

DER Ride Through: Issue Charge and Problem Statement

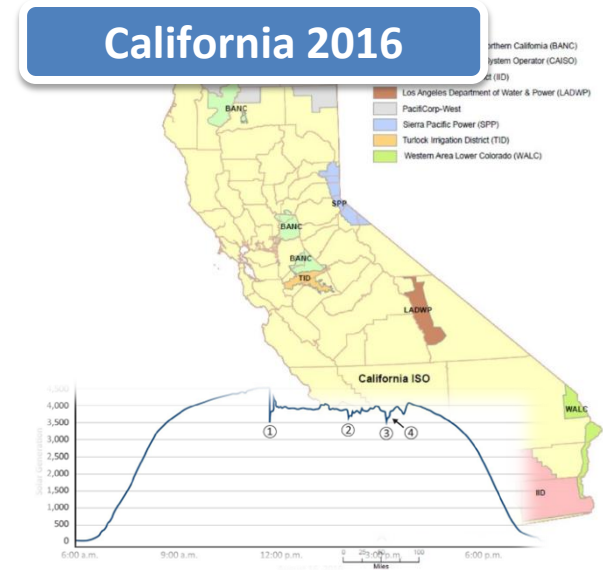
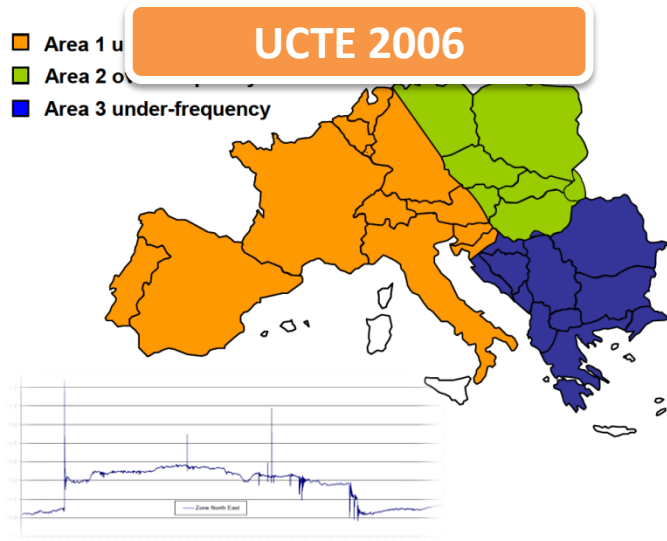
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DER Ride Through Task Force
January 15, 2019

Ride-Through

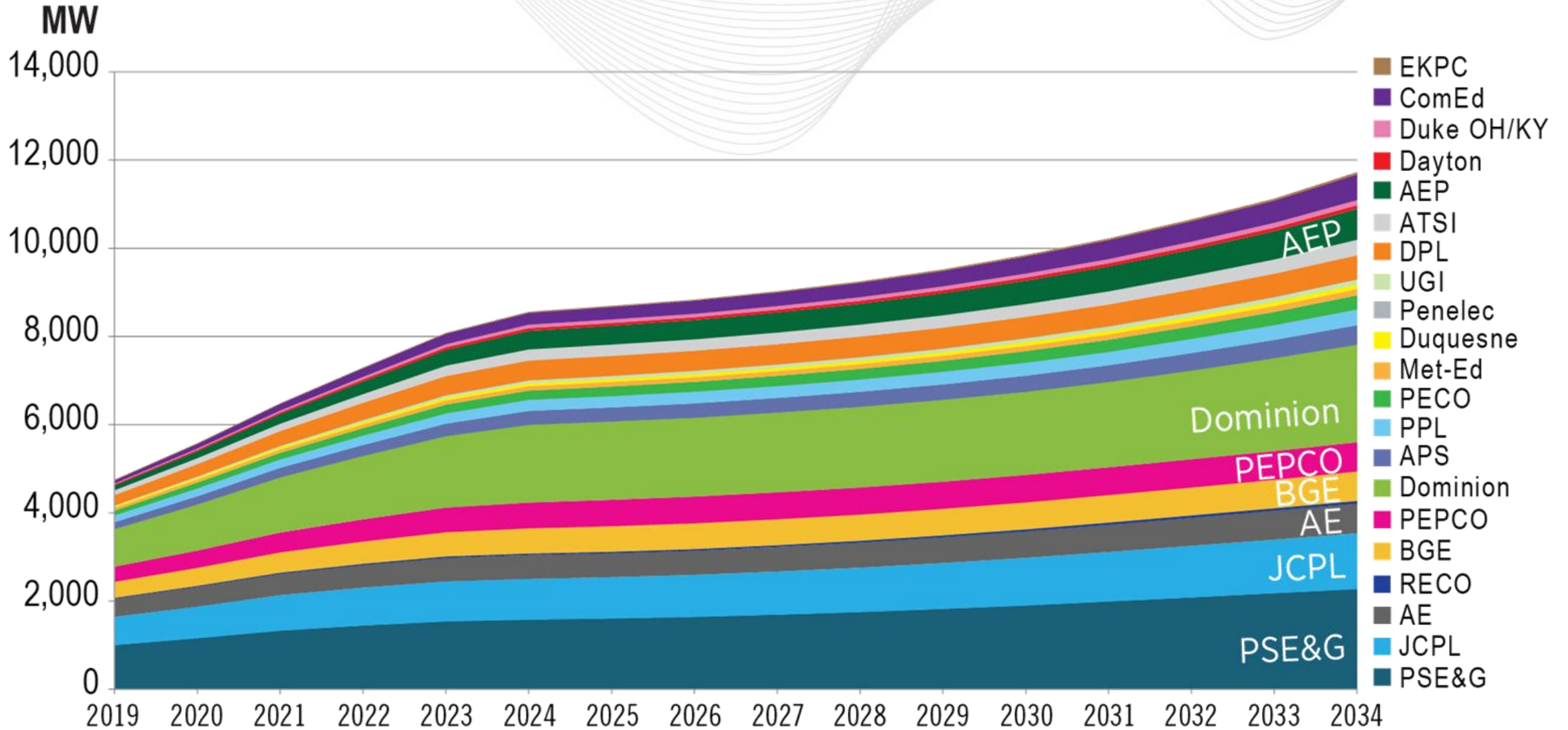
Reconnection
(Uncontrolled)

