



COMPLEJO NORTE

DEPARTAMENTO DE OPERACIONES

“Exploración Mínimo Técnico Unidades 1 y 2  
central Cochrane”

Diciembre 2022

## Resumen Ejecutivo

Desde el miércoles 31 de octubre de 2018 a las 00:00, las Unidades 1 y 2 de la Central Térmica Cochrane operan con un mínimo técnico de 85 MW, el cual fue aprobado por el Coordinador Eléctrico Nacional (en adelante, "Coordinador") de acuerdo a lo establecido en el Anexo Técnico "Determinación de Mínimos Técnicos en Unidades Generadoras". En el informe entregado en dicha oportunidad, el Experto Técnico indicó que existían oportunidades de mejora, enfocadas en la temperatura de entrada en el equipo CDS (Circulating Dry Scrubber), que permitirían reducir el mínimo técnico determinado y aprobado por el Coordinador. En vista de lo anterior y en coordinación con el Coordinador, se elaboró un plan de trabajo, el cual tuvo por objetivo la exploración de mínimos técnicos en valores inferiores al ya determinado, lo anterior por medio de: análisis y estudios de expertos, modificaciones en los controles principales del sistema de caldera, sistema de turbina de vapor y sistema de equilibrio de planta en automático, pruebas y ajustes a los sistemas de control de combustión de la caldera y, posteriormente, la realización de pruebas que permitieran validar la correcta operación de las unidades.

Luego de trabajos en los sistemas de abatimiento de las unidades, se contrató al especialista Alex Kossack, para realizar las modificaciones en la lógica de control del sistema de combustión de caldera, de tal manera de asegurar una estabilidad de llama a menores cargas y así obtener mínimos técnicos inferiores que fueran capaces de operar de manera segura y estable, bajo los parámetros ambientales vigentes.

Debido a la pandemia y las restricciones sanitarias presentes en ese instante en el mundo, las coordinaciones para la ejecución de los trabajos por parte del especialista fueron complejas, resultando en varios ajustes y modificaciones en las fechas de ejecución. Finalmente, con la disminución en las restricciones sanitarias, a mediados del año 2022 fue posible llevar a cabo los trabajos, los cuales consistieron en evaluar y cambiar diferentes parámetros de componentes de la caldera y del control, a medida que se observaba la reacción del sistema de combustión. En base al comportamiento presentado, el experto fue determinando cambios en la lógica de control, cuyo proceso determinó la versión final de la parametrización, con lo cual se logró llevar a cabo la operación a menores cargas que el mínimo técnico vigente en ese instante. Este trabajo implicó un total de 225 sesiones de pruebas entre ambas unidades. Al mismo tiempo, fue necesario trabajar en la implementación de los cambios en la lógica del CDS, para que se permitiera la operación a los niveles de carga deseados, asegurando el cumplimiento en todo momento de la normativa ambiental en cuanto a mantener el cumplimiento de los límites de emisiones permitidas por la normativa correspondiente. Mayor detalle de los ajustes realizados, se encuentran en el informe elaborado por el especialista, el cual se encuentra anexo al presente.

Finalmente, y luego del todo el trabajo realizado, se determinó un nuevo mínimo técnico de operación para las unidades, el cual corresponde a 60 MW bruto, consiguiendo una



operación estable y continua, tanto en parámetros operativos como medioambientales.

## 1.- Introducción

Mediante la carta DE04974-18 de fecha 29 de octubre de 2018, el Coordinador aprobó el mínimo técnico vigente a la fecha para ambas unidades de Central Cochrane, el cual se encontraría vigente a partir de las 00:00 horas del miércoles 31 de octubre de 2018. En la carta antes indicada, se incluyó la siguiente información con respecto a los parámetros de mínimo técnico de las unidades 1 y 2 de la central Cochrane:

Unidad	Combustible	Mínimo Técnico (1) [MW]	Potencia Mínima con CPF activo [MW] (2)
CCR1	Carbón	85	90
CCR2	Carbón	85	90

- (1) Los parámetros determinados cumplen la normativa ambiental aplicable a central Cochrane.
- (2) Este valor corresponde a la potencia activa bruta mínima en la cual el control primario de frecuencia puede ser activado.

Tabla N°1: Parámetros mínimo técnico Cochrane.

AES Andes, luego de un extenso periodo de modificaciones, ajustes y ensayos sobre las unidades de la central Cochrane, desarrolló pruebas finales de exploración en niveles más bajos de operación al mínimo técnico vigente y aprobado por el Coordinador, para ambas unidades el día de la central Cochrane, el domingo 3 de Julio del 2022.

Las pruebas se desarrollaron en conjunto con el especialista en combustión y el equipo de Control e Instrumentación de planta, recopilándose datos de parámetros operacionales de proceso, a la vez, que fueron realizados ajustes en la lógica de control.

## 2.- Objetivo

Realizar exploración de un mínimo técnico que permita operar las unidades de central Cochrane de forma permanente, segura y estable, manteniendo el control de emisiones dentro del rango permitido el cual se encuentra establecido en la normativa ambiental correspondiente, cuyos parámetros monitoreados son:

Limitaciones por restricciones ambientales	NOx: menor a 200 mg/Nm3 So2: menor a 200 mg/Nm3 Material Particulado: menor a 30 mg/Nm3
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### 3.- Condiciones operacionales durante las pruebas.

Bajo el mínimo técnico vigente (85 MW) se modificaron con el experto técnico los controles principales del sistema de caldera, sistema de turbina de vapor y sistema de equilibrio de planta en automático. Luego, durante la ejecución de las pruebas, se bajó carga en modo “Coordinado” hasta 70 MW; posteriormente desde 70 MW a 60 MW se cambia al modo de control a “Turbina Sigue”, siendo este modo el que finalmente presentó mejor estabilidad en un nivel de 60 MW.

La mezcla de carbón utilizada en las unidades al momento de realizar los ensayos fue la siguiente:

CCR 1				Análisis inmediato						
Lote	Nave	Tipo	Mezcla %	Poder Calor. Sup. Kcal/Kg	Humedad Total %	Ceniza %	Materi aVolátil %	Carbono Fijo %	Azufre %	HGI
2022E5918	CSSC BRIGHT	AUSTRALIAN	40%	5.849	10,50	18,30	29,00	42,20	0,64	50
2022E5933	APOLLON	DRUMMOND 2	60%	5.566	16,71	9,87	33,09	40,33	0,65	48
<b>TOTALES</b>			<b>100%</b>	<b>5.679</b>	<b>14,23</b>	<b>13,24</b>	<b>31,45</b>	<b>41,08</b>	<b>0,65</b>	
<b>BASE 6000</b>				<b>6.000</b>	<b>15,03</b>	<b>13,99</b>	<b>33,23</b>	<b>43,40</b>	<b>0,69</b>	

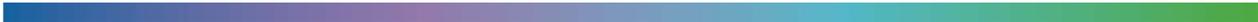
CCR 2				Análisis inmediato						
Lote	Nave	Tipo	Mezcla %	Poder Calor. Sup. Kcal/Kg	Humedad Total %	Ceniza %	Materia Volátil %	Carbono Fijo %	Azufre %	HGI
2022E5918	CSSC BRIGHT	AUSTRALIAN	40%	5.849	10,50	18,30	29,00	42,20	0,64	50
2022E5933	APOLLON	DRUMMOND 2	60%	5.566	16,71	9,87	33,09	40,33	0,65	48
<b>TOTALES</b>			<b>100%</b>	<b>5.679</b>	<b>14,23</b>	<b>13,24</b>	<b>31,45</b>	<b>41,08</b>	<b>0,65</b>	
<b>BASE 6000</b>				<b>6.000</b>	<b>15,03</b>	<b>13,99</b>	<b>33,23</b>	<b>43,40</b>	<b>0,69</b>	

Tabla N°2: Mezcla de carbón en las unidades 1 y 2 de Cochrane durante las pruebas.

### 4.- Validación de las pruebas

Se realizaron las siguientes pruebas de validación:

- 4.1) Desde 85 MW hasta llegar a 60 MW se trabajó con una tasa de carga de 27 MW/Min. El Control Primario de Frecuencia y Control Secundario de Frecuencia se mantuvieron desactivados en ambas unidades.
- 4.2) Se mantuvieron operando ambas unidades durante 7 horas en 60 MW con el fin de demostrar estabilidad.



Se realizaron mediciones en estado estacionario en 60 MW con los siguientes equipos en servicio:

- 2 molinos en servicio: CCR1 "A" y "C", CCR2 "A" y "B".
- 2 bombas agua de alimentación: CCR1 "A" y "C", CCR2 "A" y "C".
- 2 bombas de circulación agua de mar.

Estas pruebas se realizaron con el fin de observar el comportamiento de ambas unidades en estado estacionario e identificar posibles deficiencias o medidas de mejora. Las pruebas se desarrollaron durante un periodo de 7 horas, desde las 9:00 hasta las 16:00 horas.

Durante las pruebas, el sistema de sopladores de hollín se encontraba fuera de servicio. Para tener operativo este sistema se requiere un nivel de carga superior a 140 MW, por esta razón la tarea de soplado se realizó antes de comenzar las pruebas en ambas unidades.

Las temperaturas de vapor de Turbina de Alta Presión (en adelante HP) y Turbina de Presión Intermedia (en adelante IP) alcanzadas durante las pruebas fueron las siguientes:

**HP:** CCR1: 523 °C, CCR2: 489 °C

**IP:** CCR1: 538 °C, CCR2: 476 °C

Los parámetros medioambientales durante el desarrollo de las pruebas fueron los siguientes:

Fecha	Valor 1h NOx (mg/Nm <sup>3</sup> @O <sub>2</sub> ref)	Valor 1h SO <sub>2</sub> (mg/Nm <sup>3</sup> @O <sub>2</sub> ref)	Valor 1h MP (mg/Nm <sup>3</sup> @O <sub>2</sub> ref)
03-07-22 0.00	99,91	189,06	11,00
03-07-22 1.00	91,81	183,21	8,36
03-07-22 2.00	93,82	183,58	8,13
03-07-22 3.00	105,84	177,58	8,37
03-07-22 4.00	117,28	172,92	8,08
03-07-22 5.00	152,97	126,33	7,57
03-07-22 6.00	171,58	109,82	8,22
03-07-22 7.00	139,47	169,20	9,57
03-07-22 8.00	187,80	163,27	9,49
03-07-22 9.00	-	-	-
03-07-22 10.00	-	-	11,55
03-07-22 11.00	-	-	-
03-07-22 12.00	171,30	173,87	10,33
03-07-22 13.00	164,52	180,65	10,16
03-07-22 14.00	162,87	174,08	8,87
03-07-22 15.00	169,46	178,78	9,20
03-07-22 16.00	135,80	190,14	7,65
03-07-22 17.00	147,10	172,55	7,10
03-07-22 18.00	125,01	162,68	8,24
03-07-22 19.00	137,90	161,35	9,76
03-07-22 20.00	117,94	179,42	9,07
03-07-22 21.00	121,57	192,40	10,24
03-07-22 22.00	121,93	153,24	6,66
03-07-22 23.00	118,44	174,80	7,80

Tabla 3: Parámetros medioambientales a nivel horario correspondientes al día del 3 de julio del 2022.

La potencia bruta, neta y consumos auxiliares registrados durante las pruebas antes descritas fueron los siguientes:

HORA	COCHRANE 1				COCHRANE 2			
	Generación Bruta MWh	Generación Bruta Mvarh	Consumo Aux. MWh	Generación Neta MWh	Generación Bruta MWh	Generación Bruta Mvarh	Consumo Aux. MWh	Generación Neta MWh
1	264,75	-16,86	23,95	240,80	266,12	-36,51	24,35	241,77
2	211,83	-29,17	22,26	189,57	253,01	-46,05	23,86	229,15
3	237,69	-23,85	23,10	214,59	247,36	-43,34	23,45	223,92
4	231,58	-26,31	22,84	208,74	231,82	-46,80	23,01	208,82
5	230,17	-24,32	22,77	207,40	235,33	-44,21	23,25	212,09
6	182,13	-35,21	21,61	160,52	164,13	-56,71	21,76	142,37
7	100,06	-42,66	20,19	79,87	90,35	-63,73	20,47	69,88
8	72,22	-45,64	19,53	52,69	71,47	-66,49	19,81	51,66
9	66,30	-45,28	19,37	46,93	63,18	-66,19	20,10	43,08
10	60,56	-41,61	19,14	41,42	60,38	-63,68	19,10	41,29
11	60,67	-42,65	19,07	41,60	62,03	-64,47	19,23	42,81
12	61,11	-41,84	19,06	42,05	60,63	-62,65	19,99	40,64
13	61,02	-42,99	19,04	41,98	60,76	-63,78	19,97	40,78
14	61,21	-37,49	19,02	42,18	60,47	-58,35	19,93	40,55
15	60,77	-39,86	19,10	41,68	60,33	-60,70	20,01	40,32
16	60,44	-38,92	19,13	41,32	60,80	-59,60	20,01	40,79
17	76,45	-37,83	19,71	56,74	82,17	-58,15	20,69	61,48
18	131,11	-31,84	21,35	109,76	154,27	-51,03	22,18	132,09
19	205,19	-20,85	22,56	182,63	214,03	-40,64	22,95	191,08
20	254,04	-10,10	23,74	230,30	263,91	-28,98	24,24	239,67
21	263,03	-10,92	23,74	239,28	259,83	-30,58	23,96	235,86
22	264,35	-5,64	23,64	240,71	263,21	-25,51	24,03	239,18
23	228,56	-15,94	22,57	205,99	234,76	-36,09	23,22	211,54
24	249,24	-12,26	23,37	225,87	257,40	-31,52	24,13	233,28

Tabla 4: Reporte horario de energía del 03 de julio del 2022.

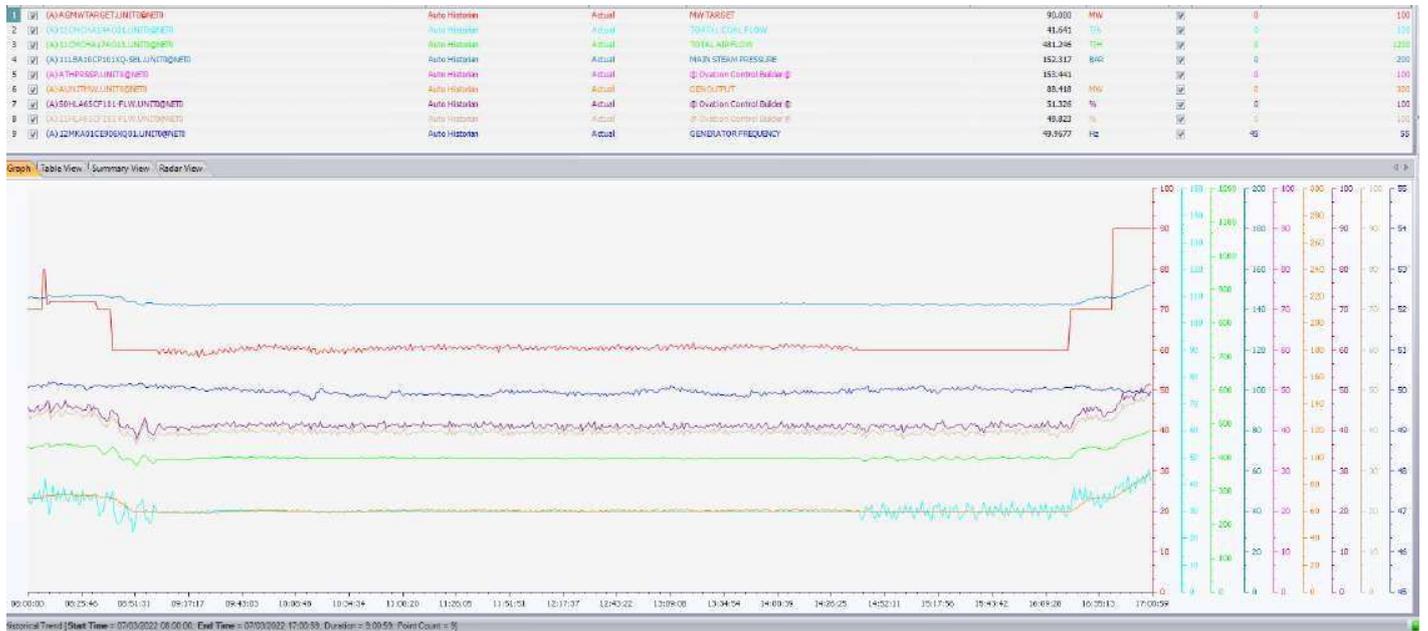
## 5.- Otras observaciones

Al igual que en la prueba de Mínimo Técnico del 2018, se realizaron pruebas de transición de suministro de vapor auxiliar, desde el vapor recalentado frío hacia el suministro de vapor sobrecalentado a baja temperatura, donde se continúa observando que no funciona de manera apropiada en control automático, por lo que debe ser realizada por el operador a través de una intervención manual desde los 110 MW.

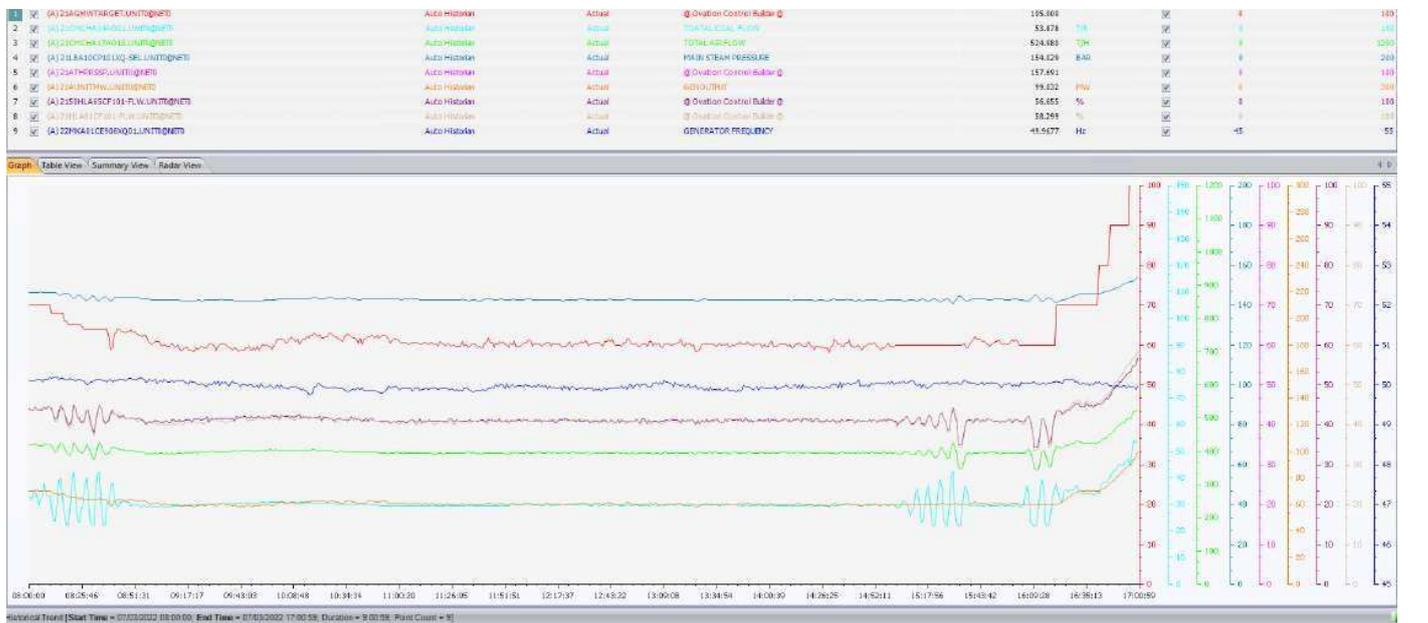
Es importante volver a mencionar que esta no es una forma adecuada de operar y, en algunas situaciones, incluso puede volverse crítica, debido a un posible trip de la unidad (por falta de vapor a los eyectores de vapor del condensador).

Por otra parte, para el correcto funcionamiento del CDS se debe procurar tener unas temperaturas de entrada dentro de los límites operacionales, por lo que se debe dejar en servicio el sistema de precalentamiento de aire de entrada de caldera llamado "Precalentadores de aire por vapor". Esto levanta la limitación presentada por el experto técnico en el informe anterior, pero es importante mencionar que este sistema actualmente no tiene habilitado la recuperación del condensado de vapor, lo que produce ineficiencias por pérdidas en el ciclo operativo.

## Tendencia 1: Unidad CCR1 en 60 MW estable (Control de parámetros)



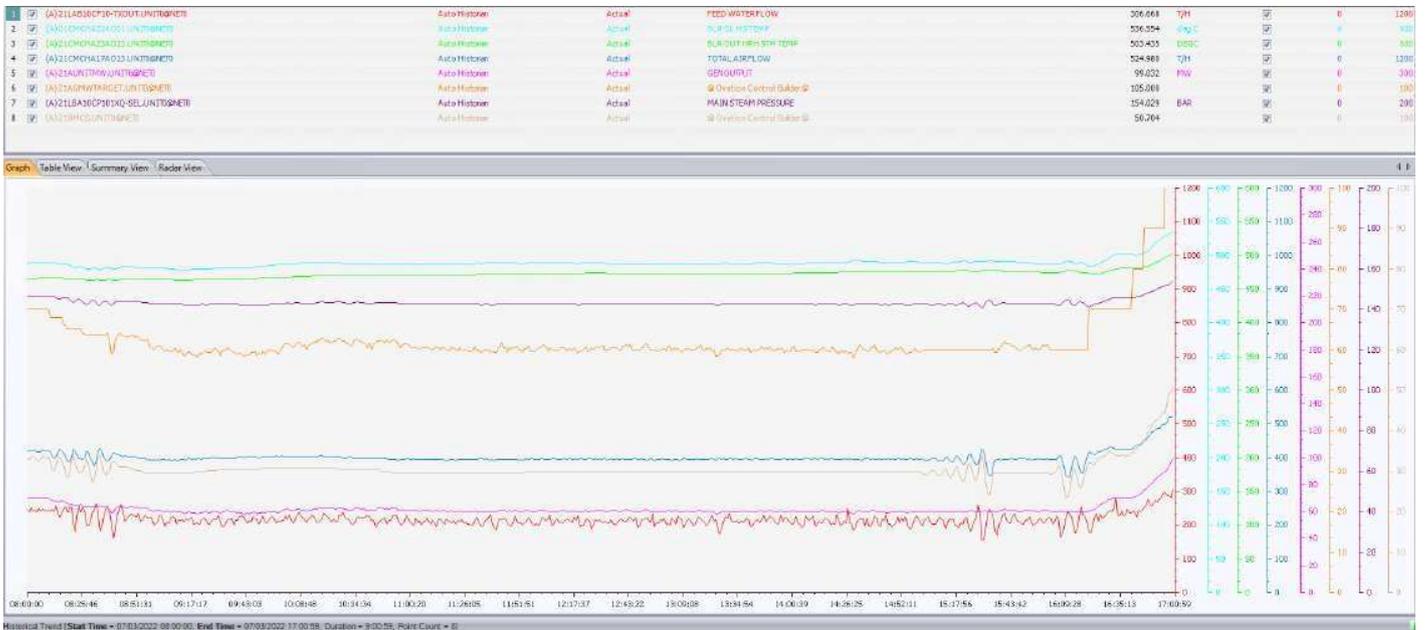
## Tendencia 2: Unidad CCR2 en 60 MW estable (Control de parámetros)



### Tendencia 3: Unidad CCR1 en 60 MW estable (parámetros de caldera)



### Tendencia 4: Unidad CCR2 en 60 MW estable (parámetros de caldera)



## 6.- Conclusiones

Después de un extenso periodo en donde se ha debido estudiar y modificar los sistemas de control y parámetros asociados a la combustión de las unidades de manera sucesiva, así como la realización, por parte del equipo de planta y el especialista, de pruebas empíricas que han permitido verificar la operación segura y estable de las unidades, se ha logrado la obtención de un nuevo mínimo técnico para ambas unidades de 60 MW.

La estabilidad de los principales parámetros del proceso de ambas unidades en estado estacionario en 60 MW, cumple con los criterios esperados durante el periodo de pruebas de 7 horas. No se observó inestabilidad de llama de los quemadores.

