Q. Re: 2013 Capital Projects Over 200,000 but less than 500,000: p. D-51
Replace Automatic Transfer Switches:
What repairs or steps were taken following each of the incidents referred to at the top of page D-52?

A. The automatic transfer switches failed to transfer to the emergency power supply (diesel generator) during an outage and failed to return to the normal supply when the power was restored.

March 13, 2003

Personnel at Hinds Lake transferred supply to the diesel generator and checked out the issue with the switch. The problem was found to be in the friction drive on the breaker control motor. The friction drive mechanism was removed and taken to Western Steel in Deer Lake to have a replacement part manufactured. The new part was installed. No additional actions were taken following this occurrence.

September 13, 2005

Investigation found that the motor friction drive mechanism was slipping when the motor was operating. Personnel tightened the drive screw on the friction drive mechanism and tested the emergency supply breaker and normal supply breaker in transfer switch 83.1. Both breakers operated properly. No additional actions were taken following this occurrence.

August 30, 2006

The emergency breaker for automatic transfer switch 1 failed to operate. Adjustments were made to the set screws on the emergency breaker. Station

service was transferred to the emergency diesel and returned to normal supply. No additional actions were taken following this occurrence.

October 12, 2005

The automatic transfer switches' timing relays were not functioning correctly. As a result, the emergency diesel would not shut down as anticipated after the cool down period. The investigation revealed that timing relay 10TDR did not operate. A new timing relay installed and the function tested. No additional actions were taken following this occurrence.

April 28, 2009

Upon inspection, it appeared that the motor for Transfer Switch 1 MSE was not operating. The breaker was opened manually and remaining transfer scheme operated. The motor for MSE in Transfer Switch 1 was removed. Brushes were removed, cleaned, and re-seated. The motor was then bench tested for forward and reverse operation. The motor was placed back in service and station service transferred to emergency and back to normal supply.