0
5700 MAINTENANCE OF STATION EQUIPMENT TRANSMISSION	8.7	0.0
5710 MAINTENANCE OF OVERHEAD LINES TRANSMISSION	8.7	0.0
5800 OPERATION SUPERVISION AND ENGINEERING	124.1	74.0
5810 LOAD DISPATCHING	0.0	0.0
5820 STATION EXPENSES	48.7	5.5
5830 OVERHEAD LINE EXPENSES	27.4	70.0
5840 UNDERGROUND LINE EXPENSES	9.0	22.1
5860 METER EXPENSES	38.2	38.0
5870 CUSTOMER INSTALLATIONS EXPENSES	0.0	1.2
5880 MISCELLANEOUS DISTRIBUTION EXPENSES	168.2	224.5
5890 RENTS	0.7	0.0
5920 MAINTENANCE OF STATION EQUIPMENT DISTRIBUTION	22.4	16.1
5930 MAINTENANCE OF OVERHEAD LINES DISTRIBUTION	749.8	676.2
5940 MAINTENANCE OF UNDERGROUND LINES DISTRIBUTION	44.8	43.6
5960 MAINTENANCE OF STREET LIGHTING AND SIGNAL SYSTEMS	21.0	17.2
5980 MAINTENANCE OF MISCELLANEOUS DISTRIBUTION PLANT	0.0	0.0
Total Distribution	1,330.1	1,199.6

The 2015 Actual Operation and Maintenance Expenses underran the budgeted amount by $121.9K (9.8%). The -$3.6K in Overhead Line Expense was an accounting change that resulted in a transferal of the dollar amount from New York to Pennsylvania.

H. §57.195. (b)(8)

A comparison of budgeted versus actual transmission and distribution capital expenditures for the year being reported on in total and detailed by the EDC's own functional account code or FERC account code as available. Explanations of any variances 10% or greater shall be included.

T/D Capital Expenditures

Account#	Capital Project	2015 Budget($,000)	2015 Actual ($,000)
330	2015 Pole Inspection Blanket (PARC)	156.7	49.0
330	Electric Meter Purchases – PA	32.0	11.7
330	Electric Meter 1st Install Blanket - PA	55.7	13.9
330	2015 Electric Distribution / Transformer Blankets - PA	312.4	459.0
330	Old Milford Rd – Double Circuit Part 2	517.0	343.5
	Total Capital	**1,073.8**	**877.1**

The 2015 overall Capital Expenditures were under budget by 18.4%. The under-run was primarily the result of the Old Milford Rd project coming in approximately $175K below the estimated cost. During construction, field crews made as-built changes to the original project design that resulted in a significant saving on the total cost of the project.

I. §57.195. (b)(9)

Quantified transmission and distribution inspection and maintenance goals/objectives for the current calendar year detailed by system area (that is by transmission, substation and distribution.)

T/D Inspection and Maintenance Goals/Objectives Quantified

Inspection and maintenance programs, designed with the intention of improving frequency of interruption and minimizing the resultant increases in restoration (as frequency is improved), have been in effect in Pike's service territory for over ten years. In addition, the "Biennial Inspection, Maintenance, Repair and Replacement Plan" became effective on January 1, 2012. This plan along with the associated programs are focused on field facilities and customer satisfaction, and are effective in minimizing the probability of an interruption while limiting the number of customers affected per interruption. The major programs are:

- Distribution Vegetation Management
  Spot trimming and hazard tree removal are performed as conditions are identified. The next trim cycle is scheduled for 2017.

- Pole Inspections Planned
  350 Poles are scheduled to be inspected in 2016.

- Power Quality
  The 2016 maintenance program will require inspection of eleven capacitors and five regulators.

- Recloser Program
  The 2016 maintenance program will require inspection of four reclosers.

- Substation Maintenance and Inspection Program
  The 2016 maintenance program will require the completion of all monthly and annual inspection and maintenance requirements, as listed in Appendix I for the Matamoras Substation.