El modo de control “coordinado” presenta desviación en el control de presión principal bajo los 70 MW. Lo anterior, se encuentra en proceso de análisis por parte del experto y se considera como trabajo futuro una optimización en la lógica de control que permita subsanar esta condición. Es así como, el modo que debe ser utilizado bajo 70 MW es el modo de control “Turbina Sigue”, este cambio debe ser realizado por el Operador de sala de control, lo que conlleva una dificultad adicional a la hora de operar las unidades.

Durante el periodo de pruebas se observa que los parámetros ambientales aplicados a centrales térmicas, según el DS13, no se ven superados en ningún momento.

Se hace notar que las observaciones realizadas a las transiciones de vapor auxiliar en el cabezal se mantienen presentes tal como lo señala el informe de 85 MW, por lo que no se podrá operar con AGC ni CPF en estos rangos. Es decir, la disminución de mínimo técnico a 60 MW es posible de alcanzar en el momento que el CPF y el AGC no están activados.

Se observa que para condiciones de bajas cargas es necesario dejar en servicio el sistema de precalentamiento de aire de entrada de caldera llamado “Precalentadores de aire por vapor”. Este sistema actualmente no tiene habilitado la recuperación del condensado de vapor.

<b>Unidad</b>	<b>Combustible</b>	<b>Mínimo Técnico (1) [MW]</b>	<b>Potencia Mínima CPF activo [MW] (2)</b>
CCR1	Carbón	60	90
CCR2	Carbón	60	90

(1) Los parámetros determinados cumplen la normativa ambiental aplicable a central Cochrane.

(2) Corresponde a la potencia activa bruta mínima en la cual el control primario de

frecuencia puede ser activado.

### Anexos

#### **Anexo 1: Tablas de parámetros operacionales durante las pruebas en 60 MW**

##### CCR1

LOAD		G	MW	59,85	
		Net	MW	51,59	
PRESS	1st	STAGE	BARg	34,92	
	THTL	PRESS	BARg	142,49	
SH STEAM		FLOW	T/H	161,40	
		PS E	F	400,09	
		PS W	F	406,28	
		SS E	F	474,90	
		SS W	F	473,34	
		SH FINAL	°C	523,51	
RH STEAM	PRESS	COLD RH	BARg	9,83	
	TEMP	COLD RH	°C	307,13	
		HOT RH B	°C	538,50	
SPRAY	PRIM SH		FLOW	T/H	24,64
			VALV	%	0,30
			VALV	%	1,26
	REHEATER		VALV	%	0,12
			VALV	%	0,12
ECO O/L RH SIDE				0,05	
ECO O/L RH SIDE				-0,03	
ECO O/L SH SIDE				98,00	
ECO O/L SH SIDE				98,05	
AIRFLOW		TOTAL	T/H	398,37	
			%	33,20	
		PA	%	7,38	
MILL AIRFLOW	MILL 1		T/H	45,27	
	MILL 2		T/H	0,00	
	MILL 3		T/H	43,95	
	MILL 4		T/H	0,00	
	MILL 5		T/H	0,00	
COAL FLOW	FLOW	TOTAL	T/H	30,64	
	MILL 1	FEEDER	T/H	15,48	
	MILL 2	FEEDER	T/H	-0,12	
	MILL 3	FEEDER	T/H	15,55	
	MILL 4	FEEDER	T/H	-0,10	
	MILL 5	FEEDER	T/H	0,00	
FURN. PRESS			MBAR	-0,60	
			1	%	8,38

O2	Izquierda	2	%	8,42
	Derecha	1	%	8,42
		2	%	9,20
	CR	AVG	%	8,50
EMISSIONS	Nox			159,73
	OPAC.		%	6,54
FD FAN		1	%	10,69
			amps	70,94
		2	%	12,89
			amps	68,46
FD DUCT		DISCH PRESS	mBar	6,67
			mBar	6,78
PRIMARY AIR FANS	PA 1		%	76,47
			amps	60,38
	PA 2		%	81,60
			amps	59,03
ID FANS	1		%	40,40
			amps	246,96
	2		%	32,00
			amps	246,13
WINDBOX ELEVATION DAMPERS	FRONT WALL BURNER WINDBOX ELEVATION DAMPERS	D A		14,68
		D B		14,69
		B A		14,75
		B B		14,92
		C A		19,56
		C B		19,86
	REAR WALL BURNER WINDBOX ELEVATION DAMPERS	A A		19,62
		A B		19,65
		E A		14,80
		E B		14,73
	FRONT OFA	1 EAST		70,33
		1 WEST		70,25
	REAR OFA	2 EAST		70,71
		2 WEST		70,12
	BNR D1 AIR REG POS			3,52
	BNR D2 AIR REG POS			2,85
	BNR D3 AIR REG POS			3,58
	BNR B1 AIR REG POS			2,36
	BNR B2 AIR REG POS			3,31
	BNR B3 AIR REG POS			3,43
	BNR C1 AIR REG POS			35,72
	BNR C2 AIR REG POS			35,62
	BNR C3 AIR REG POS			35,80
	BNR A1 AIR REG POS			34,42
	BNR A2 AIR REG POS			35,88
	BNR A3 AIR REG POS			34,43

BNR E1 AIR REG POS			3,80
BNR E2 AIR REG POS			3,52
BNR E3 AIR REG POS			3,56
Ammonia Injection		V/V control	5,03
		Flow	6,08
		V/V control	5,14
		Flow	4,28
AIR HEATERS	AH 1	GAS IN	345,35
		GAS OUT	139,82
		AIR IN	47,06
		AIR OUT	292,70
	AH 2	GAS IN	345,89
		GAS OUT	143,12
		AIR IN	47,06
		AIR OUT	298,50
BLRFURN-WIND BOX DP		RIGHT	4,35
		LEFT	4,43
FRONT OFA		1 EAST	70,33
		1 WEST	70,25
REAR OFA		2 EAST	70,71
		2 WEST	70,12

## CCR2

LOAD		G	MW	60,03
		Net	MW	45,59
PRESS	1st	STAGE	BARg	36,21
	THTL	PRESS	BARg	142,58
SH STEAM		FLOW	T/H	169,85
		PS E	F	423,64
		PS W	F	417,99
		SS E	F	451,64
		SS W	F	460,34
		SH FINAL	°C	489,58
RH STEAM	PRESS	COLD RH	BARg	9,88
		COLD RH	°C	273,17
	TEMP	HOT RH B	°C	476,90
SPRAY	PRIM SH	FLOW	T/H	0,00
		VALV	%	-0,01
		VALV	%	0,02
	REHEATER	VALV	%	0,09
		VALV	%	0,34
			T/H	393,08

AIRFLOW		TOTAL	%	32,76
		PA	%	7,35
MILL AIRFLOW	MILL 1		T/H	43,48
	MILL 2		T/H	44,61
	MILL 3		T/H	0,00
	MILL 4		T/H	0,00
	MILL 5		T/H	0,00
COAL FLOW	FLOW	TOTAL	T/H	30,43
	MILL 1	FEEDER	T/H	14,85
	MILL 2	FEEDER	T/H	14,94
	MILL 3	FEEDER	T/H	-0,07
	MILL 4	FEEDER	T/H	-0,03
	MILL 5	FEEDER	T/H	-0,07
FURN. PRESS			MBAR	0,25
O2	Izquierda	1	%	9,27
		2	%	8,97
	Derecha	1	%	8,70
		2	%	9,06
	CR	AVG	%	8,98
EMISSIONS	Nox			159,73
	CO			
	OPAC.		%	6,54
FD FAN		1	%	2,06
			amps	70,18
		2	%	2,06
			amps	67,88
FD DUCT		DISCH PRESS	mBar	6,41
			mBar	6,31
PRIMARY AIR FANS		PA 1	%	86,57
			amps	55,51
		PA 2	%	31,70
			amps	56,15
ID FANS		1	%	31,14
			amps	250,03
		2	%	31,14
			amps	236,43
WINDBOX ELEVATION	FRONT WALL BURNER WINDBOX ELEVATION DAMPERS		D A	14,54
			D B	14,28
			B A	20,17
			B B	20,20
			C A	14,64
			C B	14,69

DAMPERS	REAR WALL BURNER WINDBOX ELEVATION DAMPERS	A A	20,31
		A B	20,34
		E A	14,84
		E B	14,46
BNR D1 AIR REG POS			1,89
BNR D2 AIR REG POS			3,57
BNR D3 AIR REG POS			3,70
BNR B1 AIR REG POS			27,40
BNR B2 AIR REG POS			27,10
BNR B3 AIR REG POS			27,20
BNR C1 AIR REG POS			3,62
BNR C2 AIR REG POS			3,66
BNR C3 AIR REG POS			3,41
BNR A1 AIR REG POS			26,82
BNR A2 AIR REG POS			28,07
BNR A3 AIR REG POS			27,21
BNR E1 AIR REG POS			3,33
BNR E2 AIR REG POS			3,49
BNR E3 AIR REG POS			3,52
FRONT OFA		1 EAST	64,57
		1 WEST	64,79
REAR OFA		2 EAST	64,49
		2 WEST	64,60
Ammonia Injection		V/V control	2,51
		Flow	0,00
		V/V control	1,99
		Flow	0,55
AIR HEATERS	AH 1	GAS IN	320,94
		GAS OUT	126,54
		AIR IN	52,56
		AIR OUT	275,70
	AH 2	GAS IN	328,76
		GAS OUT	129,53
		AIR IN	57,18
		AIR OUT	277,78
BLRFURN-WIND BOX DP		RIGHT	4,12
		LEFT	4,69

## Anexo 2: Capturas de DCS CCR1 y equipos comunes en 60 MW

The screenshot displays a complex DCS interface for a 60 MW power unit. The top navigation bar includes sections for LOAD DEMAND, BOILER, BOP, TURBINE, ELECTRIC, PACKAGE, SEQUENCE, ALARM, GFA MENU, CDS, BOTTOM ASH, COCHRANE UNIT-1, CO 1914, and LOAD DEMAND. The date and time are 07/03/22 10:49:51.

**UNIT #1** is the central focus, showing a current output of 60.3 MW. The AGC MODE is set to ON/OFF, and the unit is currently PAUSED. The target is 60 MW with a rate of 1 MW/MIN.

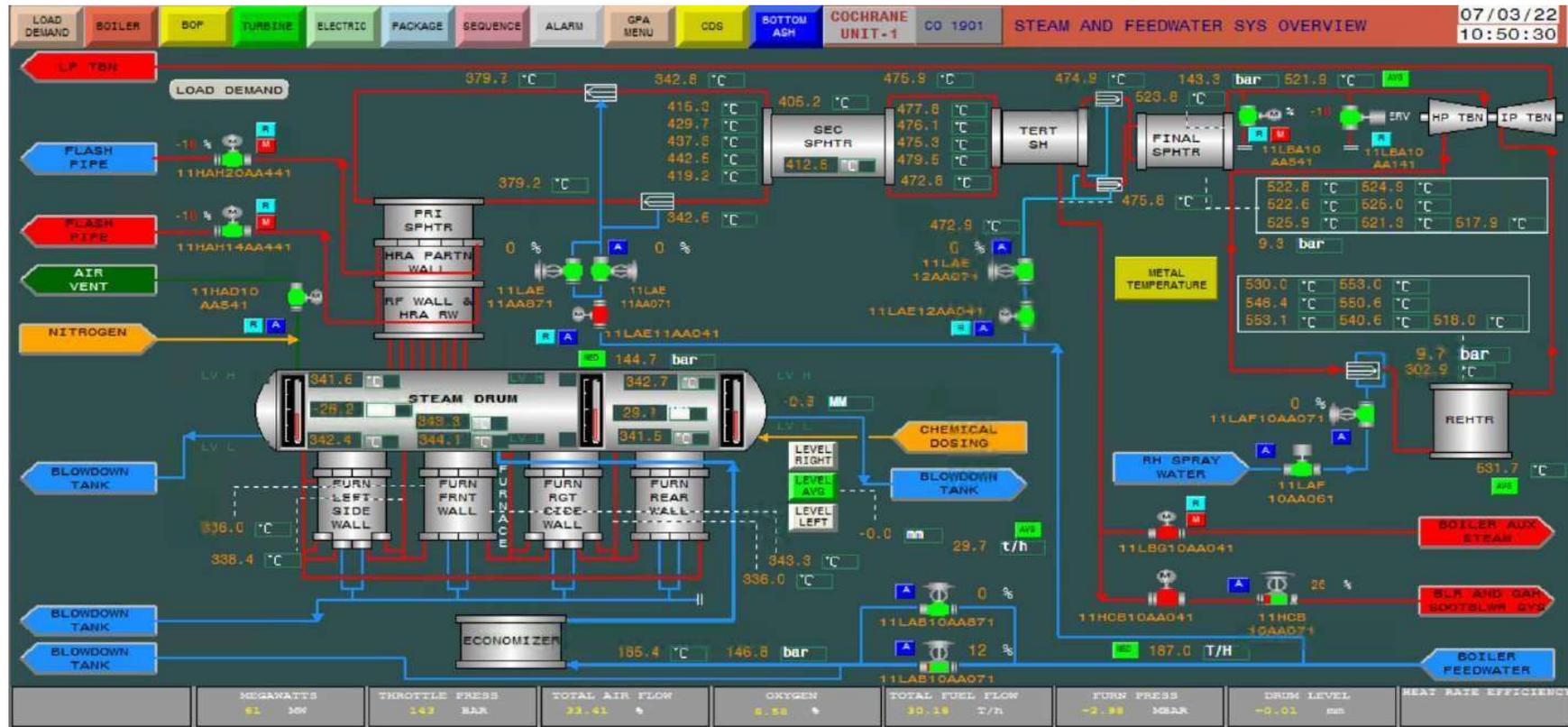
**TURBINE MASTER** panel on the left shows TBN SPEED at 2993.6 RPM and COND VACUUM at -0.990 mbar. It includes controls for MEGAWATTS (TARGET 60.3 MW, ACTUAL 60.3 MW) and TURBINE MASTER status (AUTO, MAN, HOLD).

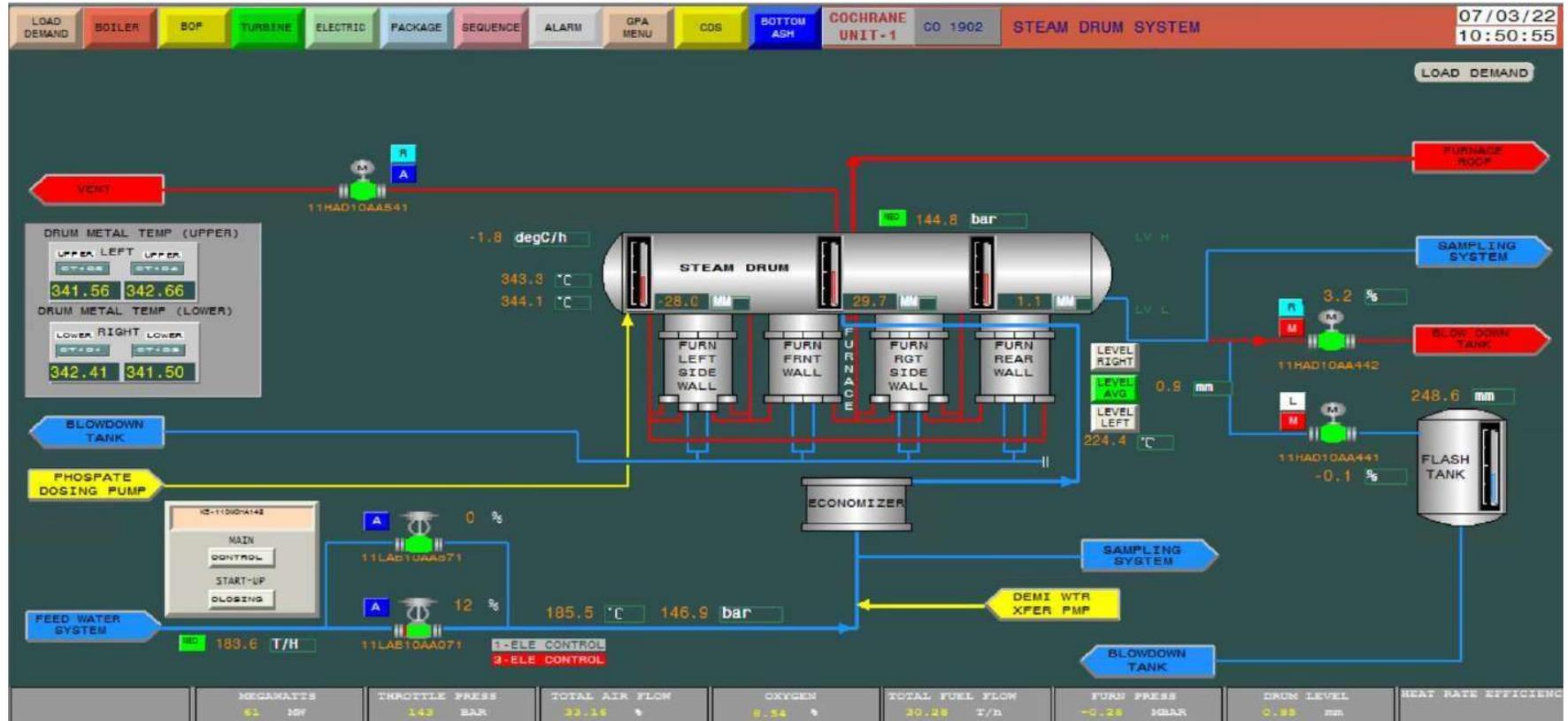
The central panel displays a grid of process parameters:

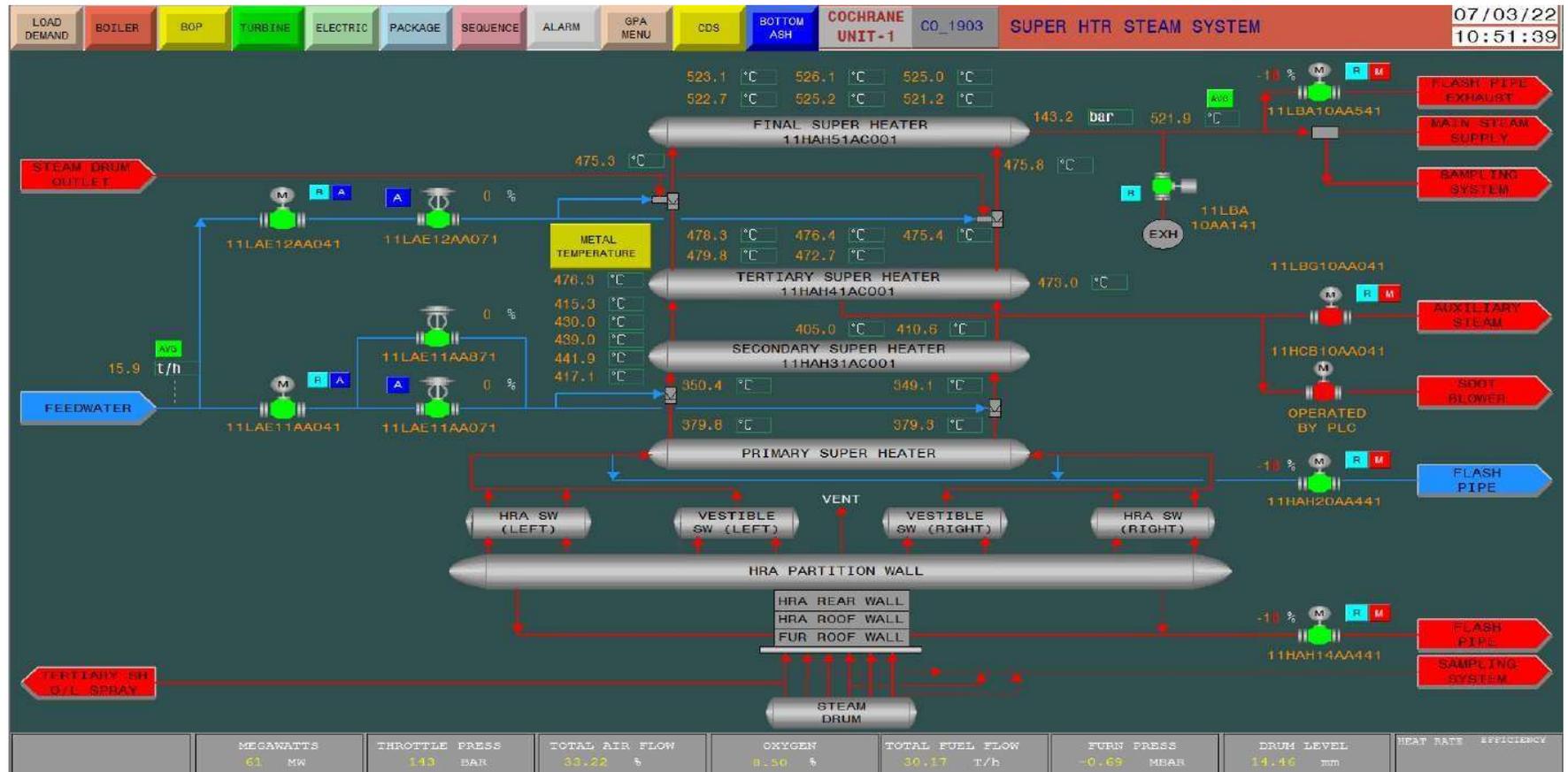
- MEGAWATT LIMITS:** HIGH LIMIT MW 275.0, LOW LIMIT MW 58.6.
- GOV FREE MODE:** 49.9 Hz, 18.05 kV, 219.8 kV.
- UNIT CONDITION:** TBN (HOT, WARM, COLD), BLR (HOT, WARM, COLD).
- Flow and Temperature Parameters:** COAL FLOW (30.2 T/H), PULV (15.4 T/H), FDF (10.3 %), IDF (39.6 %), PAF (54.4 %), BFF (226.9 m3/H), FUEL OIL FLOW (0.0 T/H), RH FG DAMPER (75.0 %), SH FG DAMPER (6.8 %), FW FLOW CV (12.4 %), CALORIE COMPENS (175.2 m3/H), FUEL OIL FCV (15.8 %), RH FG DAMPER B (75.0 %), SH FG DAMPER B (7.4 %), FW FLOW CV (S) (0.0 %), CALORIE COMPENS (1.0 %), O2 TRIM (BIAS) (0.0 %), PULV E (0.0 T/H), RH SPRY (0.0 %), MAIN STM S PSH SPY (0.3 %), MAIN STM M PSH SPY (0.2 %), MAIN STM TSH SPY (0.0 %).
- FUEL MASTER:** COAL FLOW (30.2 T/H), OIL FLOW (0.0 T/H), STU RATIO (1.0), SPRAY TEMP (PSH-A: 345.2 °C, TSH-A: 474.9 °C, RH: 302.9 °C).
- O2 MASTER:** TOTAL AIR FLOW (400.0 T/H), DND O2 (0.0 %), SET (100.0 %), PSH-B (344.7 °C), TSH-B (475.7 °C), FURNACE PR (-1.1 %).
- FEED WTR MASTER:** ECO IN FLOW (189.7 T/H), ECO IN TEMP (185.4 °C), MAIN STM FLOW (182.1 T/H), DM LEVEL (-9.6 mm), DM PR (144.8 mm).