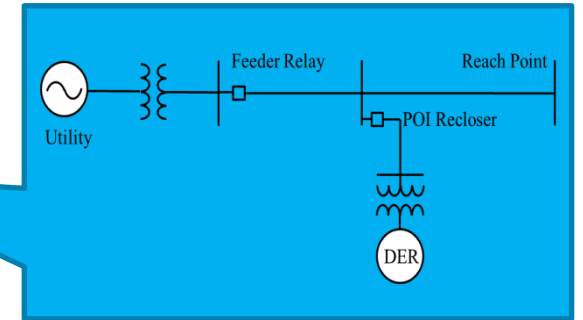
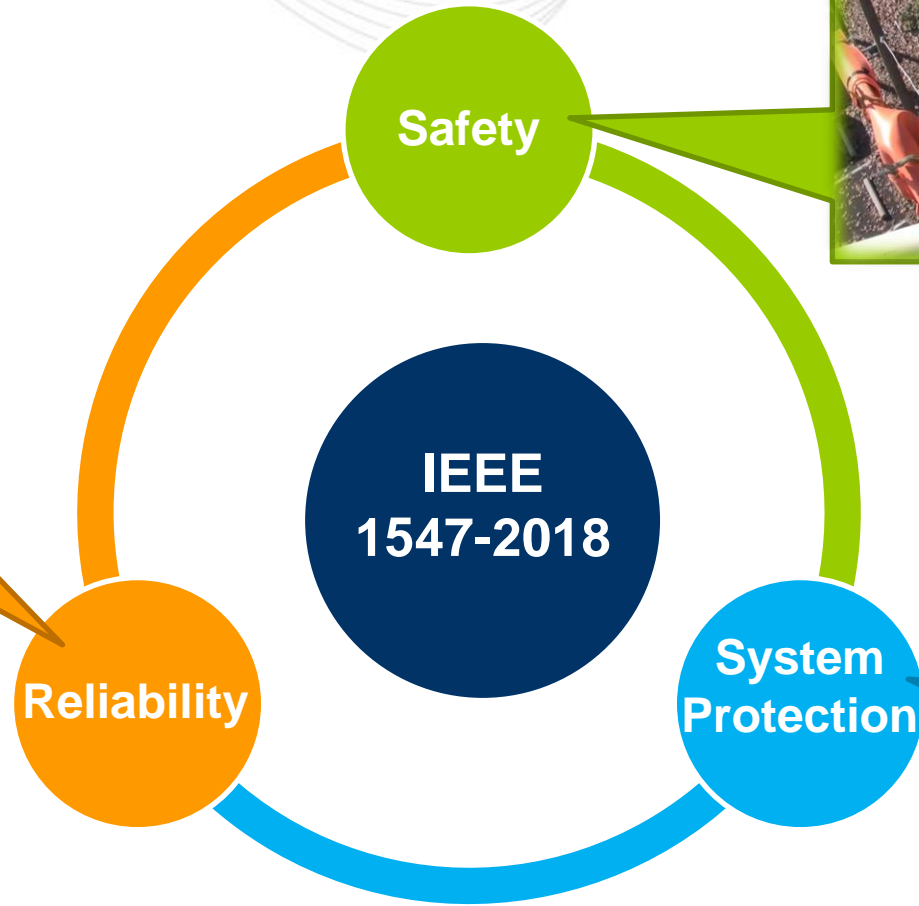
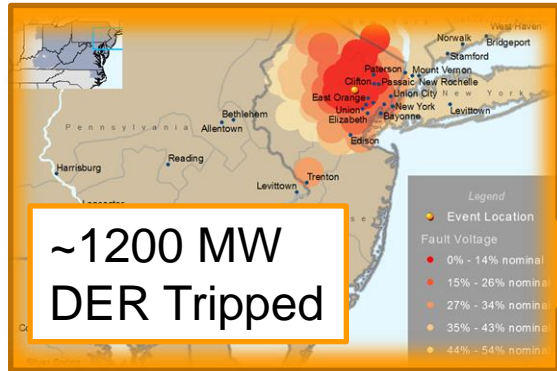
Momentary
Cessation





