Faulted Bus				Fault Current			Trip Device							
ID	Nom. kV	Equipment Type	Gap (mm)	Bolted Fault (kA) Bus	Bolted Fault (kA) PD	PD Arc Fault (kA)	Source Trip Device ID	Trip (cycle)	Open (cycle)	FCT (cycle)	Arc Flash Boundary (ft)	Incident Energy (cal/cm²)	Working Distance (inches)	Energy Level
# Bus1	34.500	Other		8.357						6.00	11.5	17.7	36	Level D
Bus2	0.460	Switchboard	32	1.295						6.00	0.7	0.3	24	Level A
Bus3	0.460	Other	13	1.266						480.00	8.0	34.3	18	Level E
Bus4	0.460	Switchgear	32	1.258						480.00	13.7	20.4	24	Level D
Bus5	0.460	Other	13	1.233	1.176	1.032	CB5	1.83	0.00	1.83	0.5	0.1	18	Level A
Bus6	0.230	Other	13	1.882						480.00	9.0	43.4	18	Level F
Bus7	0.460	Other	13	1.254						480.00	8.0	34.1	18	Level E
Bus8	0.460	Other	13	1.248						480.00	8.0	33.9	18	Level E
Bus9	0.230	Other	13	1.862						480.00	9.0	43.0	18	Level F
Bus10	0.230	Other	13	1.794	1.794	1.128	CB10	602.71	0.00	602.71	9.1	44.0	18	Level F
# Bus12	34.500	Other		8.369						6.00	11.5	17.7	36	Level D
Bus14	0.460	Cable Bus	13	1.266						6.00	0.9	0.4	18	Level A
Bus15	0.460	Other	13	1.252						480.00	8.0	34.0	18	Level E
Bus17	0.230	Other	13	1.781						480.00	8.8	41.5	18	Level F
# Bus18	0.460	Other		0.073						480.00	1.1	0.7	18	Level A

The theoretically derived Lee method was used to determine the incident energy and arc flash boundary for this location since the bolted fault current or nominal voltage are outside the empirical method range. ((Ibf" < 0.7 kA or Ibf" > 106 kA) and (0.208 ≤ Nominal kV ≤ 15 kV))