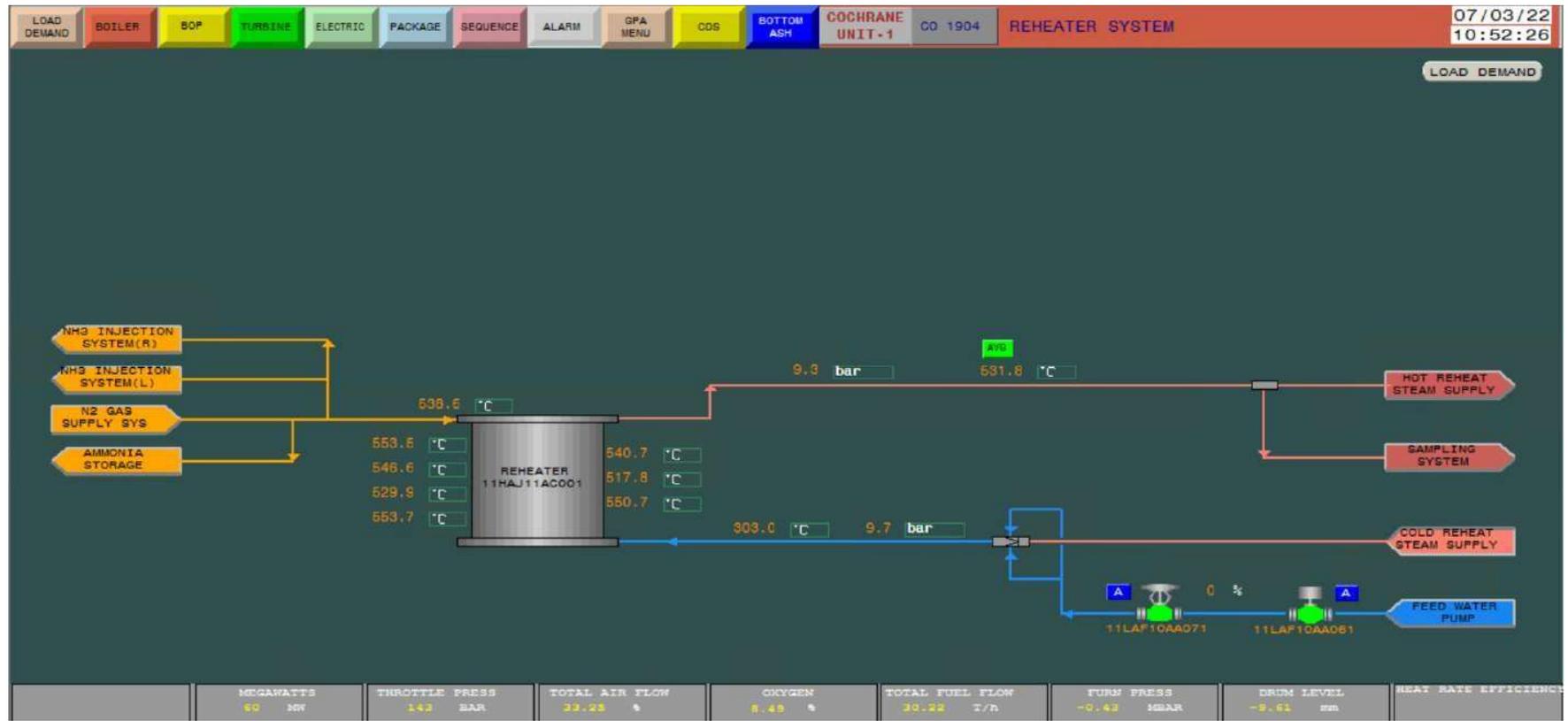
**BOILER MASTER** panel on the right shows 1ST STAGE PRESS (35.2 barg), HOT RH PRESS (9.6 barg), MAIN STM TEMP (521.9 DEGC), and RH STM TEMP (531.7 DEGC). It also displays MAIN STEAM PRESSURE (DEMAND 142.7 barg, RATE 0.0 BAR/MIN, BIAS 0.0 BAR, ACTUAL 142.8 BAR) and BOILER MASTER status (AUTO, MAN, HOLD).

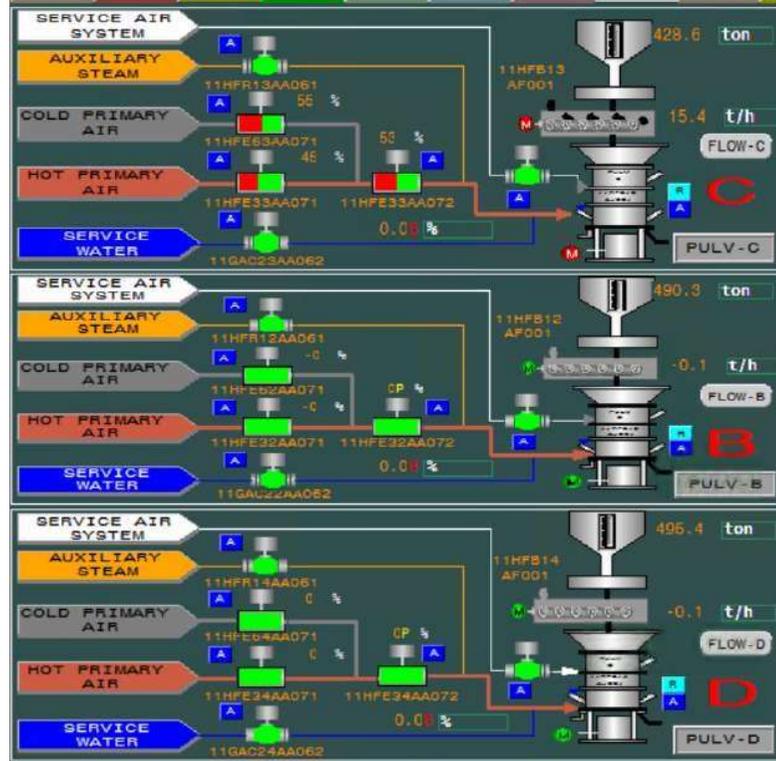
At the bottom, there are controls for RUN BACK, TARGET (60 MW), and RATE (1 MW/MIN), along with a row of buttons for PULV, FDF, IDF, PAF, GAH, BFF, and CWP.



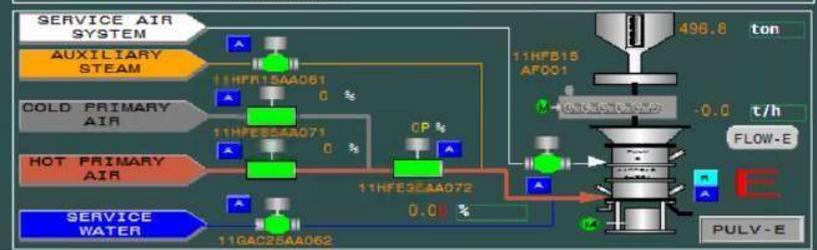
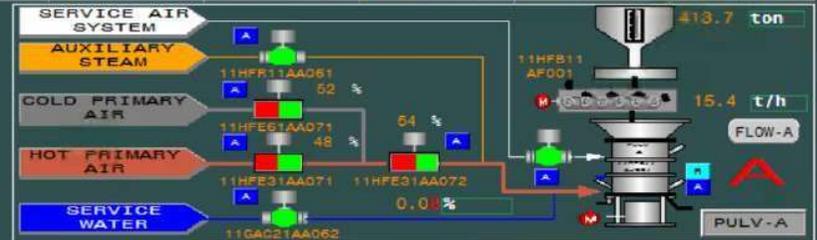


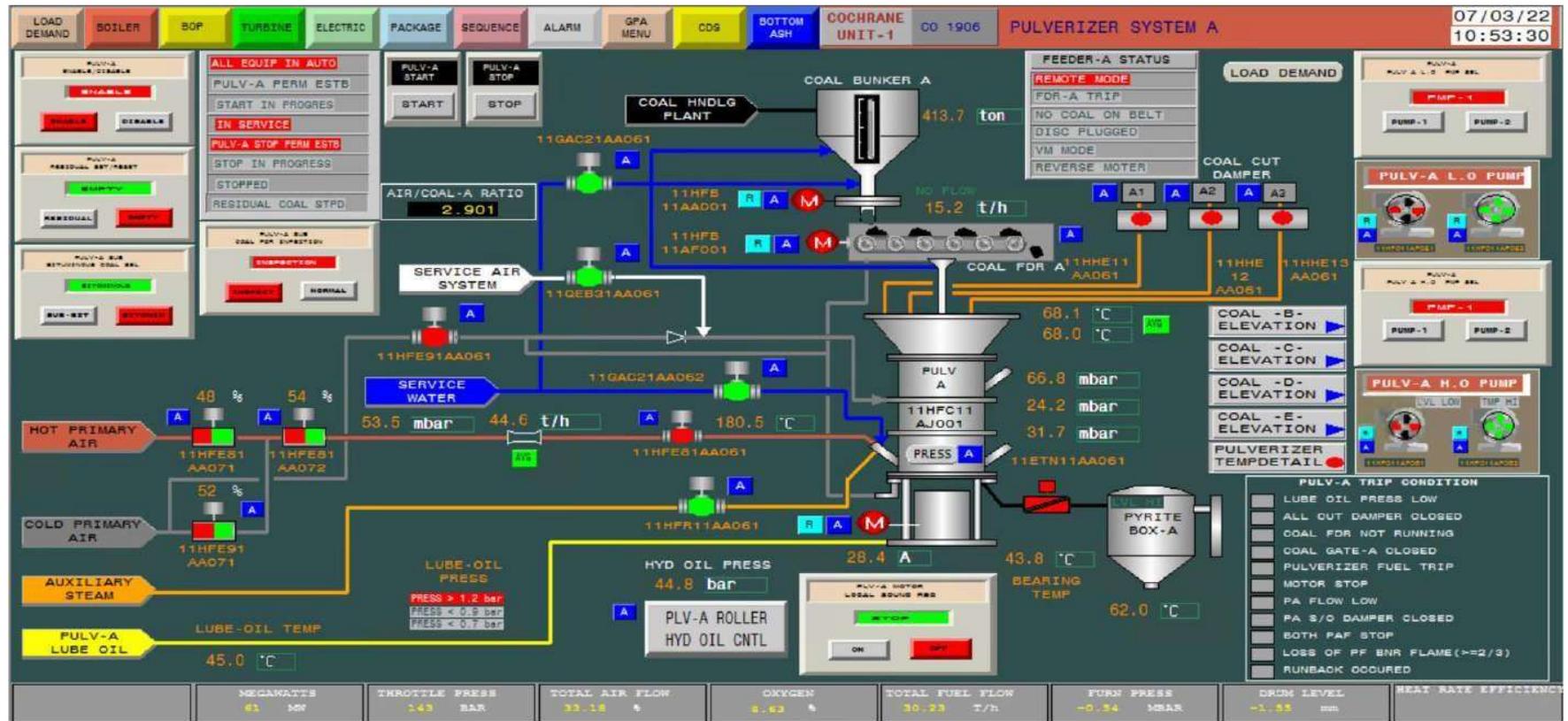


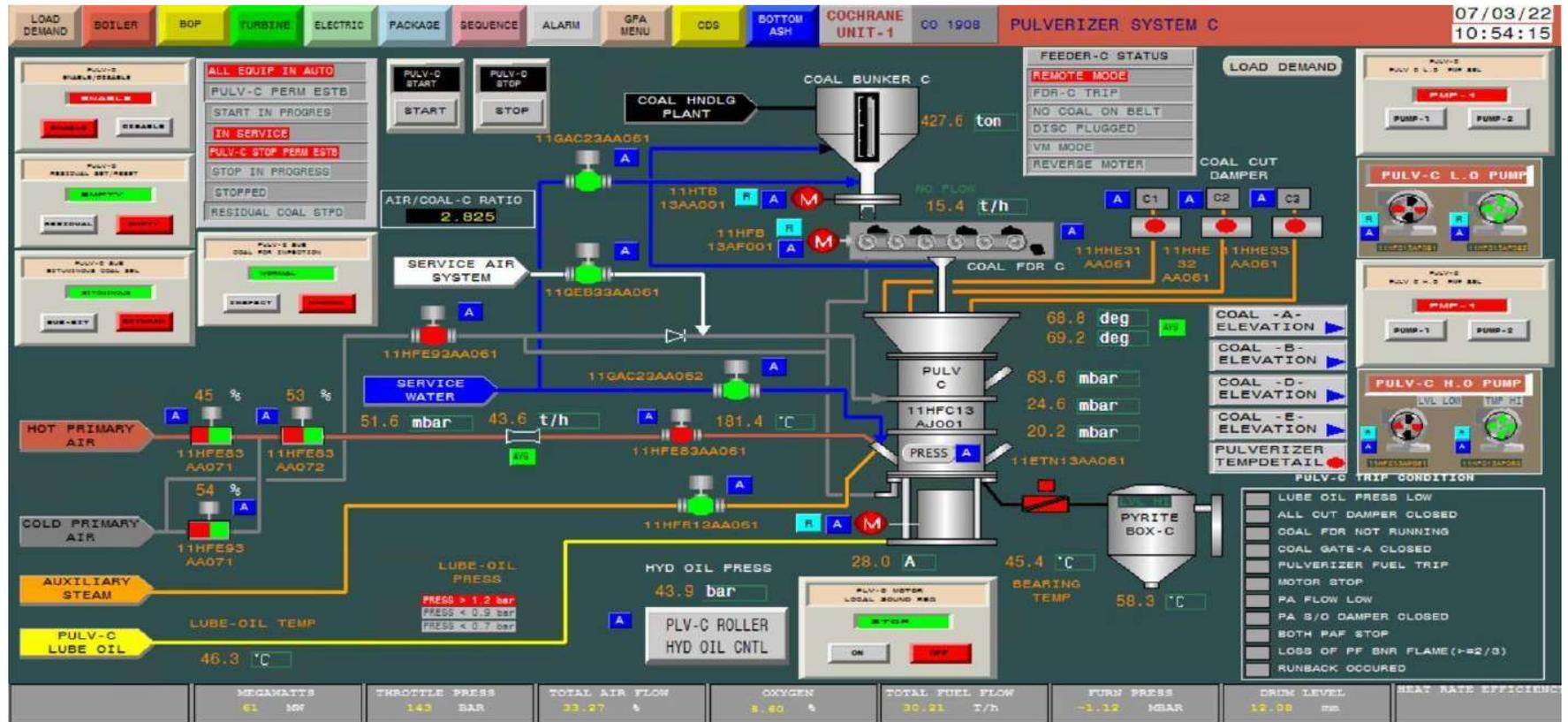


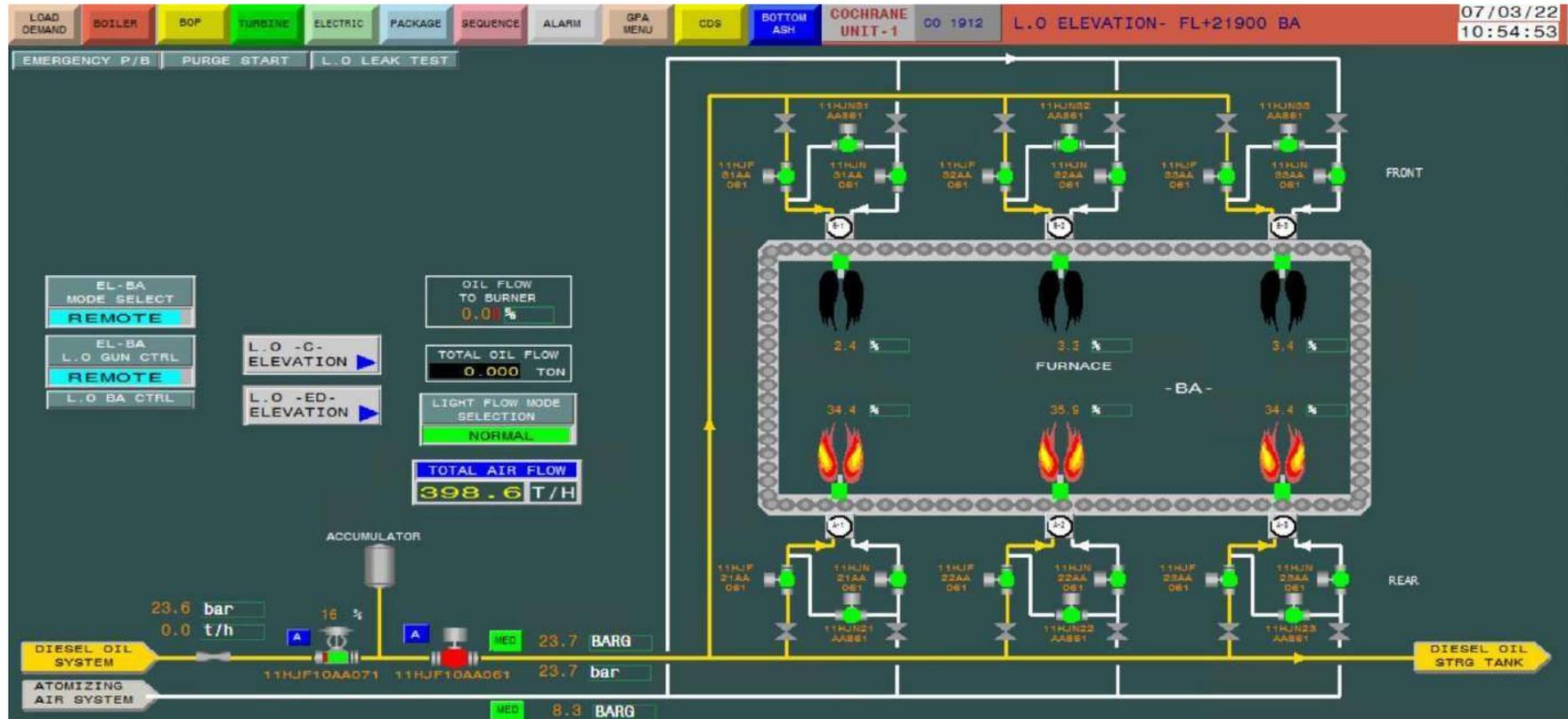


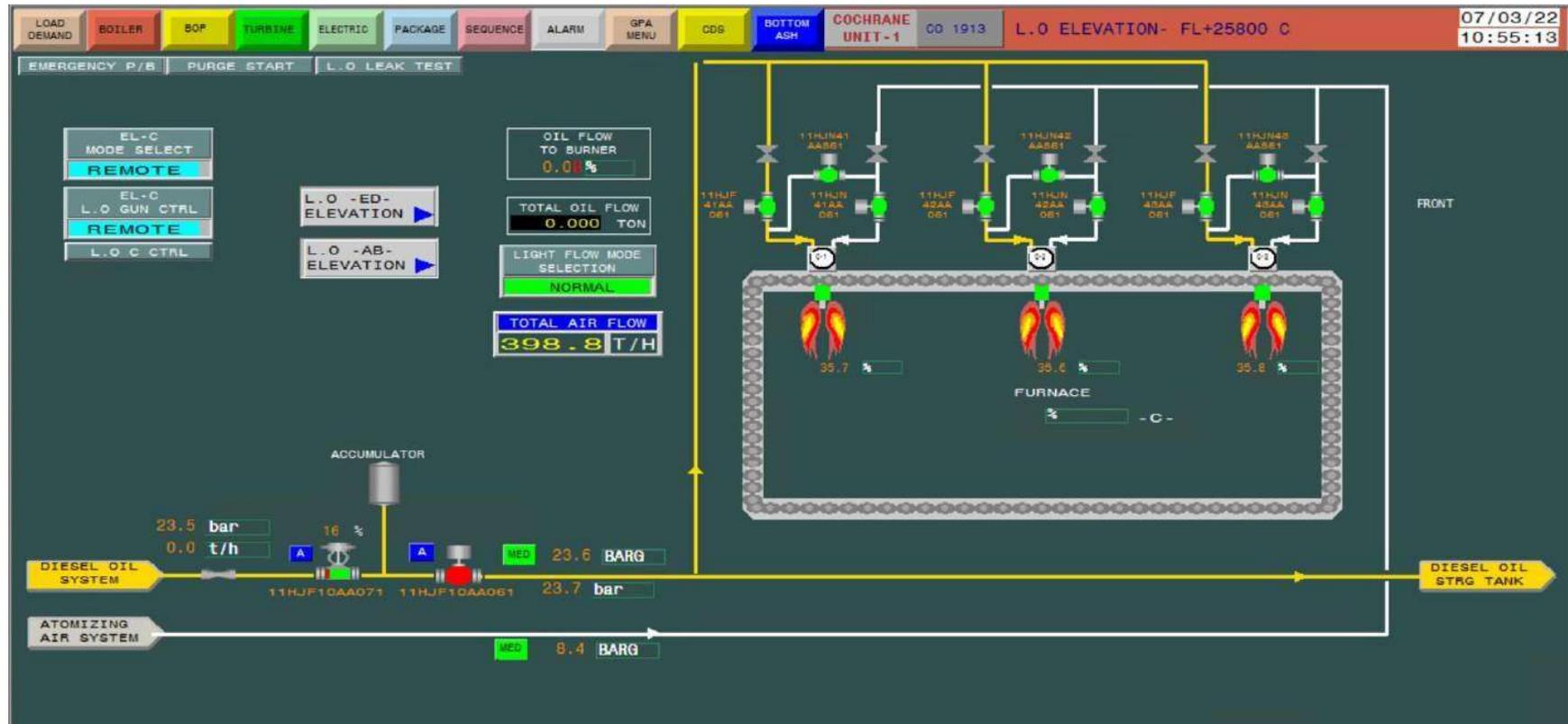
	PULV-A	PULV-B	PULV-C	PULV-D	PULV-E
COAL FLOW	15.4 t/h	-0.1 t/h	15.4 t/h	-0.1 t/h	-0.0 t/h
PA INLET AIR FLOW	44.8 t/h	0.0 t/h	43.9 t/h	0.0 t/h	0.0 t/h
PA INLET AIR TEMP	180.6 °C	84.7 °C	181.4 °C	135.5 °C	27.7 °C
PULV OUTLET TEMP	68.0 °C	44.9 °C	69.0 °C	52.7 °C	16.2 °C
MILL DIFF P	24.0 mbar	0.6 mbar	24.6 mbar	0.1 mbar	-0.6 mbar
HYD THRUST TEMP	49.8 °C	39.6 °C	45.4 °C	38.9 °C	24.8 °C
BEARING TEMP	43.8 °C	39.6 °C	45.4 °C	38.9 °C	24.8 °C
CURRENT	28.1 A	-0.0 A	28.7 A	-0.0 A	-0.0 A
SIL0 LEVEL	413.7 ton	490.3 ton	428.6 ton	495.4 ton	496.8 ton