DER Deployment in PJM: ~Tripling over 15 years



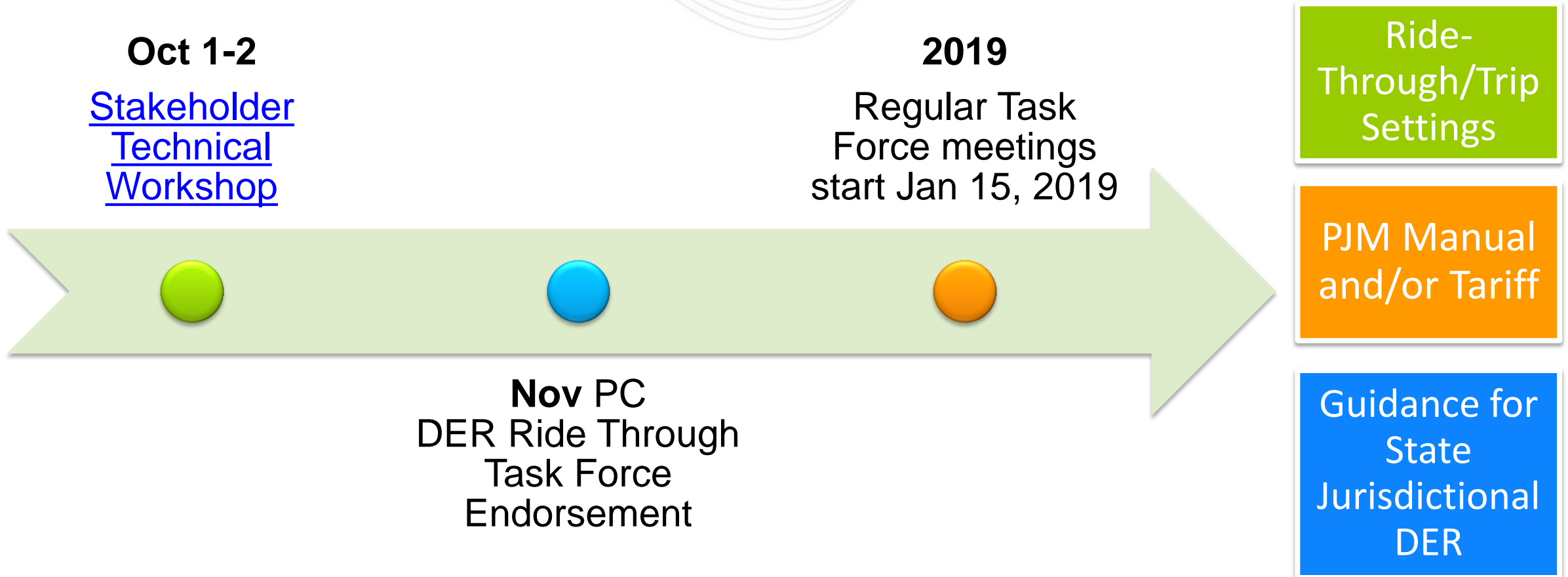




- PJM-wide consensus across T+D on preferred IEEE 1547-2018 Ride-Through/Trip Settings for DER (e.g., Category II with specified trip adjustments and addition of momentary cessation).
 - More than one Ride-Through/Trip Setting may be needed: e.g., a Category I and a Category II.
- Deliverables:
 - 1) Ride-Through/Trip Settings.
 - 2) Proposed PJM manual language changes or other applicable PJM governing documents, if needed.
 - 3) A guide (best practices) for state/local regulators.

- Ride-Through capability and trip parameters only
 - Not voltage regulation or communications, etc.
 - Note: IEEE Std. 1547-2018 options - *stay consistent with the standard*
- All DER
 - “DER” = generators/storage on radial distribution < 50 kV (excludes meshed/networked subtransmission)
 - Note: technical focus on inverter-based DER
- Not retroactive

- Safety and reliability, especially on the distribution system, are the first priority.
- PJM recognizes that the distribution utility is the key stakeholder responsible for distribution safety and reliability.



Few Wholesale DER Have FERC Interconnection