- Distribution Overhead Line Inspections
  All five circuits for Pike were inspected in 2015. The next inspection cycle is scheduled for 2016.

- Distribution Transformer Inspections
  In 2014, all overhead transformers were inspected. The next inspection of overhead transformers is scheduled to be completed in 2016. The overhead line inspection program and the inspection of pad mount transformers will be completed at least once every five years.

J. §57.195. (b)(10)

Budgeted transmission and distribution operation and maintenance expenses for the current year in total and detailed by the EDC's own functional account code or FERC account code as available.

T/D Operation and Maintenance

O&M	Capital Project	2016 Budget($,000)
5600	OPERATION SUPERVISION AND ENGINEERING	18.2
5620	STATION EXPENSES	43.6
5630	OVERHEAD LINE EXPENSES	6.5
5660	MISCELLANEOUS TRANSMISSION EXPENSES	30.0
5700	MAINTENANCE OF STATION EQUIPMENT TRANSMISSION	19.6
5710	MAINTENANCE OF OVERHEAD LINES TRANSMISSION	40.0
5800	OPERATION SUPERVISION AND ENGINEERING	83.2
5820	STATION EXPENSES	6.9
5830	OVERHEAD LINE EXPENSES	27.0
5840	UNDERGROUND LINE EXPENSES	6.3
5860	METER EXPENSES	39.4
5880	MISCELLANEOUS DISTRIBUTION EXPENSES	204.9
5890	RENTS	1.1
5920	MAINTENANCE OF STATION EQUIPMENT DISTRIBUTION	3.2
5930	MAINTENANCE OF OVERHEAD LINES DISTIBUTION	274.4
5940	MAINTENANCE OF UNDERGROUND LINES DISTIBUTION	55.7
5960	MAINTENANCE OF STREET LIGHTING AND SIGNAL SYSTEMS	25.5
	Total Distibution	**885.5**

K. §57.195. (b)(11)

Budgeted transmission and distribution capital expenditures for the current year in total and detailed by the EDC's own functional account code or FERC account code as available.

T/D Capital Expenditures

Account#	Capital Project	2016 Budget($,000)
330	Electric Meter Purchases - PA	37.9
330	Electric Meter 1st Install Bkt-PA	56.3
330	Pole Inspection Blanket(PARC)	156.2
330	Electric Dist Blanket and Transformers	217.7
	Total Capital	**468.1**

L. **§57.195. (b)(12)**

Significant changes, if any, to the transmission and distribution inspection and maintenance programs previously submitted to the PAPUC.

T/D Inspection and Maintenance Programs - Significant Changes

Inspection & Maintenance Changes

There were no significant changes to Pike's Inspection and Maintenance programs in 2015. Inspection programs in 2016 will be performed in accordance with the Company's "Biennial Inspection, Maintenance, Repair and Replacement Plan" filed with the PAPUC.

Appendix I Substation Maintenance and Inspection Program

Item Description:

Examine individual utility substation maintenance programs to validate proper maintenance procedures and verify that maintenance is being performed. Review recent operating data to verify that no adverse trends exist.

Orange and Rockland Program:

The following details the different class inspections and maintenance programs performed by the Substation Operations Department, and their associated time cycles. Intervals vary dependent on equipment type, style and maintenance history.

CLASS #1 INSPECTION - Monthly

- Visual inspection of transformers and oil breakers for oil leaks, oil levels, nitrogen pressure, connections, condition of bushings and Oil Circuit Breaker (OCB) operating mechanism.
- Visual inspection of battery banks, chargers, control board indicating lights, control house lights, yard lights.
- Visual inspection of minor equipment including Potential Transformers (PTs), Current Transformers (CTs), Capacitive Coupled Potential Devices (CCPDs), disconnect switches and bus connections.
- Visual inspection of all structures, fences and yard surfaces.
- Counter readings taken of OCBs, Gas Circuit Breakers (GCBs), reclosers and tap changers.

STATION BATTERY TESTS - Annually

- Measure specific gravity and cell voltage. Test battery impedance clean batteries and check cell levels.