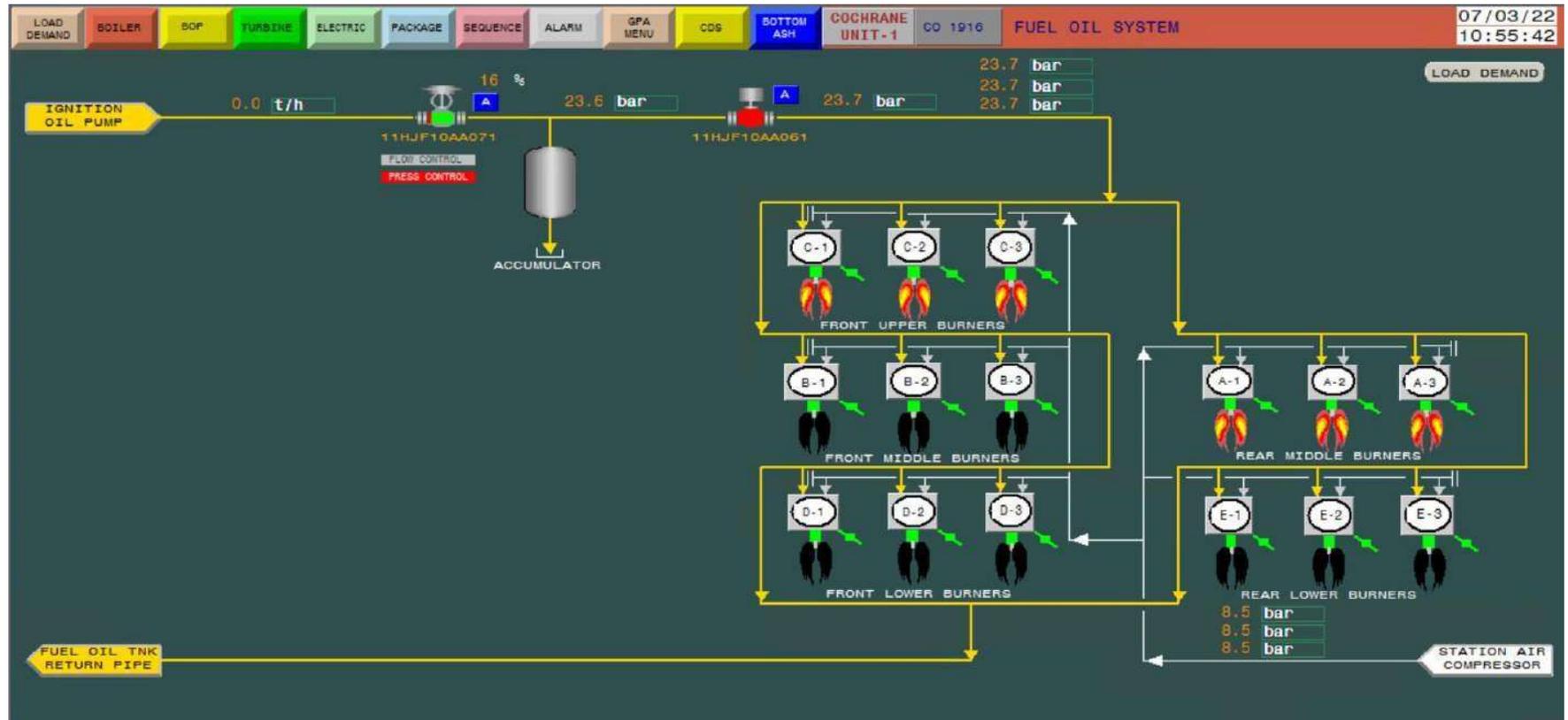


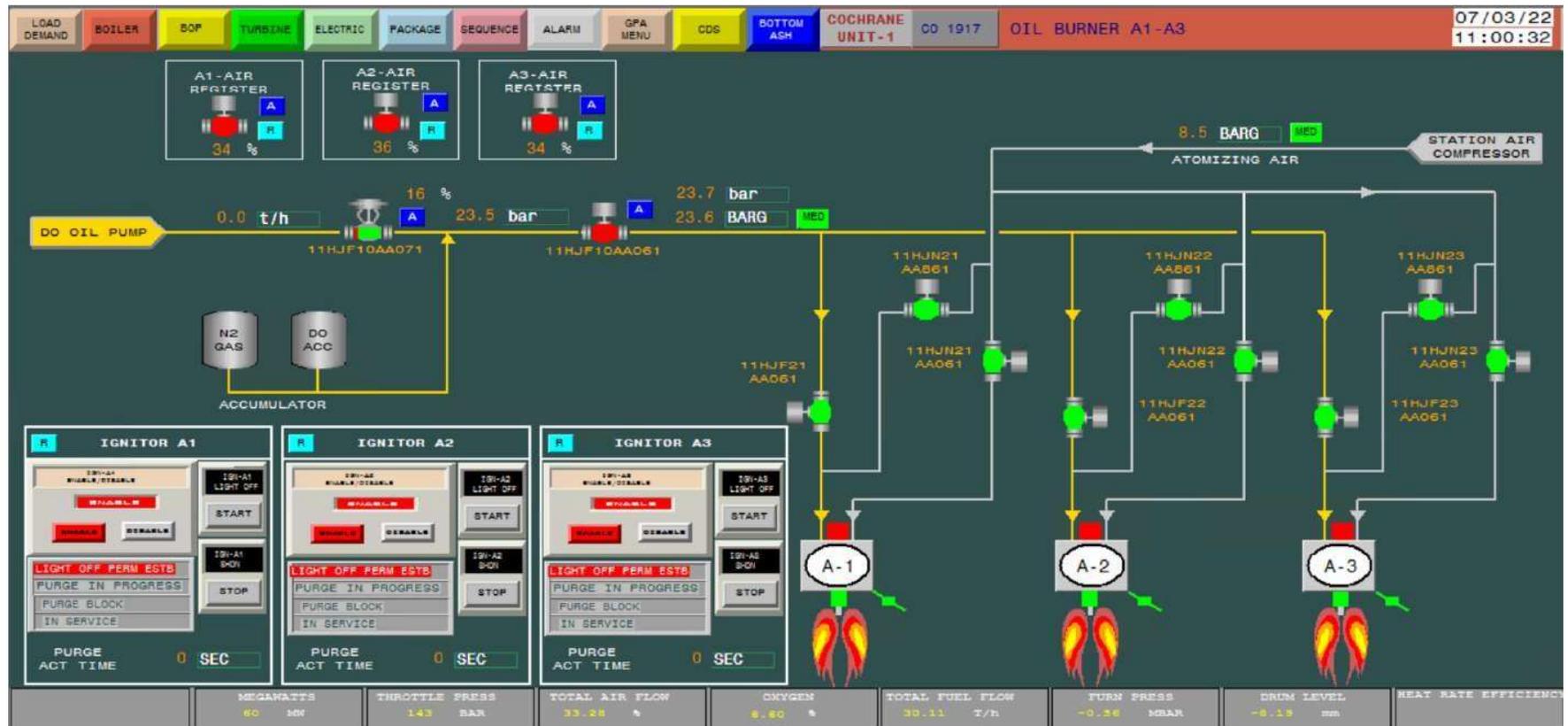


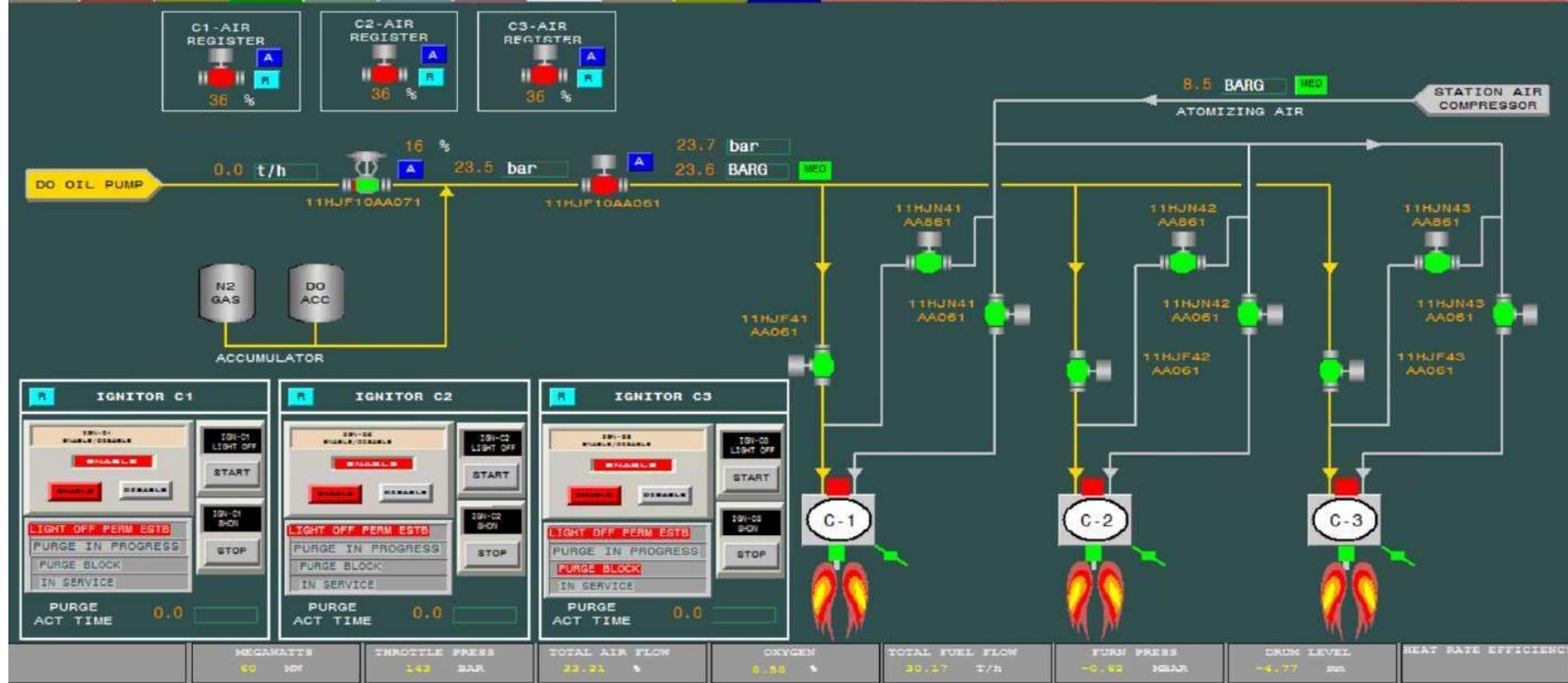


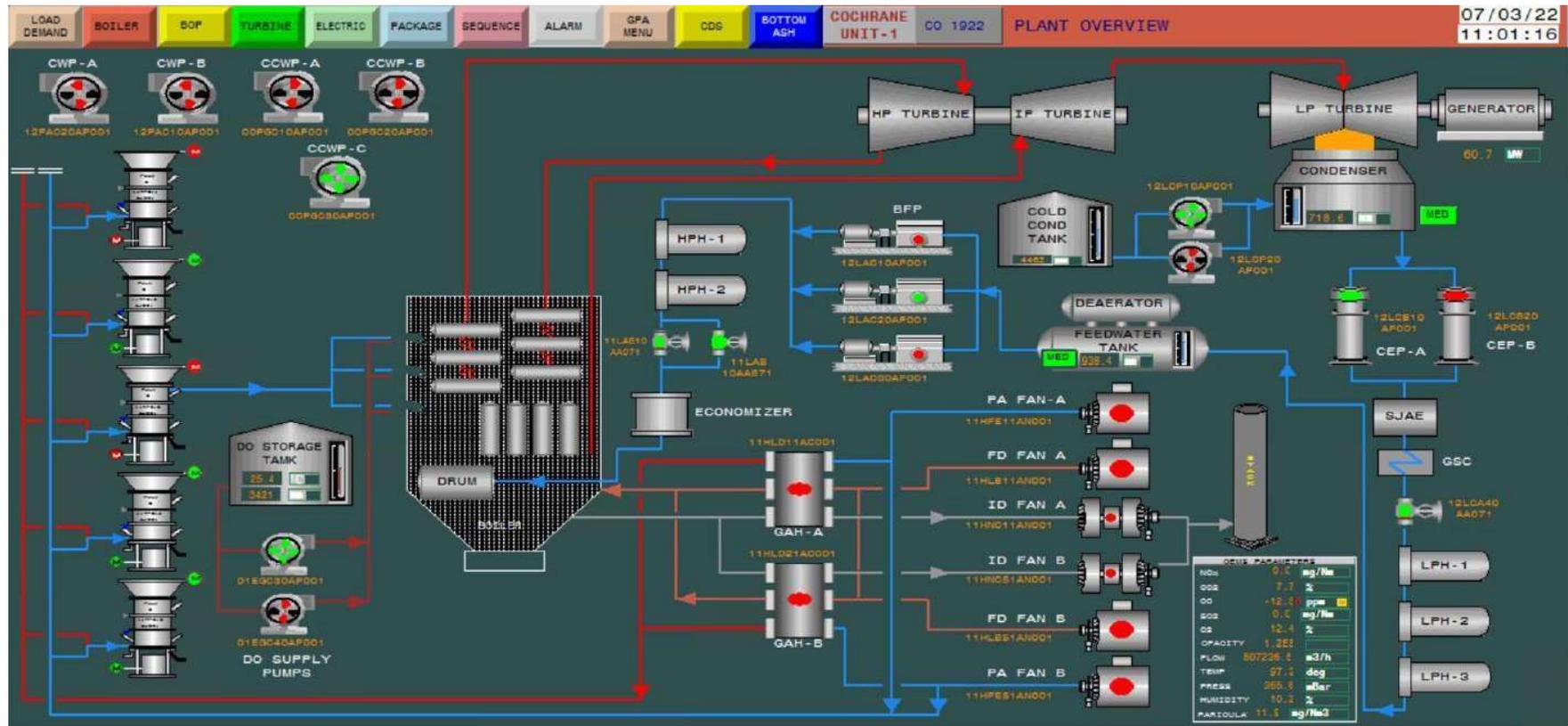


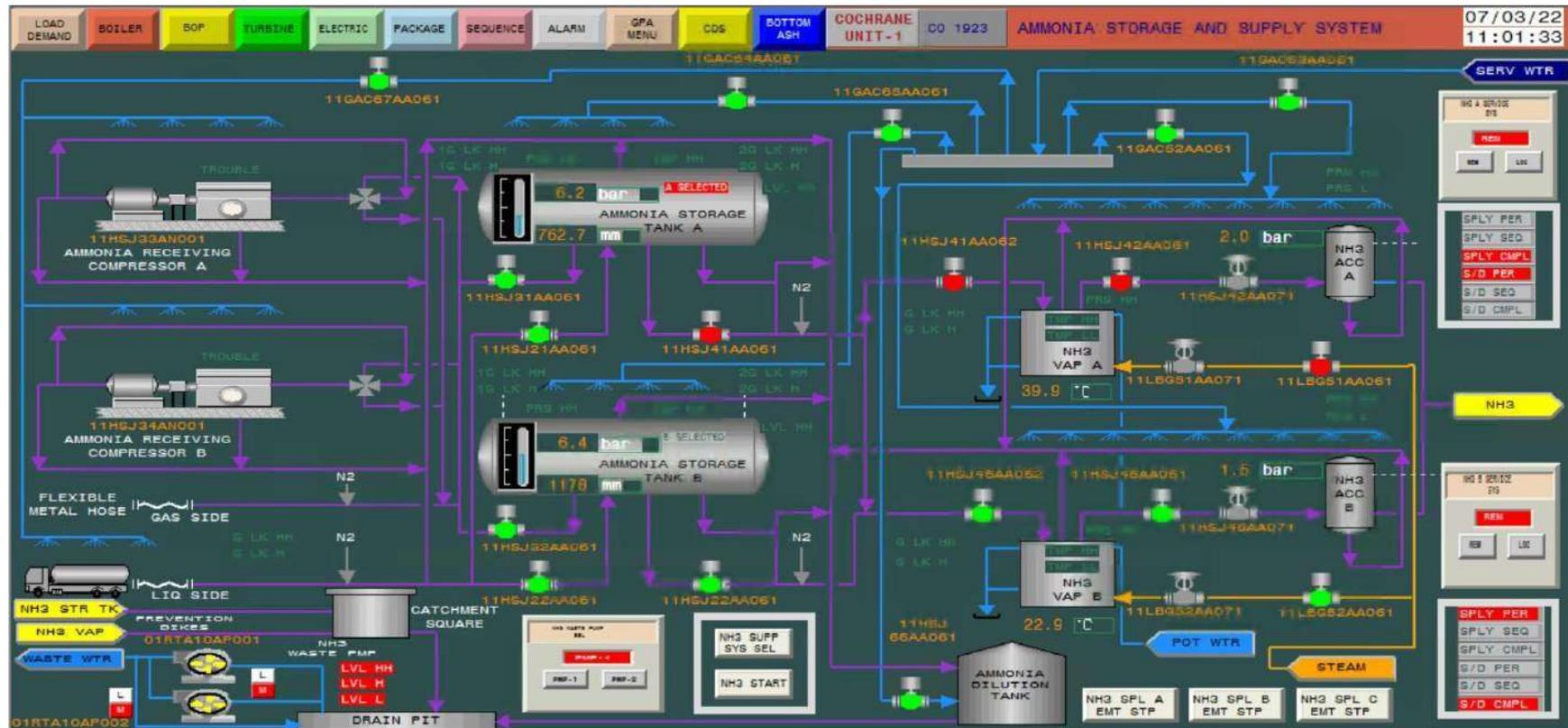


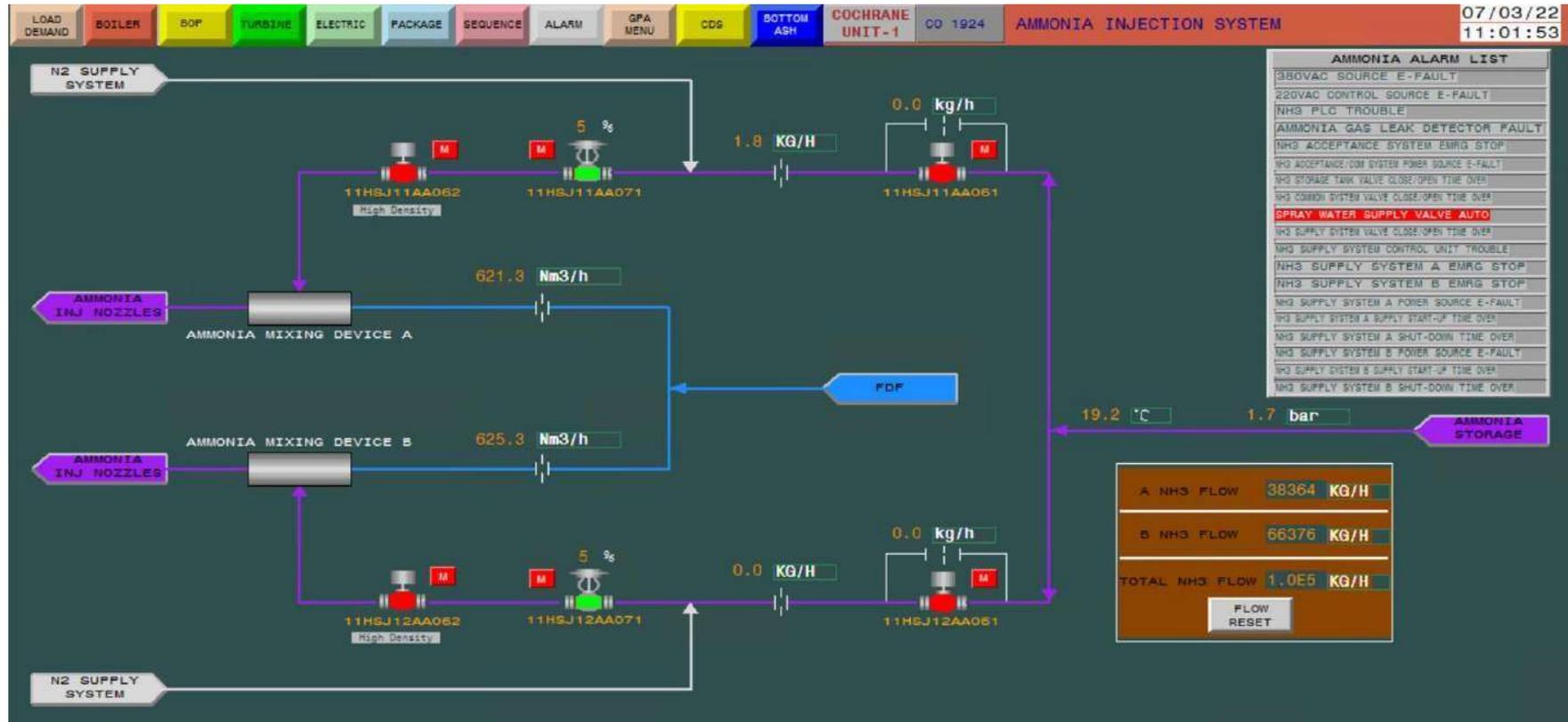


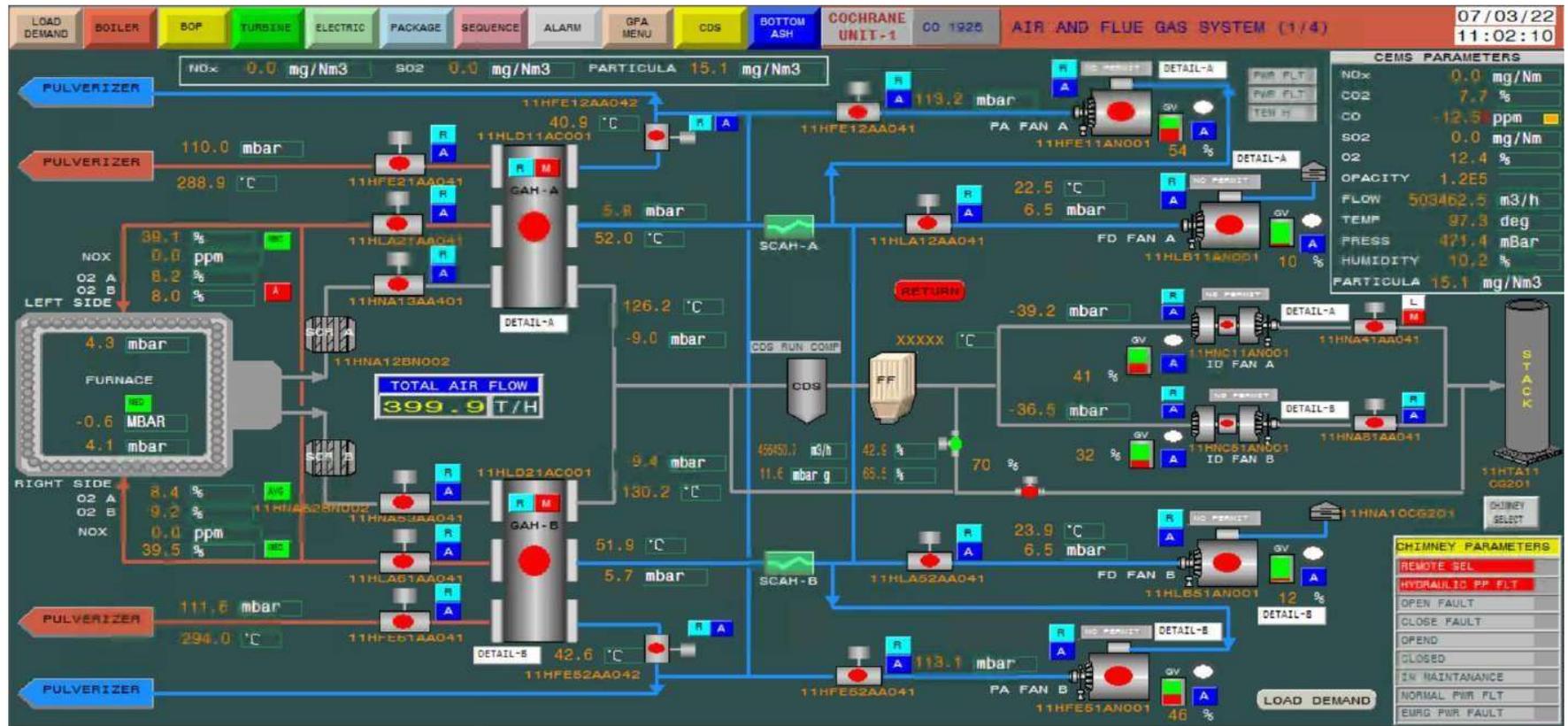


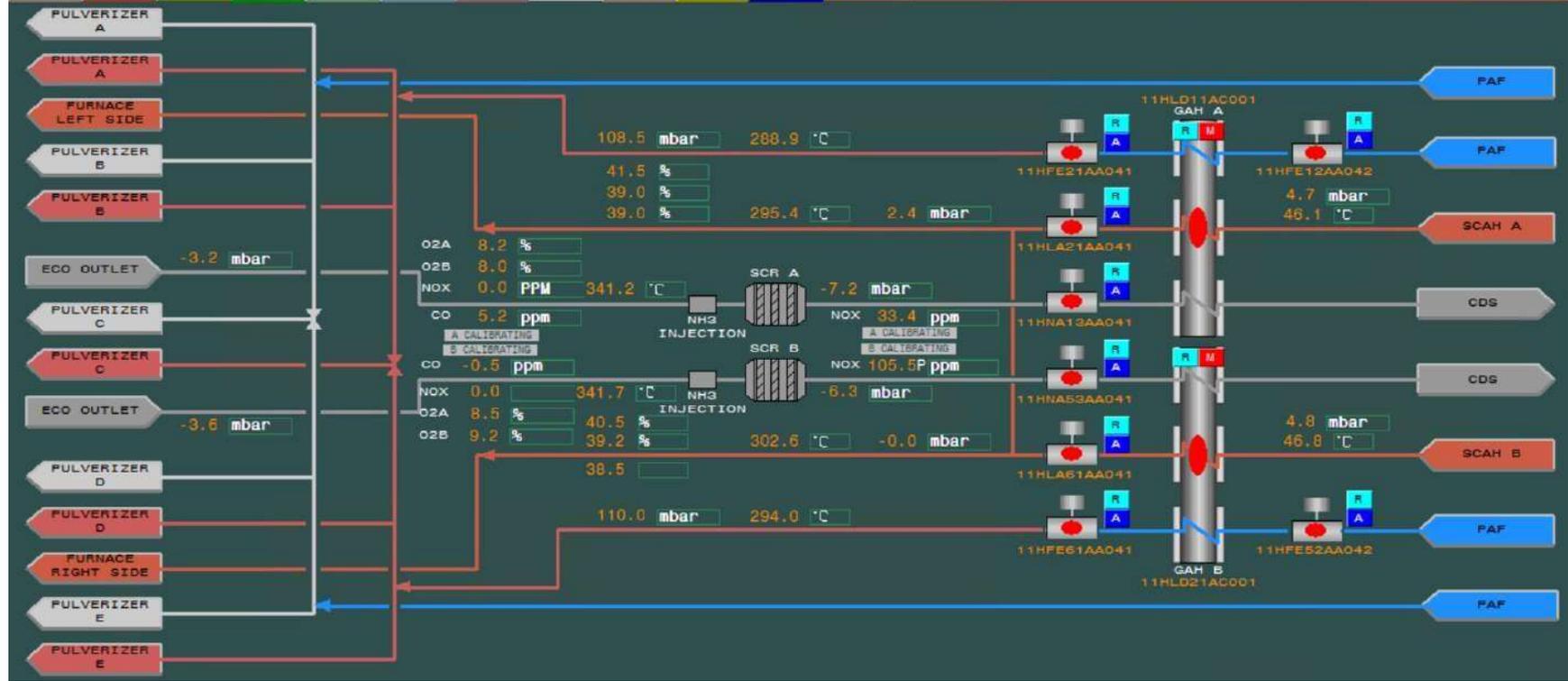


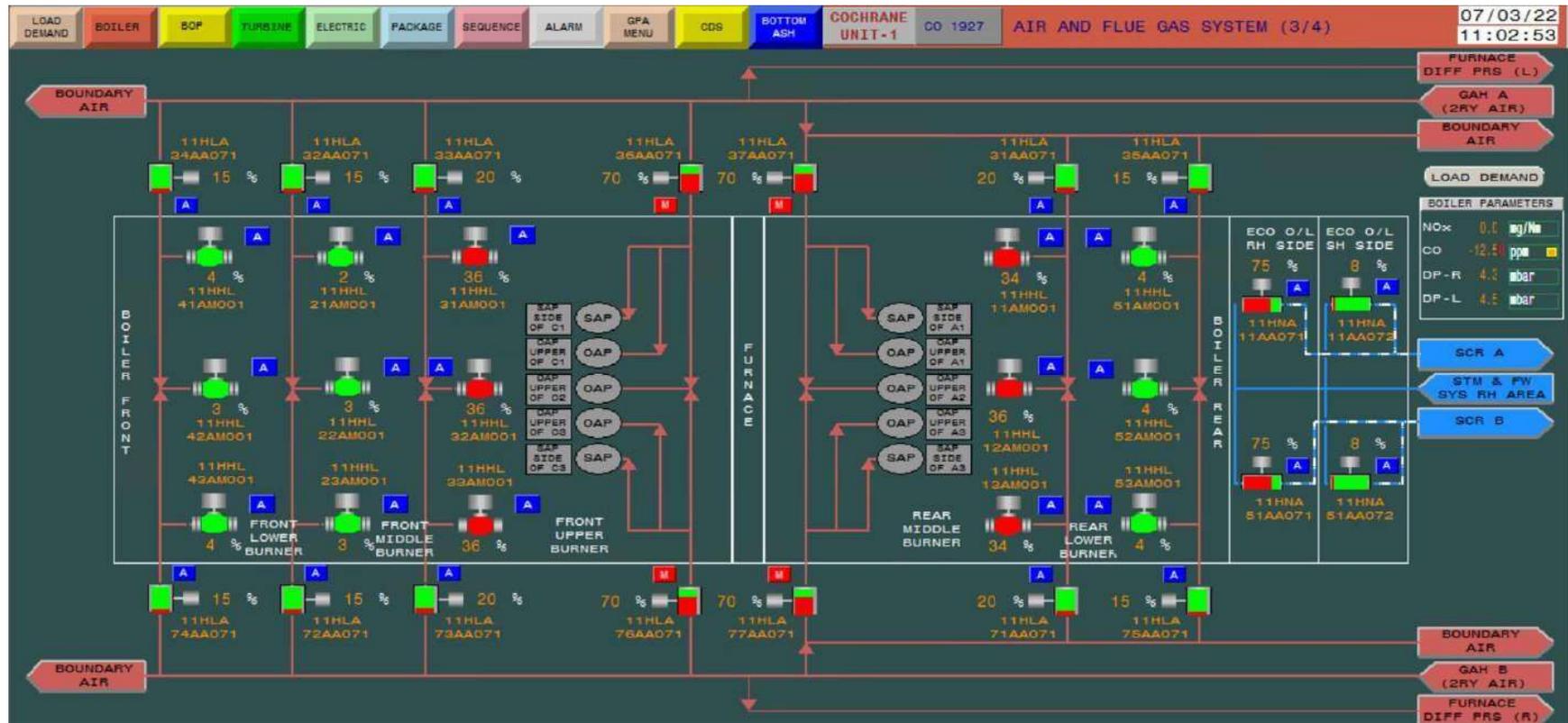


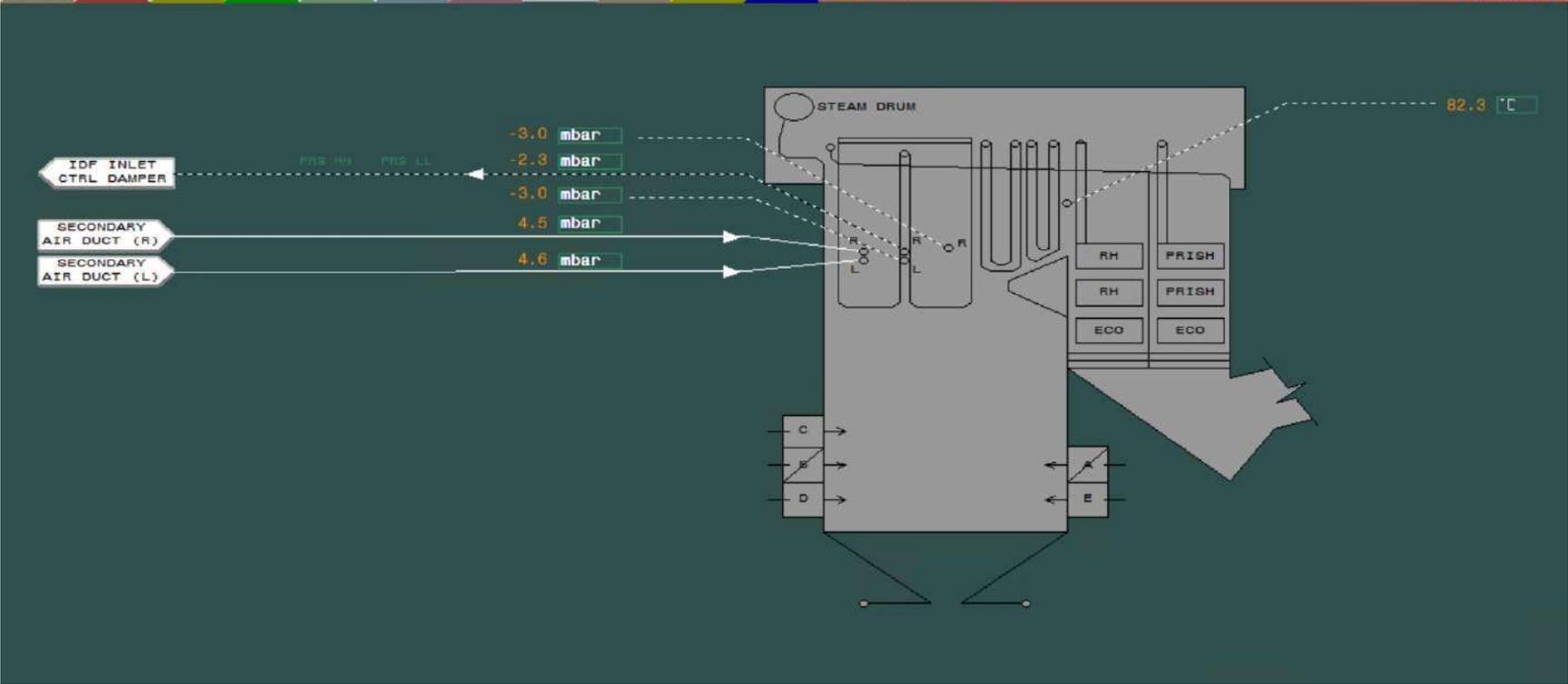


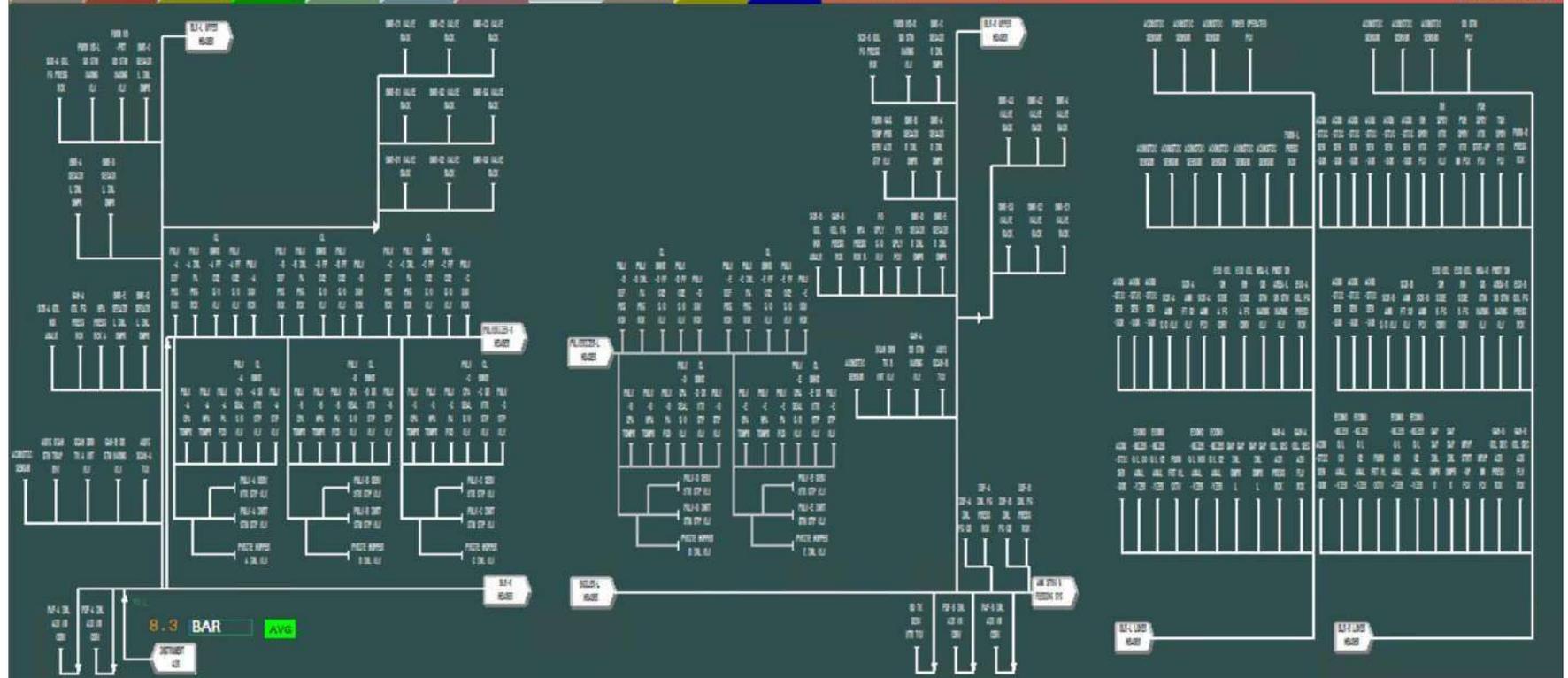


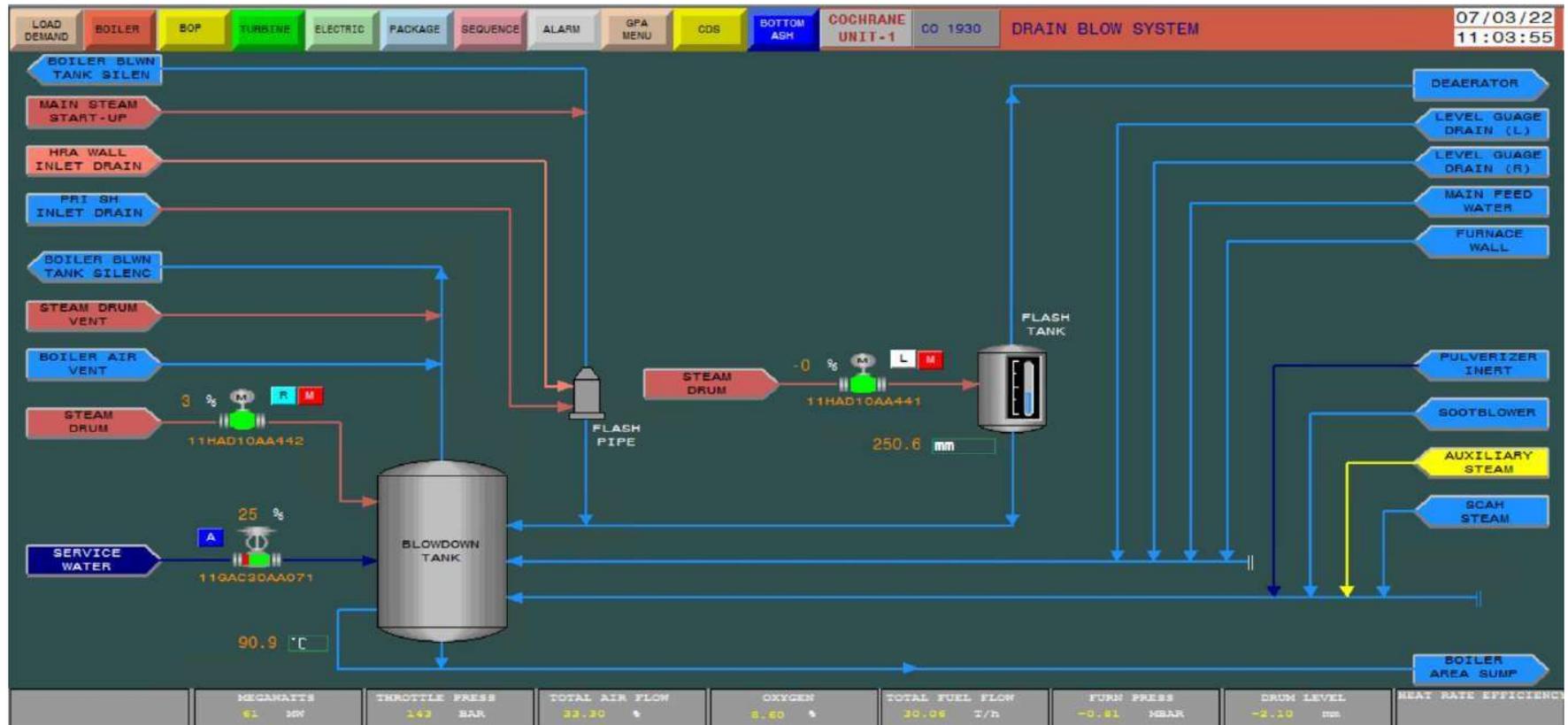


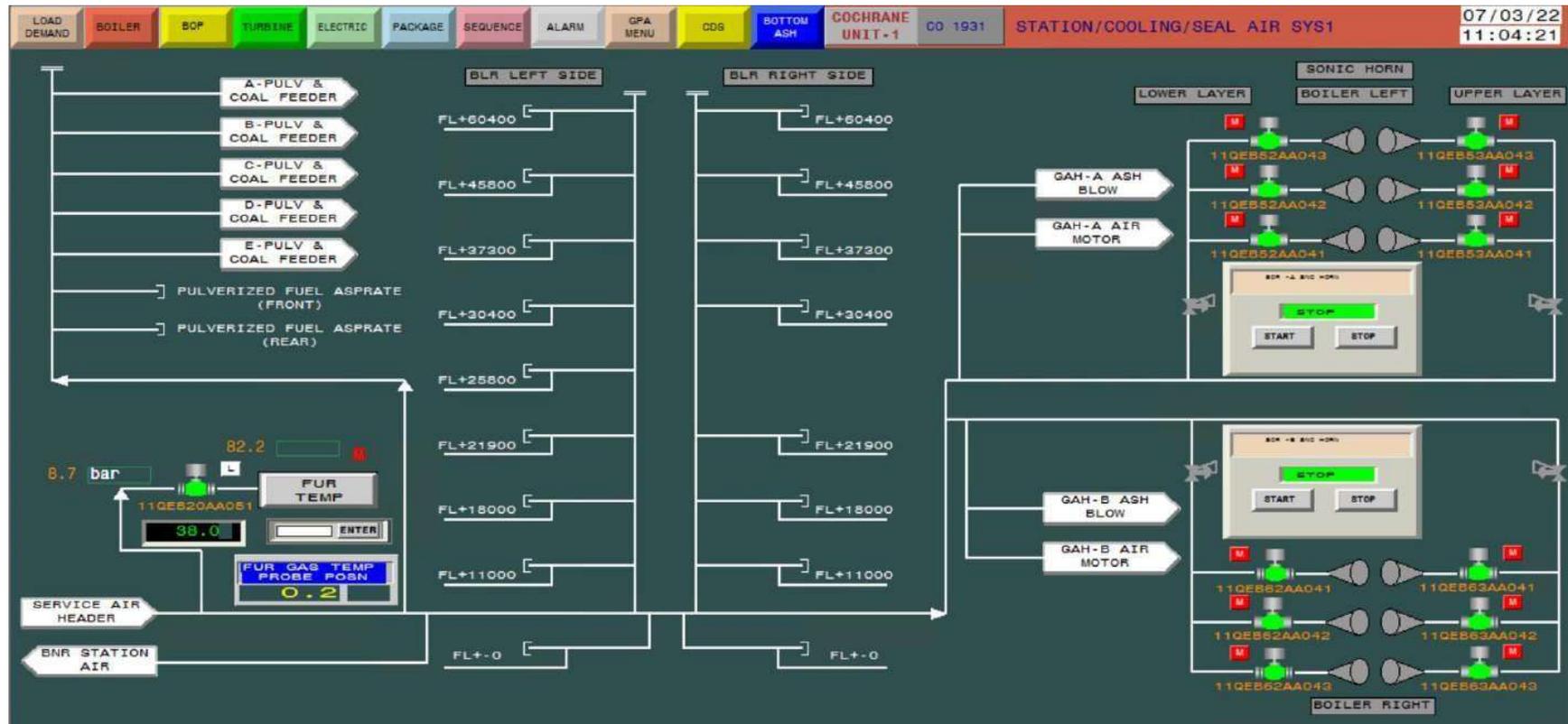


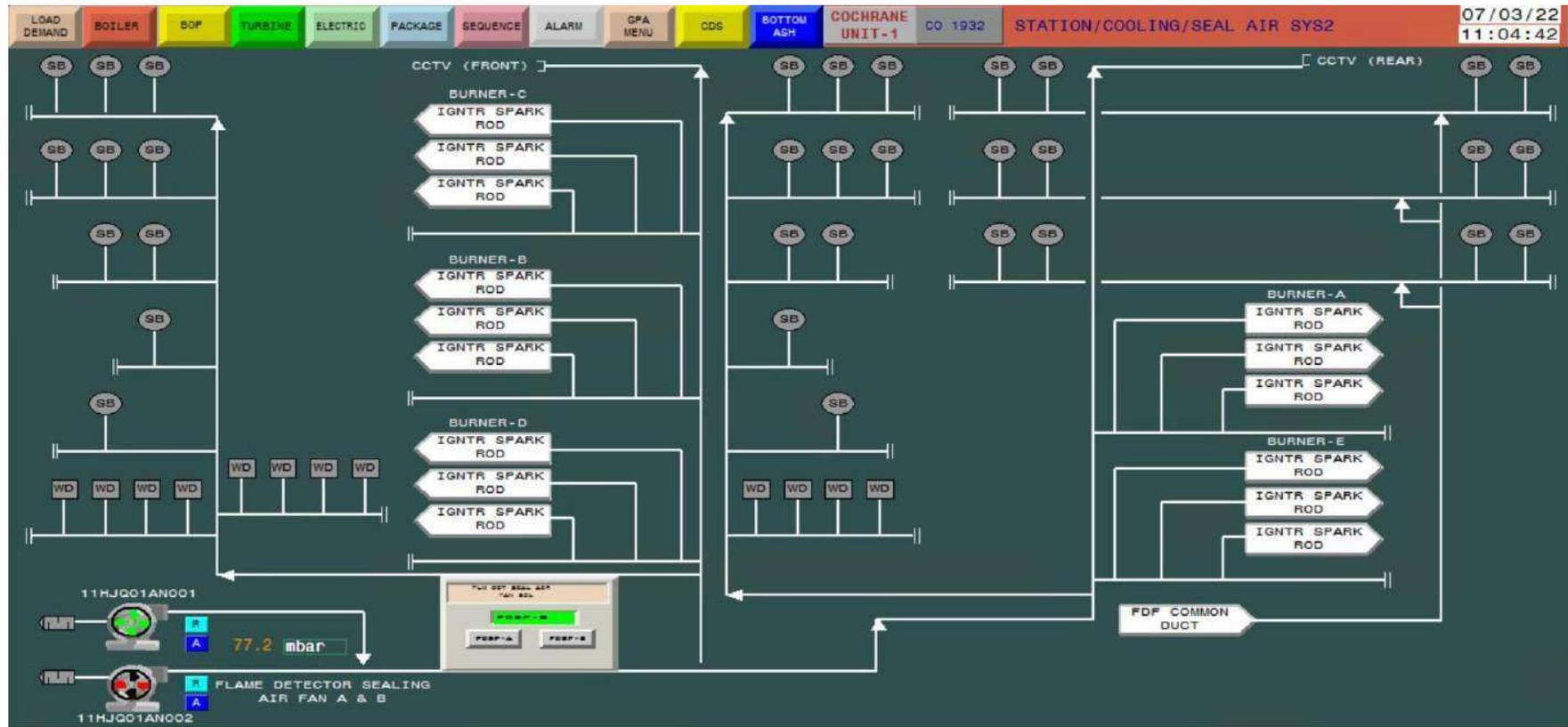


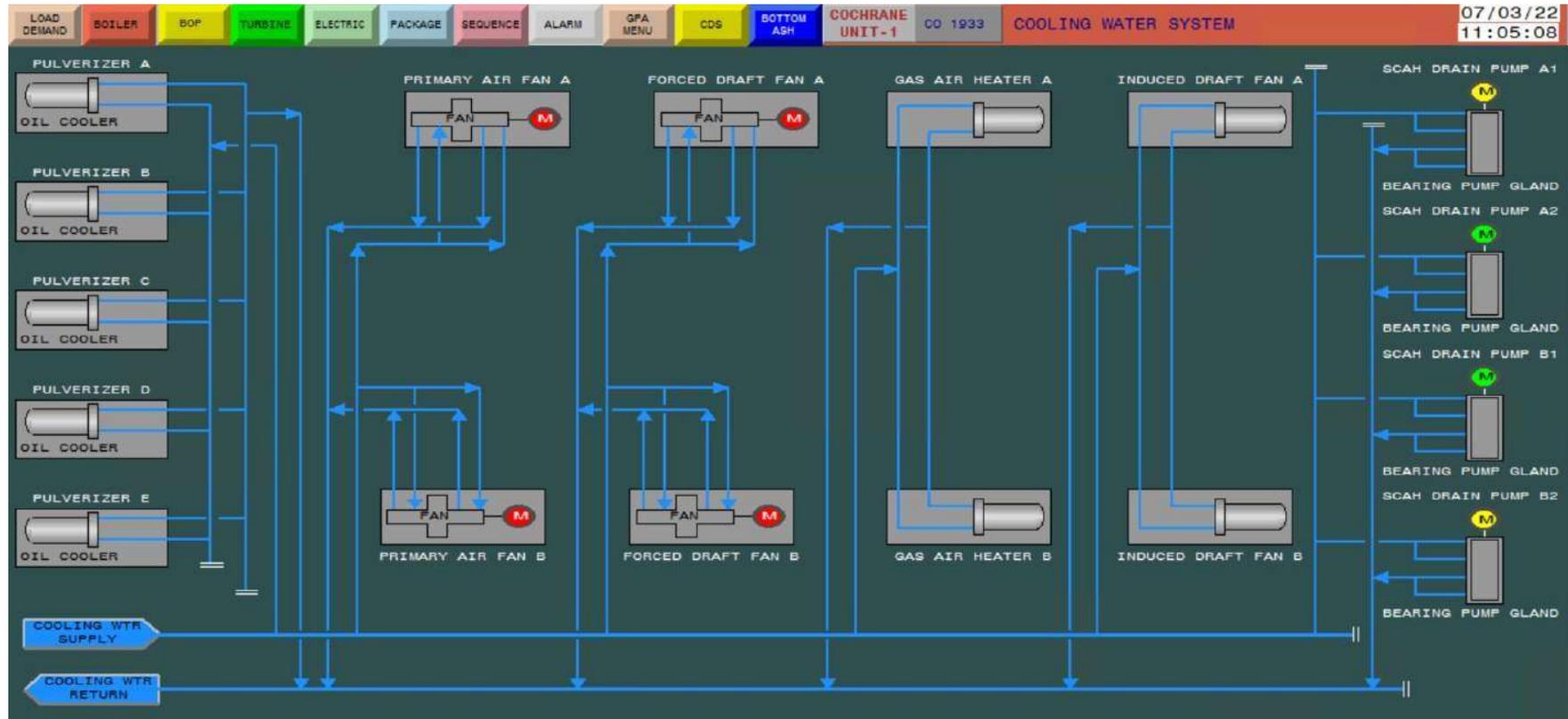


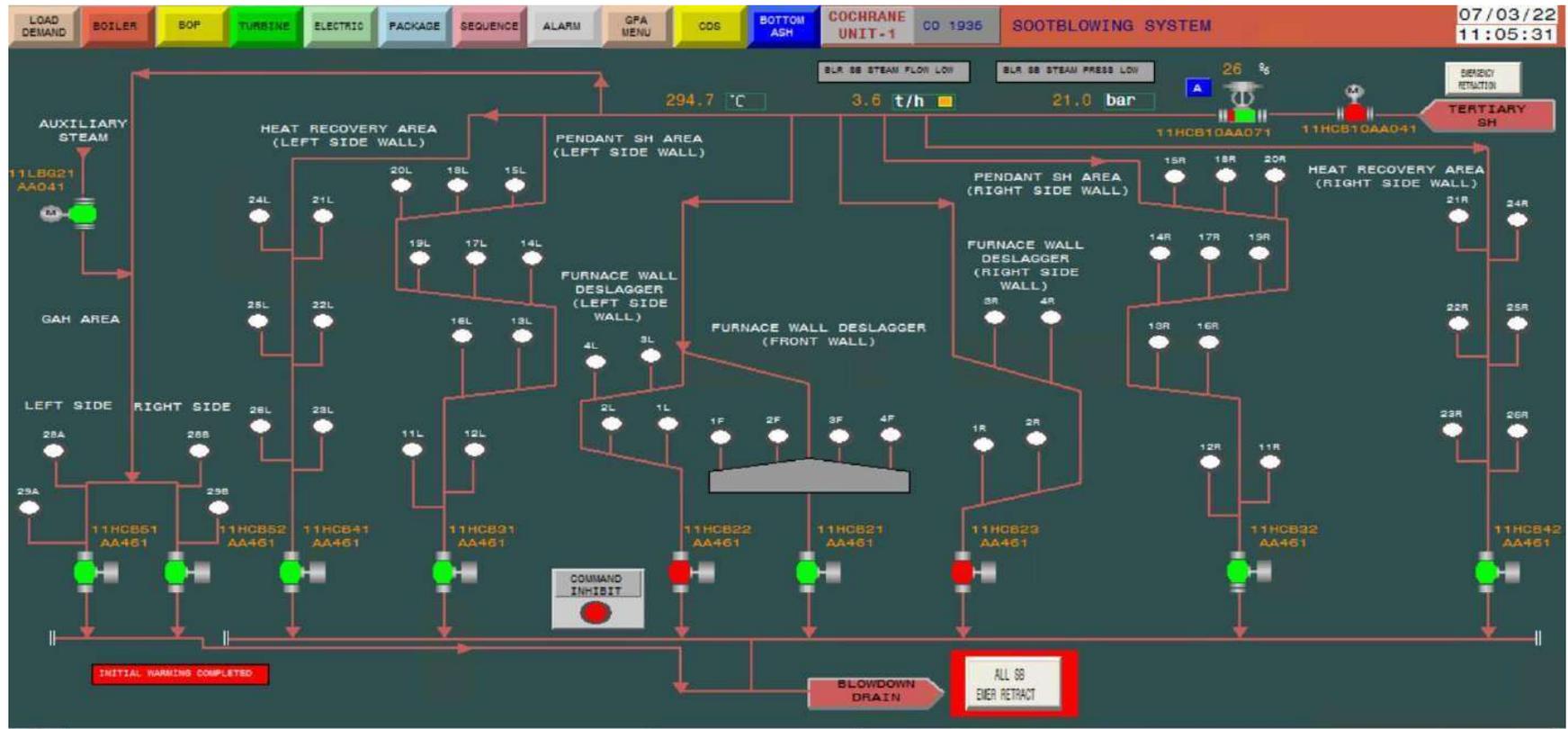












### SYSTEM MODE

**CYCLE MODE**

CYCLE MODE

INDIVIDUAL MODE

COMMISSIONING MODE

COMMAND INHIBIT

### BOILER SB

TIMER OPERATION

START

STOP

1 CYCLE OPERATION

