

Technical Bulletin

TB 0338 – Motorised Safelink RMU Inspection Process

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Purpose

To communicate the Inspection Process required on a specific batch of Motorised ABB Safelink RMUs.

Background

As previously communicated via HSE Bulletin 22-12 in November 2022 ABB have advised us of a manufacturing oversight affecting approximately 3% of the motorised Safelink RMUs they have supplied to us between September 2020 and September 2022.

This fault allows the selector switch to be placed in the operating position when the cable is earthed and potentially switched from earth through to open position and through to the closed position in one movement.

It was confirmed at the time that **the use of the Over Travel Arrestors (OTA) will prevent this failure from occurring.**

What has been done

Inspections were conducted on all motorised Safelink RMU units that were still in storage at Hoxton Park TX workshop or in-flight at depots awaiting installation. For those that failed inspection, mechanisms were replaced by ABB.

For the batch of motorised Safelink RMU units supplied (between September 2020 and September 2022) there were 245 RMUs that had already been installed (as at November 2022).

Some of these RMUs have more than 1 motorised switch that requires inspection so an Inspection Work Order has been raised within SAP on each switch.

What next

1. Once this Technical Bulletin is published these Inspection work orders will be released within SAP and will then become visible to Schedulers when bundling work.
2. Schedulers identifying these Inspection work orders within their outage area need to bundle these inspections into their planned work.
3. The Inspection task can be completed by any competent Endeavour employee.
4. Refer to the next page for details on the inspection process (including photos).
5. The Inspection task shall be completed on each motorised switch that has the inspection work order associated with it 'IF' it is accessible as a part of your outage.

6. If the switch fails the inspection:

- a. it shall be warning tagged and remain in service
- b. a follow-up 'PM06 Replace Safelink Mechanism' work order needs to be raised against each switch that fails (WBS NDS-000088, X Hours, Materials)
- c. Notify EngDel with an email to mainsenquiry@endeavourenergy.com.au with RMU and switch details.

7. If the switch passes the inspection, the 'Inspection' workorder can be closed, with notes recording the Serial Number and Year of Manufacture of the switchgear and recording that it 'passed' inspection.

If a switcher is required to manually operate one of these switches as per current practice **use of the Over Travel Arrestors (OTA) will prevent the failure from occurring.**

Inspection process for those attending site for one of the flagged RMUs that is under outage.

With the motorised switch in the earth position and the cable chamber door installed:

- Check if the selector switch can be turned clockwise to allow the OTA or operating handle to be fitted (as per figure 3 below)
- If you can turn it clockwise, the motorised switch has the defect and shall be warning tagged accordingly.

If accessible, repeat the above test for any other switch in the RMU that also has the inspection work order attached to it, and close each inspection work order accordingly.

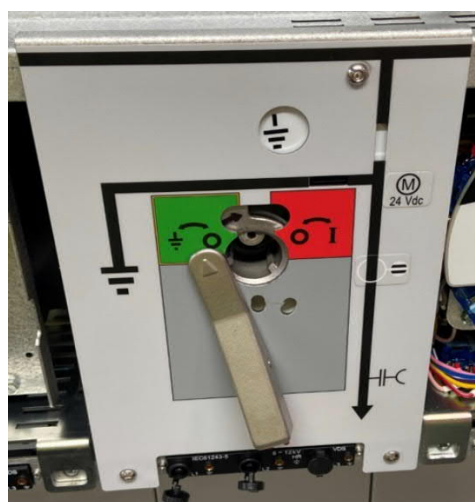


Figure 1.
Selector switch in normal operation when applying/removing earth.

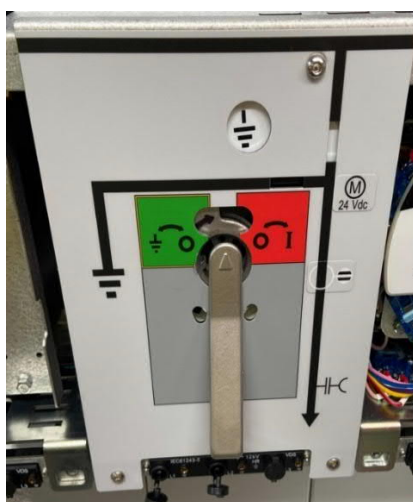


Figure 2.
Selector switch returned to centre position, should not pass this point with the earth applied.



Figure 3.
Selector switch allowed to travel clockwise and lock in.
Defective mechanism.

Impacted Standards

SDI 211 – ABB SafeLink 12kV switchgear

Contacts

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