|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Fault no. | Fault type | | | Voltage kV | Location 1 | Location 2 | Clearance time local end (ms) | Clearance time remote end (ms) | CBF clearance time (ms) | Reclose Time (s) | Note |
| 1 | 3P-G CBF | | | 220 | GESF | Shepparton TS | 120 | 220 | 430 | 3 |  |
| 2 | 3P-G with Auto-reclose | | | 220 | Shepparton TS | GESF | 120 | 220 | 430 | 3 |  |
| 3 | 3P-G CBF | | | 220 | GESF | Dederang TS | 120 | 220 | 430 | 3 |  |
| 4 | 3P-G with Auto-reclose | | | 220 | Dederang TS | GESF | 120 | 220 | 430 | 3 |  |
| 5 | 3P-G with Auto-reclose | | | 500 | South Morang TS | Hazelwood TS | 80 | 100 | 175 | 3 |  |
| 6 | 3P-G CBF | | | 500 | South Morang TS | Rowville TS | 80 | 100 | 175 | 3 |  |
| 7 | 3P-G with Auto-reclose | | | 500 | South Morang TS | Keilor TS | 80 | 100 | 175 | 3 |  |
| 8 | 3P-G | | | 330 | Dederang TS | Wodonga TS | 100 | 120 | 250 | 3 |  |
| 9 | 3P-G with Auto-reclose | | | 330 | Wodonga TS | Dederang TS | 100 | 120 | 250 | 3 |  |
| 10 | 3P-G with Auto-reclose | | | 330 | Wodonga TS | Jindera | 100 | 120 | 250 | 3 |  |
| 11 | 3P-G CBF | | | 330 | Dederang TS | Murray | 100 | 120 | 250 | 3 | Line 1. Consider DBUSS line scheme\* |
| 12 | 3P-G | | | 330 | Dederang TS | South Morang TS | 100 | 120 | 250 | 3 |  |
| 13 | 3P-G CBF | | | 330 | Murray | Lower Tumut | 100 | 120 | 250 | 3 |  |
| 14 | 3P-G | | | 330 | Upper Tumut | Lower Tumut | 100 | 120 | 250 | 3 |  |
| 15 | 3P-G | | | 220 | Dederang TS | Glenrowan TS | 120 | 220 | 430 | 3 |  |
| 16 | 3P-G CBF | | | 220 | Shepparton TS | Glenrowan TS | 120 | 220 | 430 | 3 |  |
| 17 | 3P-G | | | 220 | Glenrowan TS | Shepparton TS | 120 | 220 | 430 | 3 |  |
| 18 | 3P-G | | | 220 | Dederang TS | Mt Beauty TS | 120 | 220 | 430 | 3 |  |
| 19 | 3P-G CBF | | | 220 | Shepparton TS | Bendigo TS | 120 | 220 | 430 | 3 |  |
| 20 | 3P-G | | | 220 | Ballarat TS | Ararat TS | 120 | 220 | 430 | 3 | Consider inter-trip schemes |
| 21 | 3P-G | | | 220 | Eildon PS | Thomastown TS | 120 | 220 | 430 | 3 |  |
| 22 | 3P-G CBF (remote-end) | | | 66 | Glenrowan TS | Wangaratta TS (Line 2) | 77 | 877 | 1087 (remote-end) | 3 |  |
| 23 | 3P-G | | | 66 | Shepparton TS | Numurkah SF | 140 | 540 | - | 3 |  |
| 24-34 | | 2P-G | Repeat 1-3,7-14 with 2P-G fault using primary local and remote clearance times. | | | | | | | | |
| 35 | TX | | | 330/220 | Dederang TS TX1 |  | 250 |  |  |  | Consider DBUSS transformer scheme\* |
| 36 | TX | | | 500/330 | South Morang TS |  | 100 |  |  |  |  |
| 37 | TX | | | 220/66 | Shepparton TS |  | 430 |  |  |  |  |
| 38 | SHUNT | | | 330 | Dederang Capacitor Trip |  |  |  |  |  |  |
| 39 | 3P-G (GEN) | | | 500 | LYPS B 500kV UNIT Tx TRIP |  | 80 |  |  |  |  |
| 40 | LOAD | | |  | APD Potline Trip |  |  |  |  |  |  |

\*For contingencies requiring consideration of DBUSS scheme, please split the bus and consider the circuit breaker arrangement below.