CYC-1

CYC-2

CYC-3

CYC-4

START

STOP

### GAH SB

TIMER OPERATION

START

STOP

1 CYCLE OPERATION

CYC-1

CYC-2

CYC-3

CYC-4

START

STOP

**BOILER SB CYCLE MODE SETTINGS**

SB NO.	START TIME	1R	2R	3R	4R	1F	2F	11R	11L	12R	12L	13R	13L	14R	14L	15R	15L	16R	17R	18R	19R	20R	21R	22R	23R	24R	25R	26R
CYCLE 1	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	4	6
CYCLE 2	20:00	0	0	0	0	0	0	0	0	0	0	9	0	7	8	4	3	0	6	2	5	1	13	15	17	14	16	18
CYCLE 3	23:30	0	0	0	0	0	0	1	0	0	0	3	0	4	0	5	0	6	0	7	0	8	0	9	0	10	0	11
CYCLE 4	28:00	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	4	0	5	0	6	0	7	0	8	0	9	0

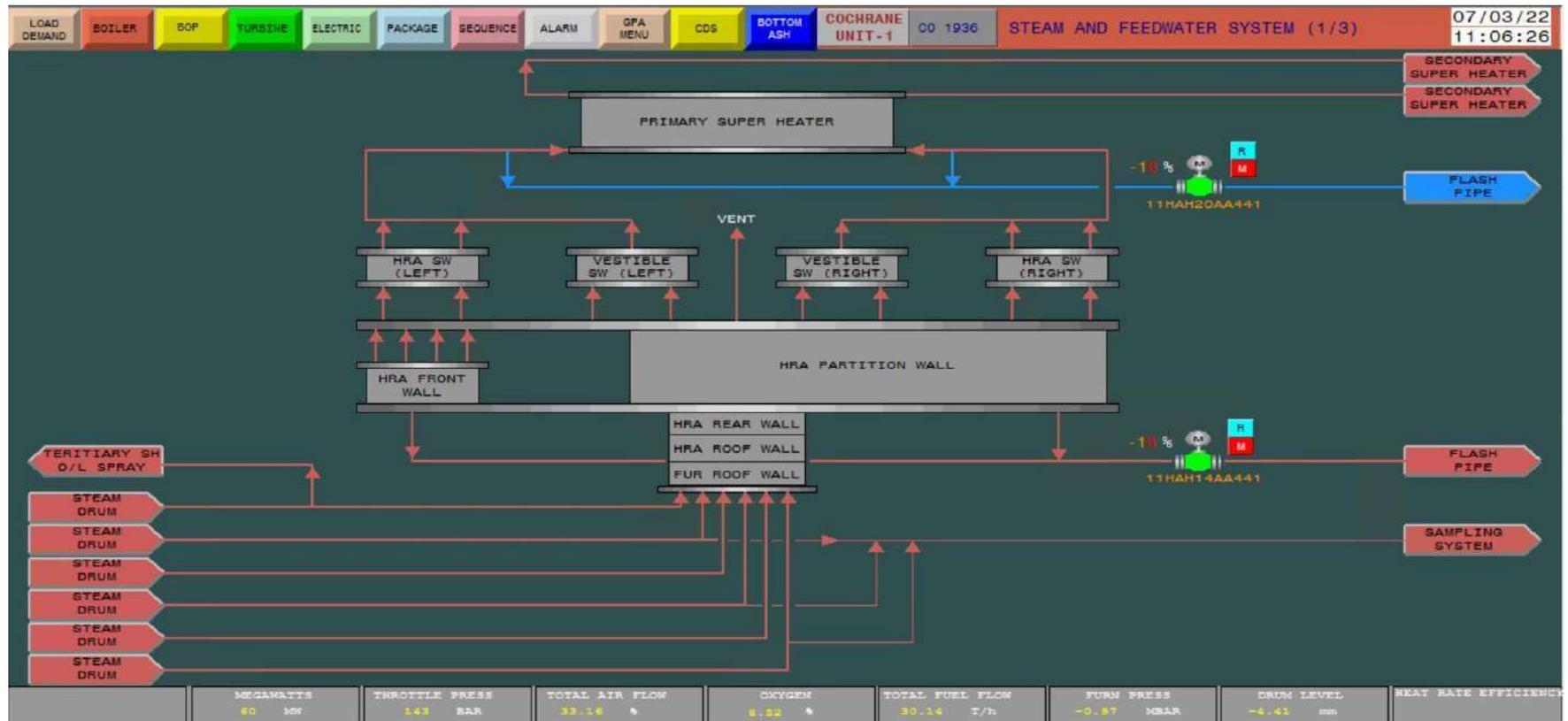
**GAH SB CYCLE MODE SETTINGS**

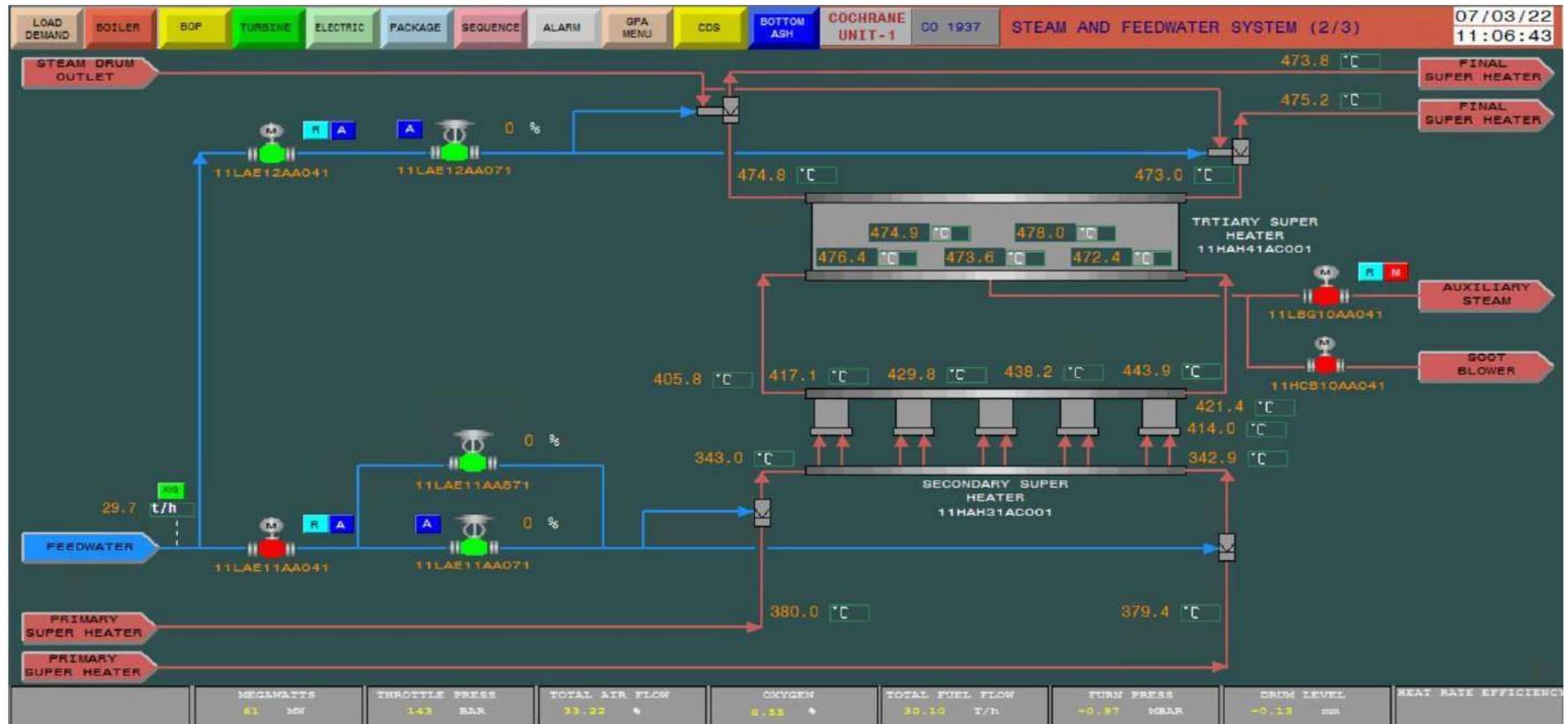
SB NO.	START TIME	28A	28B	29A	29B
CYCLE 1	12:00	1	3	2	4
CYCLE 2	4:00	0	0	1	2
CYCLE 3	0:00	1	2	0	0
CYCLE 4	99:00	0	0	0	0