FANS, PUMPS, HEATERS AND COMPRESSORS - Annually

- Check for proper operation prior to winter for heaters and compressors and prior to summer for fans and pumps.

TRANSFORMER GAS-IN-OIL ANALYSIS – Quarterly/Annually

- Take oil sample from each power transformer compartment and analyze for combustible gas content.

DOBLE POWER FACTOR TEST - Every Three - Ten Years

- Use Doble instrument to measure the integrity of the insulating medium of applicable device.

OCB TIMING - Every Three - Ten Years

- Check the time it takes for each operation of breakers.

RELAY MAINTENANCE - Every four years, electromechanical; six years microprocessor

- Clean, test and calibrate as required all relays involved in protective relay schemes. After testing and calibrating, perform a trip test to assure proper operation.

CLASS #3 INSPECTION - Every Three - Ten Years

The Class #3 inspection on transformers is to include, but is not limited to the following items:

- Test oil
- TTR - Test, Megar test;
- Inspect all connectors, bushings;
- Inspect for leaks (oil - nitrogen);
- Check CT connections, alarm systems on banks; and
- Doble Power Factor Test.

<u>Transformers with Load Tap Changers</u>

- Test Oil in LTC cabinet; and
- Test LTC control for proper operation.

The Class #3 inspection on OCB's is to include, but is not limited to the following items:

- Test Oil
- DLRO (Ductor Test) before and after
- Inspect and clean control cabinet;
- Inspect and clean Pneumatic-Hydraulic or spring charged operating system; and

- Operational Test.

The Class #3 inspection on reclosers is to include, but is not limited to the following items:

- Test Oil
- DLRO (Ductor Test) before and after;
- Control cabinet clean, checkout and operational test; and

Reclosers with Vacuum Bottles

- Hi-Pot test.

The Class #3 inspection on ACB's is to include, but is not limited to the following items:

- DLRO (Ductor Test) before and after;
- Inspect all contacts (action to be taken, if needed);
- Inspect and test all Micro and Aux. contacts (close and trip circuit); and
- Operational Testing

CLASS #4 INSPECTION - Various intervals (four - twelve years or as necessitated by Class#3 Inspection results) dependent on equipment type, style and maintenance history.

The Class #4 inspection consists of a thorough inspection and testing of the apparatus listed below and includes all inspections included in a Class #3.

Transformers with Load Tap Changer

- Drain oil from LTC cabinet, inspect all contacts;
- Inspect and tighten all connections;
- Clean complete LTC cabinet;
- Filter or replace oil; and
- Test LTC control for proper operation.

The Class #4 inspection on OCB's is to include, but is not limited to the following items:

- DLRO (Ductor test) before and after;
- Drop tanks - inspect and tighten all connections. Clean all parts and tanks;
- Test and filter or replace oil;
- Inspect and clean control cabinet;
- Inspect and clean Pneumatic-Hydraulic or spring charged operating systems; and
- Operational Test.

The Class #4 inspection on reclosers is to include, but is not limited to the following items:

- Drop tank (filter or replace oil);
- Inspect all contacts - repair or replace (depending on the condition);
- Check and tighten all connections;
- Control cabinet, clean and checkout;
- DLRO (Ductor Test) before and after; and
- Operational Test.

Recloser with Vacuum Bottles

- Hi-Pot test.

The Class #4 inspection on ACB's is to include, but is not limited to the following items:

- DLRO (Ductor Test) before and after;
- Inspect all contacts - clean and put protective grease coating on;
- Inspect and clean all ARC chutes;
- Inspect and test all Micro and Aux. contacts (close and trip circuit);
- Check and tighten all connections; and
- Operational Test.

References:

All inspection and maintenance records are retained electronically on a work management system (WMS). Repeated callouts and equipment failures that show an abnormal trend are flagged by the work management system. The Doble power factor testing, transformer gas in oil analysis and infrared inspection records are stored electronically.

conEdison
a conEdison, Inc. company

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