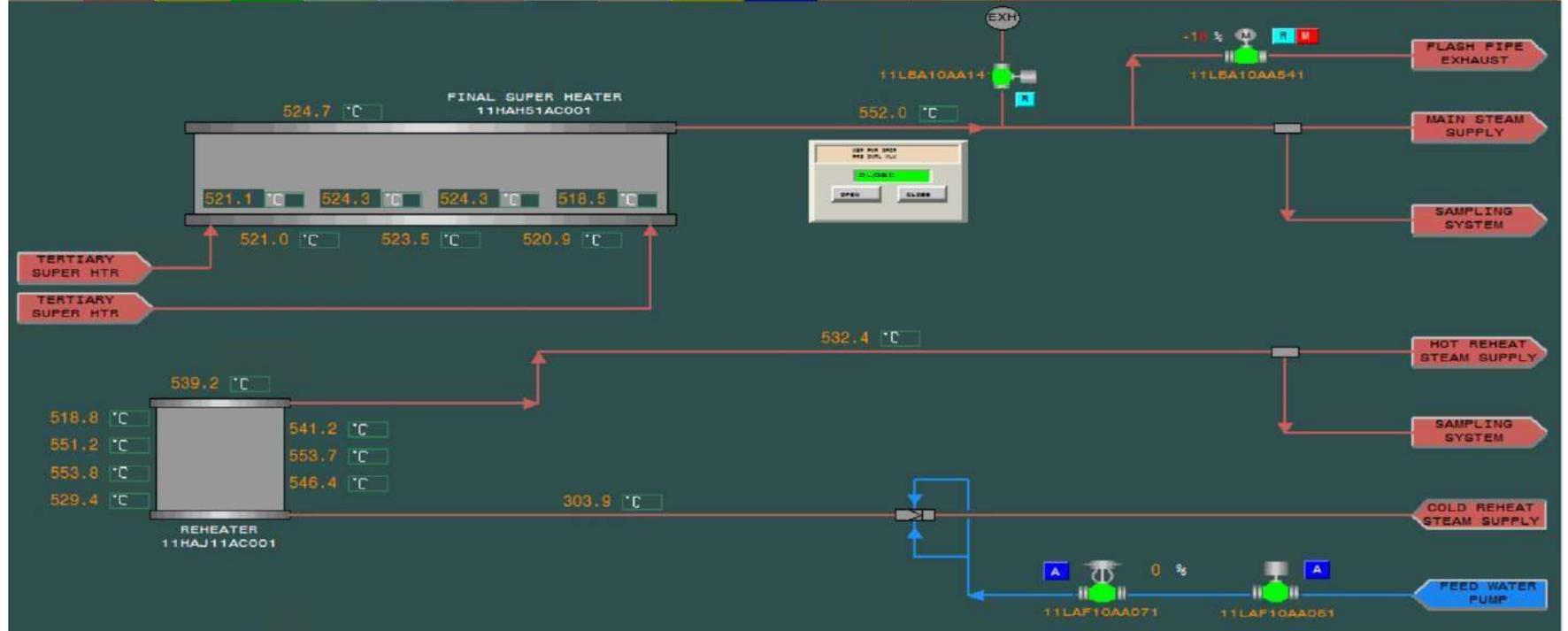
**ALARMS**

SB-CNTP BLR RHL E-FAIL	BLR SB STR PRMT NOT EST	FWD-R SB WR VLV NOT READY	FWD-L SB WR VLV NOT READY	GAH-B SB WR VLV NOT READY
SB-CNTP BLR LHL E-FAIL	GAH SB STR PRMT NOT EST	FWD-L SB WR VLV NOT READY	HRA-R SB WR VLV NOT READY	
SB-CNTP BLR RHU E-FAIL	BLR SB STEAM PRESS LOW	FWD-F SB WR VLV NOT READY	HRA-L SB WR VLV NOT READY	
SB-CNTP BLR LHU E-FAIL	BLR SB STEAM FLOW LOW	FWD-R SB WR VLV NOT READY	GAH-A SB WR VLV NOT READY	

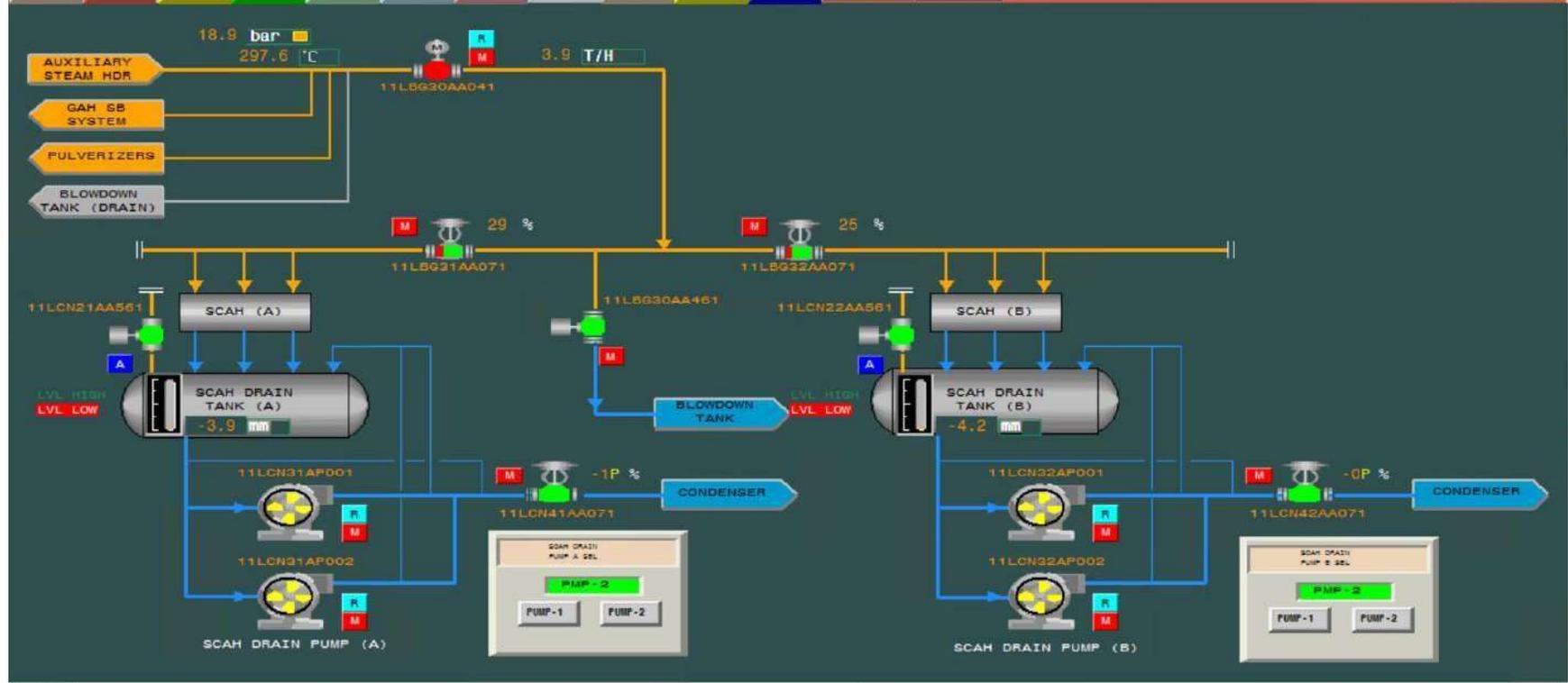
MEGAWATTS	THRUSTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FCRM PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
60 MW	143 BAR	33.20 %	2.26 %	30.09 T/h	-0.69 MBAR	-5.64 mm	

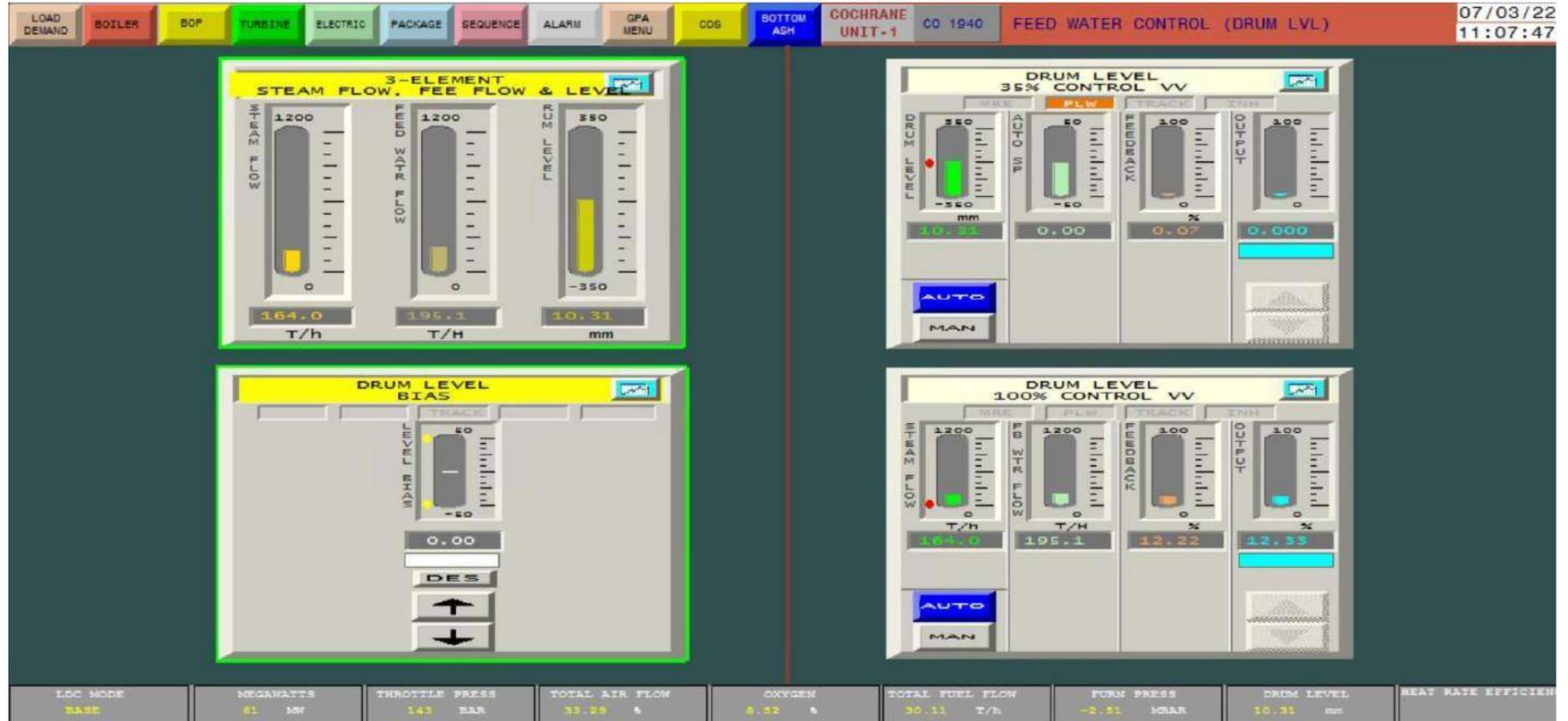






MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
61.10%	1.43 BAR	33.36 %	8.53 %	30.13 T/h	-2.33 MBAR	-0.63 mm	





**FURN PRESS MASTER**

MURR: 100, -100, 0, 100, -0.54  
 SPHE: 50, -50, 0, 50, 0.000  
 TRACK: 100, 0, 100, 29.17  
 TCO: 100, 0, 100

AUTO, MAN, ↑, ↓

**ID #A ID FAN-A 11HCN11AN001**

IMREQ: 100, -100, 0, 100, 35.79  
 SPHE: 50, -50, 0, 50, -4.20  
 TRACK: 100, 0, 100, 47.29  
 TCO: 100, 0, 100, 39.99

AUTO, MAN, ↑, ↓

**ID #B ID FAN-B 11HCN51AN001**

IMREQ: 100, -100, 0, 100, 35.79  
 SPHE: 50, -50, 0, 50, -4.20  
 TRACK: 100, 0, 100, 55.14  
 TCO: 100, 0, 100, 31.59

AUTO, MAN, ↑, ↓

**SECONDARY AIR MASTER**

IMREQ: 100, -100, 0, 100, 13.09  
 SPHE: 50, -50, 0, 50, 1.100  
 TRACK: 100, 0, 100, 33.21  
 TCO: 100, 0, 100, 10.87

AUTO, MAN, ↑, ↓

**FD #A FD FAN-A 11HLE11AN001**

IMREQ: 100, -100, 0, 100, -0.12  
 SPHE: 50, -50, 0, 50, 1.100  
 TRACK: 100, 0, 100, 9.585  
 TCO: 100, 0, 100, 9.772

AUTO, MAN, ↑, ↓

**FD #B FD FAN-B 11HLE51AN001**

IMREQ: 100, -100, 0, 100, -0.12  
 SPHE: 50, -50, 0, 50, 1.100  
 TRACK: 100, 0, 100, 11.83  
 TCO: 100, 0, 100, 11.97

AUTO, MAN, ↑, ↓

LDC MODE BASE	MEGANATTS 61 MK	THRITTLE PRESS 1.43 BAR	TOTAL AIR FLOW 23.09 %	OKYGEN 8.25 %	TOTAL FUEL FLOW 20.04 T/h	FURN PRESS -0.94 MBAR	DRUM LEVEL 13.79 mm	HEAT RATE EFFICIENCY
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### PRIMARY AIR MASTER

LEADERSHIP: 49.23  
 FUEL: 0.000  
 TRACK: 0.000  
 STAGE: 49.23

AUTO  
 MAN

### OXYGEN CONTROL

LEADERSHIP: 0.000  
 FUEL: 9.235  
 TRACK: 0.000  
 STAGE: 1.000

AUTO  
 MAN

### #A PA FAN-A GV CTL 11HF611A001

LEADERSHIP: 49.23  
 FUEL: -4.50  
 TRACK: 76.50  
 STAGE: 53.70

AUTO  
 MAN

### #B PA FAN-B GV CTL 11HF611A001

LEADERSHIP: 49.23  
 FUEL: -4.50  
 TRACK: 81.49  
 STAGE: 44.70

AUTO  
 MAN

LOAD DEMAND

FUEL OIL MASTER CONTROL

0.002 0.002

AUTO MAN

FUEL MASTER CONTROL

30.09 30.09

AUTO MAN

BTU CONTROL

0.389 30.09 0.985

AUTO MAN

#A COAL FLOW - A CONTROL

15.36 0.000 15.36 15.36

AUTO MAN DES ↑ ↓

#B COAL FLOW - B CONTROL

15.36 0.000 0.000

AUTO MAN DES ↑ ↓

FUEL OIL FLOW CONTROL

16.00 16.00

AUTO MAN

PULV MASTER CONTROL

30.00 0.000 15.36

AUTO MAN

#C COAL FLOW - C CONTROL

15.36 0.000 15.39 15.36

AUTO MAN DES ↑ ↓

#D COAL FLOW - D CONTROL

15.36 0.000 0.000 0.000

AUTO MAN DES ↑ ↓

#E COAL FLOW - E CONTROL

15.36 0.000 0.000 0.000

AUTO MAN DES ↑ ↓

LOC MODE	MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
BASE	60 MW	1.43 BAR	33.32 t/h	8.36 %	30.12 T/h	-0.83 MBAR	-6.77 mm	



LOC MODE	MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
BASE	60 MW	1.43 BAR	33.19 %	8.32 %	30.07 T/h	-0.83 MBAR	-8.34 mm	

**RH O/L TEMP CONTROL  
RH/SH GAS DAMPER**

500 100 100 100  
 DEGR 532.5 554.0 -3E-6 90.89  
 DEB  
 ↑  
 ↓

**RH O/L TEMP CONTROL  
RH SPRAY C/V**

500 100 100 100  
 DEGR 532.5 554.0 74.98 0.000  
 AUTO  
 MAN

**RH GAS DAMPER B SIDE  
CONTROL**

500 100 100 100  
 DEGR 532.5 554.0 -0.04 90.89  
 AUTO  
 MAN

**RH/SH GAS DAMPER  
POSITION BIAS**

100  
 DEGR 0.000  
 DES  
 ↑  
 ↓

**SH GAS DAMPER A SIDE  
CONTROL**

500 100 100 100  
 DEGR 532.5 554.0 8.850 9.107  
 AUTO  
 MAN

**SH GAS DAMPER B SIDE  
CONTROL**

500 100 100 100  
 DEGR 532.5 554.0 7.706 9.107  
 AUTO  
 MAN

**RH O/L TEMP CONTROL  
RH SPRAY C/V**

500 100 100 100  
 DEGR 532.5 1.000 174.0 0.000  
 AUTO  
 MAN

EDC MODE BASE	MEGAWATTS #1 MW	THRUSTLE PRESS 2.43 BAR	TOTAL AIR FLOW 33.25 %	OXYGEN 8.54 %	TOTAL FUEL FLOW 30.08 T/H	FURN PRESS -0.36 MBAR	DRUM LEVEL -0.87 mm	HEAT RATE EFFICIENCY
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#A PULV-A HOT PA TEMP CONTROL

FINE 67.99 FULV 68.00 TRACER 47.81 SNV 47.70

AUTO DES UP DN MAN

#B PULV-B HOT PA TEMP CONTROL

FINE 44.34 FULV 66.00 TRACER -0.10 SNV 0.000

AUTO DES UP DN MAN

#C PULV-C HOT PA TEMP CONTROL

FINE 66.05 FULV 69.00 TRACER 44.69 SNV 44.53

AUTO DES UP DN MAN

#A PULV-A COLD PA TEMP CONTROL

FINE 67.08 FULV 66.00 TRACER 52.06 SNV 52.29

AUTO DES UP DN MAN

#B PULV-B COLD PA TEMP CONTROL

FINE 44.34 FULV 66.00 TRACER -0.06 SNV 0.000

AUTO DES UP DN MAN

#C PULV-C COLD PA TEMP CONTROL

FINE 66.05 FULV 69.00 TRACER 55.63 SNV 55.47

AUTO DES UP DN MAN

LDC MODE BASE	MEGAWATTS 81 MW	THROTTLE PRESS 1.43 BAR	TOTAL AIR FLOW 33.04 t/h	OXYGEN 8.54 %	TOTAL FUEL FLOW 30.13 T/h	FURN PRESS -0.52 MSAR	DRUM LEVEL -2.54 mm	HEAT RATE EFFICIENCY
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#D PULV-D HOT PA TEMP CONTROL

52.40 69.50 0.017 0.000

AUTO MAN

#E PULV-E HOT PA TEMP CONTROL

16.25 70.00 0.276 0.000

AUTO MAN

#D PULV-D COLD PA TEMP CONTROL

52.40 69.50 0.208 0.000

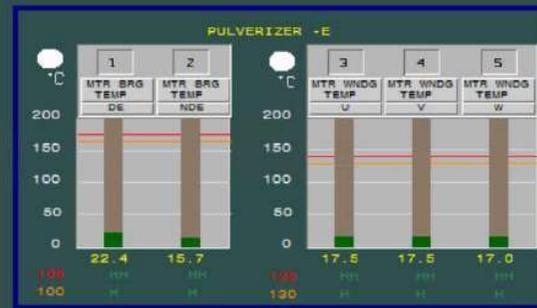
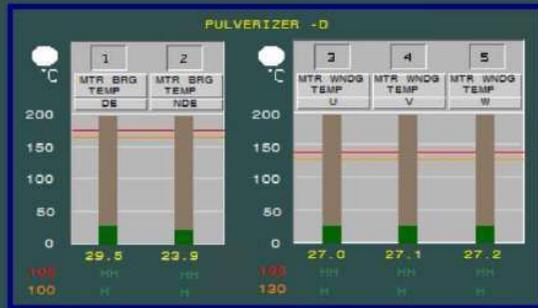
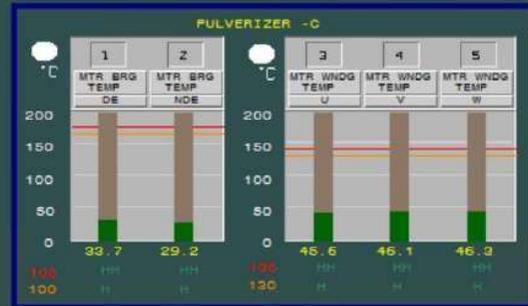
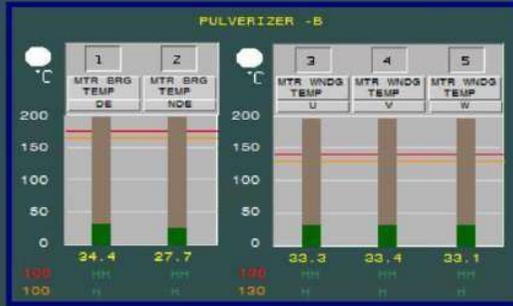
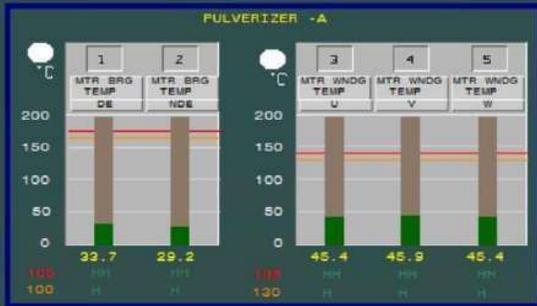
AUTO MAN

#E PULV-E COLD PA TEMP CONTROL

16.25 70.00 0.146 0.000

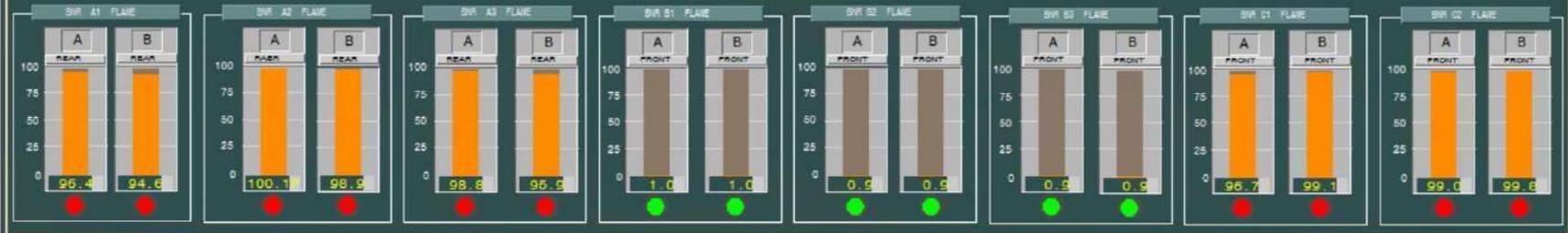
AUTO MAN

LDC MODE BASE	MEGAWATTS 61 MW	THROTTLE PRESS 1.43 BAR	TOTAL AIR FLOW 33.13 %	OXYGEN 8.57 %	TOTAL FUEL FLOW 30.08 T/H	FURN PRESS -0.37 MBAR	DRUM LEVEL -0.11 MM	HEAT RATE EFFICIENCY
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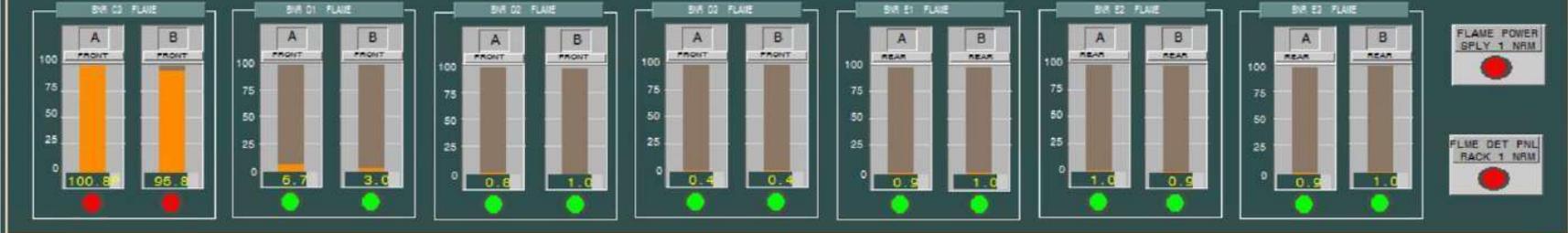


- COAL -A- ELEVATION
- COAL -B- ELEVATION
- COAL -C- ELEVATION
- COAL -D- ELEVATION
- COAL -E- ELEVATION

FLAME



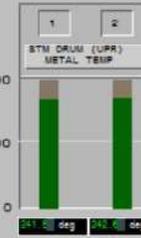
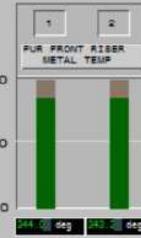
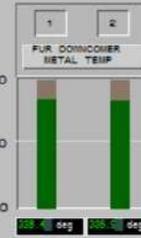
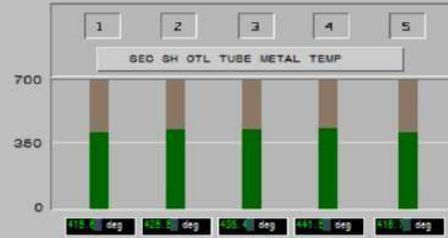
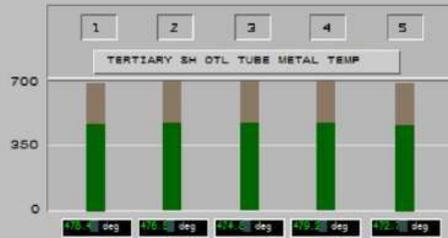
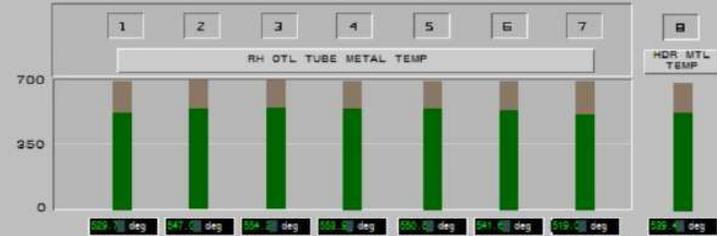
FLAME



FLAME POWER SPLY 1 NRM

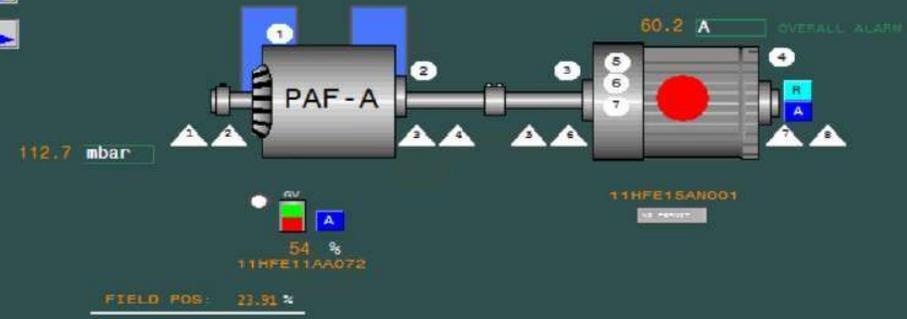
FLAME DET FNL BACK 1 NRM

### METAL TEMPERATURE



MEGAWATTS 61 MW	THROTTLE PRESS 143 BAR	TOTAL AIR FLOW 23.08 %	OXYGEN 8.50 %	TOTAL FUEL FLOW 30.13 T/H	FURN PRESS -0.21 PSIA	DRUM LEVEL -2.23 mm	HEAT RATE EFFICIENCY
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START UP SEQUENCE  
SHUT DOWN SEQUENCE  
RETURN

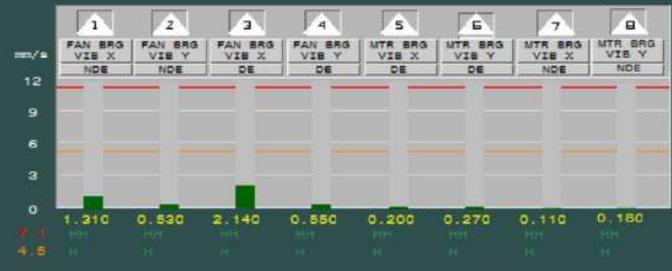
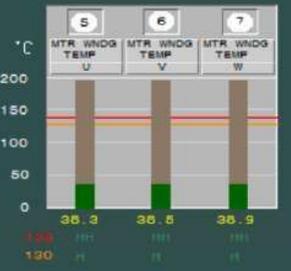
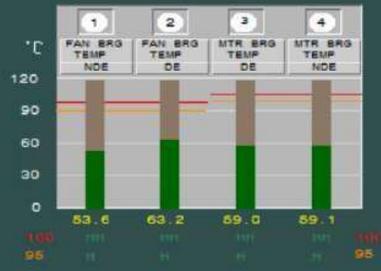


PA FAN-A LOCAL SOUND MGR

MUSIC

START STOP

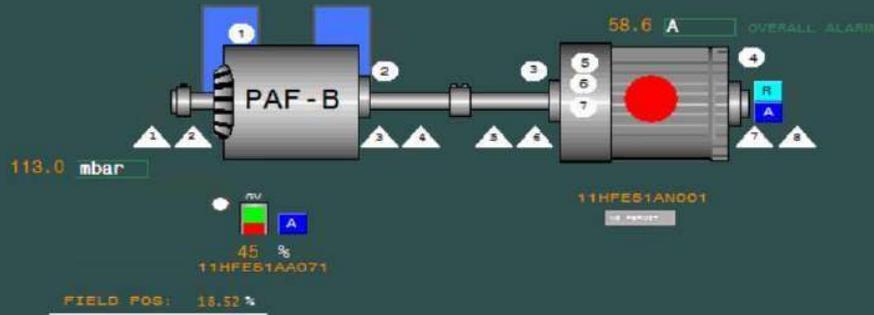
- LOAD DEMAND
- GAS AIR HEATER - A
  - GAS AIR HEATER - B
  - ID FAN-A DETAIL
  - ID FAN-B DETAIL
  - FD FAN-A DETAIL
  - FD FAN-B DETAIL
  - PA FAN-A DETAIL
  - PA FAN-B DETAIL



START UP SEQUENCE ▶

SHUT DOWN SEQUENCE ▶

RETURN



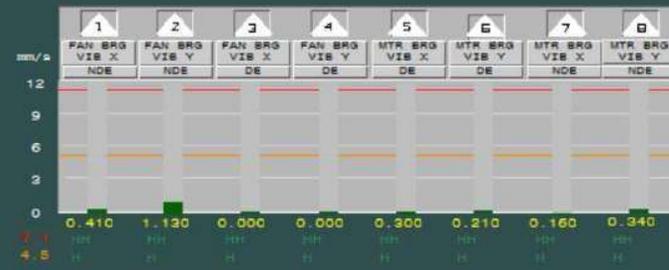
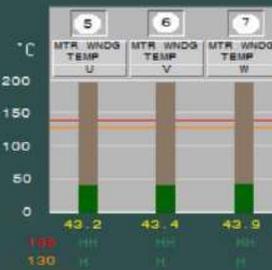
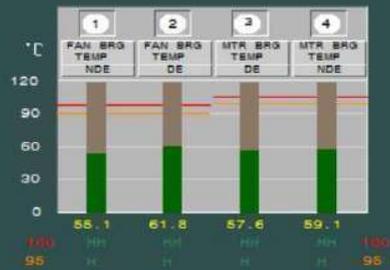
PA FAN-B LOCAL SOUND RES

METER

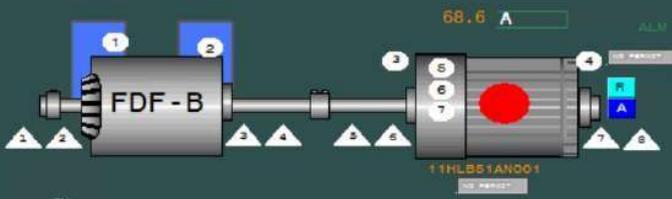
START STOP

LOAD DEMAND

- GAS AIR HEATER-A ▶
- GAS AIR HEATER-B ▶
- ID FAN-A DETAIL ▶
- ID FAN-B DETAIL ▶
- FD FAN-A DETAIL ▶
- FD FAN-B DETAIL ▶
- PA FAN-A DETAIL ▶
- PA FAN-B DETAIL ▶



START UP SEQUENCE  
SHUT DOWN SEQUENCE  
RETURN



FD FAN-B LOCAL SOUND REQ

STOP

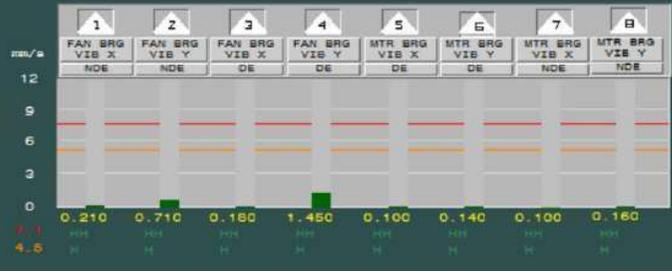
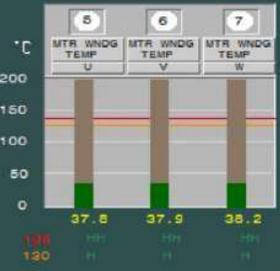
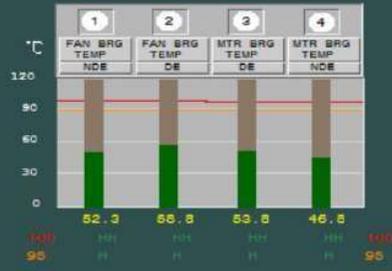
START STOP

- LOAD DEMAND
- GAS AIR HEATER-A
  - GAS AIR HEATER-B
  - ID FAN-A DETAIL
  - ID FAN-B DETAIL
  - FD FAN-A DETAIL
  - FD FAN-B DETAIL
  - PA FAN-A DETAIL
  - PA FAN-B DETAIL

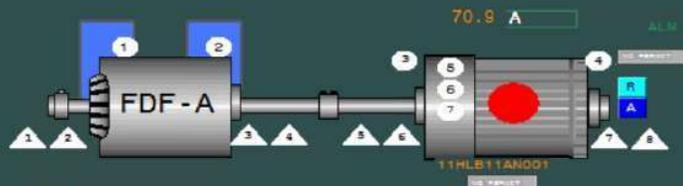
6.7 mbar  
23.8 °C

12 %  
11HLB20AA071

FIELD POS: 22.03 %



START UP SEQUENCE  
 SHUT DOWN SEQUENCE  
 RETURN



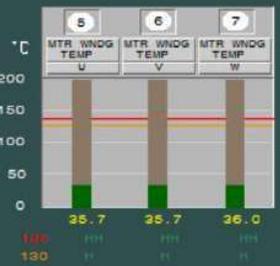
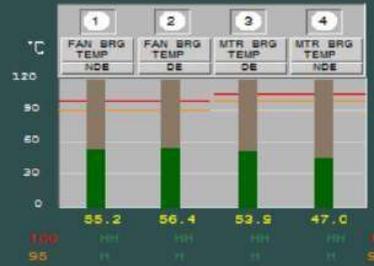
70.9 A

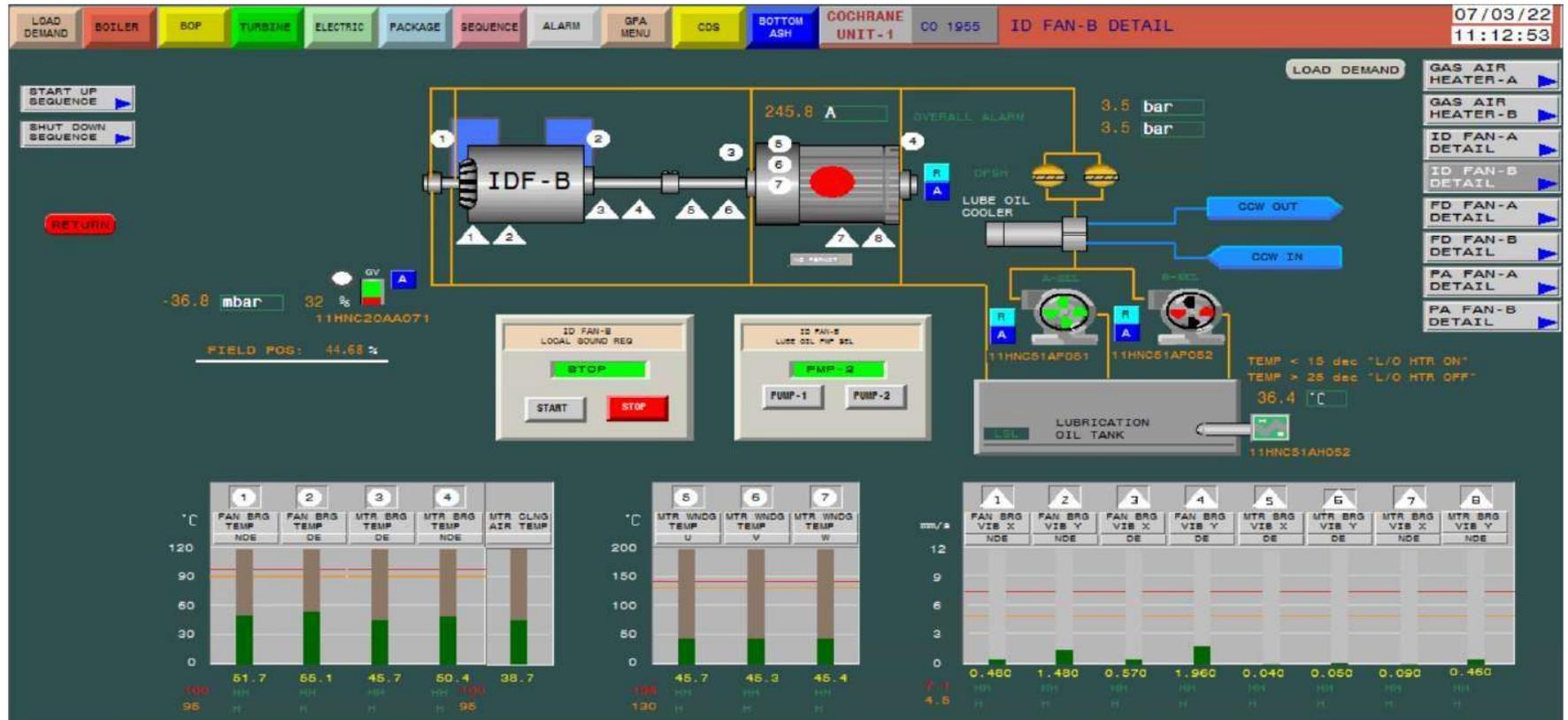
6.2 mbar  
 22.2 °C  
 10 %  
 11HLB10AA071

FIELD POS: 19.28 %



- GAS AIR HEATER-A
- GAS AIR HEATER-B
- ID FAN-A DETAIL
- ID FAN-B DETAIL
- FD FAN-A DETAIL
- FD FAN-B DETAIL
- FA FAN-A DETAIL
- FA FAN-B DETAIL





START UP SEQUENCE ▶

SHUT DOWN SEQUENCE ▶

RETURN

244.3 A

3.7 bar  
3.6 bar

39.9 °C

LOAD DEMAND

- GAS AIR HEATER-A ▶
- GAS AIR HEATER-B ▶
- ID FAN-A DETAIL ▶
- ID FAN-B DETAIL ▶
- FD FAN-A DETAIL ▶
- FD FAN-B DETAIL ▶
- PA FAN-A DETAIL ▶
- PA FAN-B DETAIL ▶

GV A

40 %

11HNC10AA071

FIELD POS: 51.78 %

ID FAN-A LOCAL SOUND REQ

STOP

START STOP

ID FAN-A LUBE OIL PUMP SEL

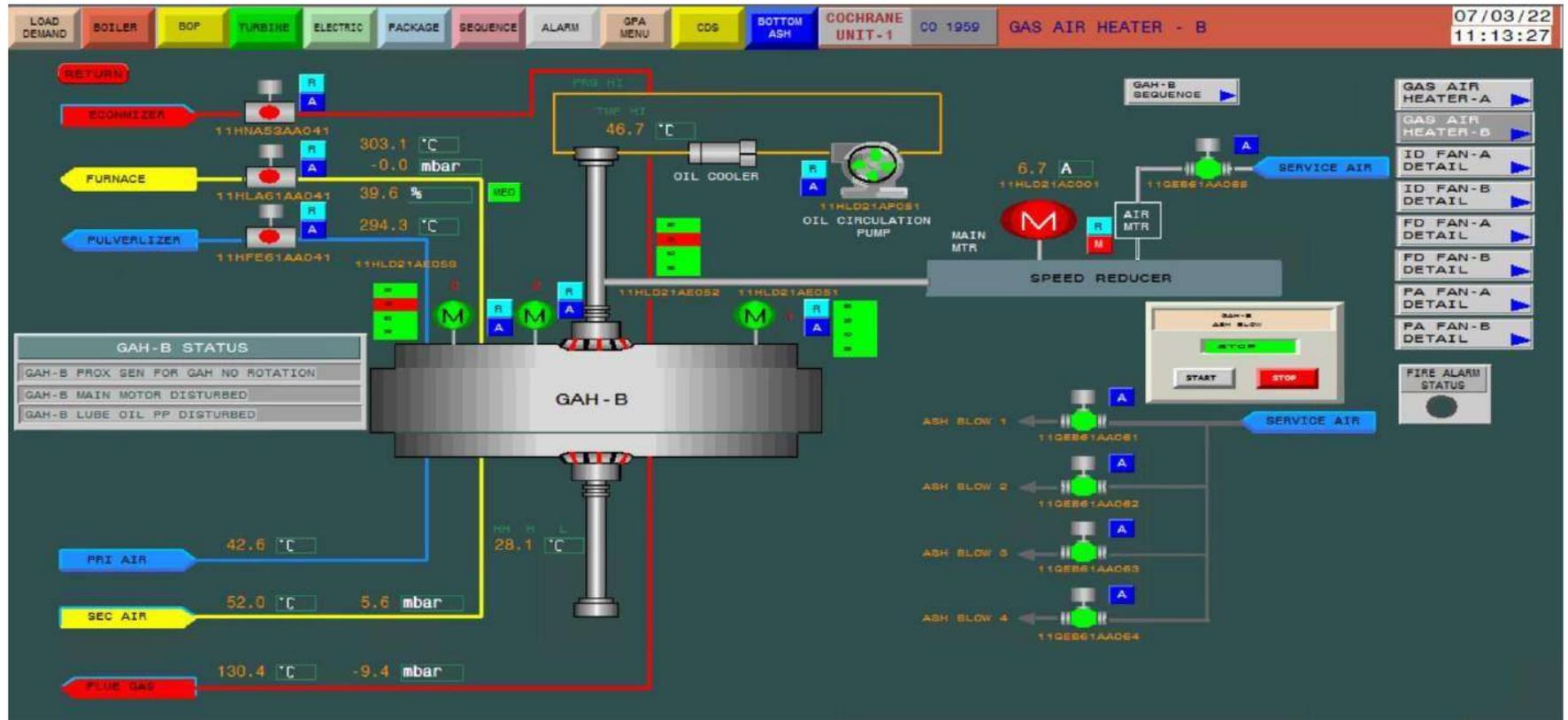
PUMP-2

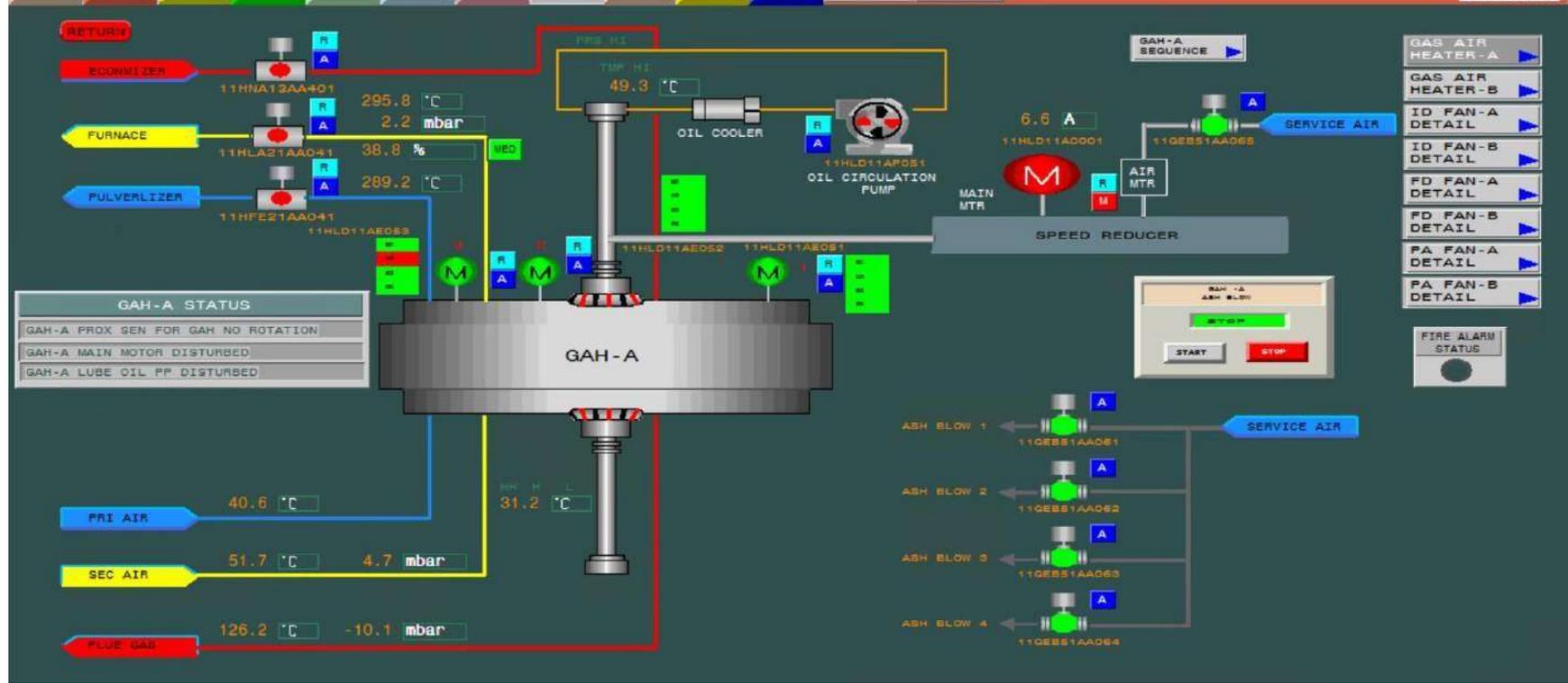
PUMP-1 PUMP-2

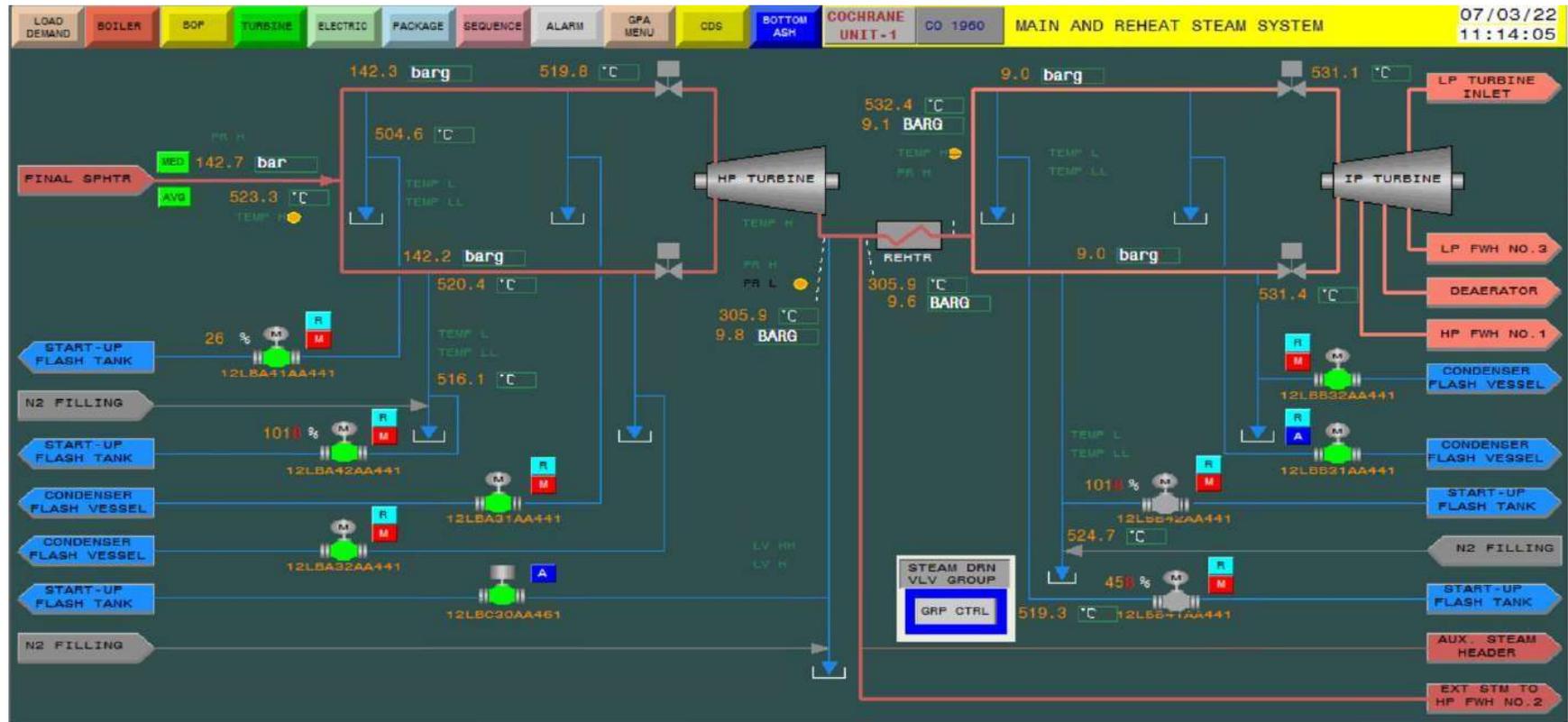
1	2	3	4	5
FAN BRG TEMP NDE	FAN BRG TEMP DE	MTR BRG TEMP DE	MTR BRG TEMP NDE	MTR CLING AIR TEMP
54.6	62.2	59.0	52.2	37.5
100 HH	HH	HH	HH	100 HH
95 H	H	H	H	95 H

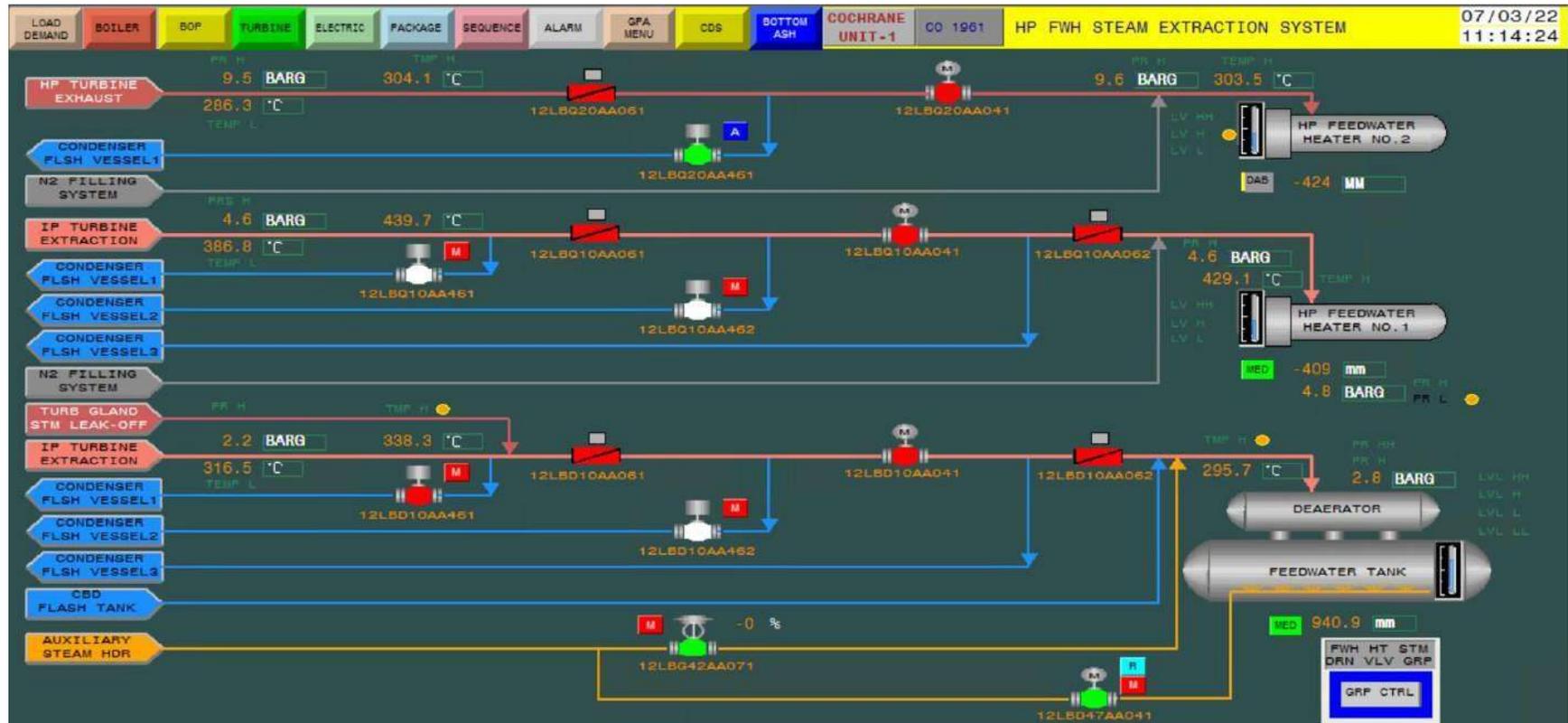
5	6	7
MTR WNDG TEMP U	MTR WNDG TEMP V	MTR WNDG TEMP W
46.3	44.5	44.4
150 HH	HH	HH
130 H	H	H

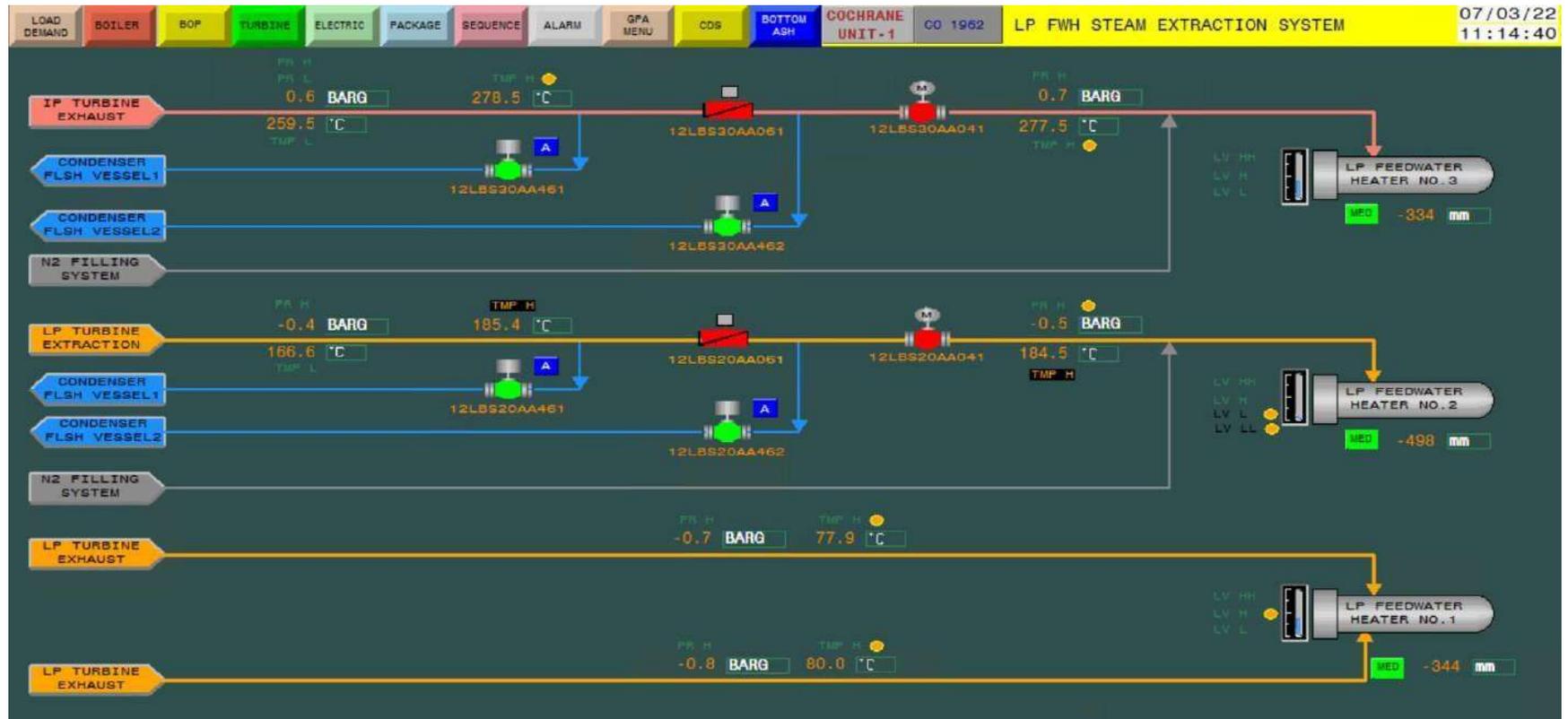
1	2	3	4	5	6	7	8
FAN BRG VIS X NDE	FAN BRG VIS Y NDE	FAN BRG VIS X DE	FAN BRG VIS Y DE	MTR BRG VIS X DE	MTR BRG VIS Y DE	MTR BRG VIS X NDE	MTR BRG VIS Y NDE
0.080	0.330	0.870	0.050	0.380	0.080	0.080	0.400
7.1 HH	HH	HH	HH	HH	HH	HH	HH
4.5 H	H	H	H	H	H	H	H

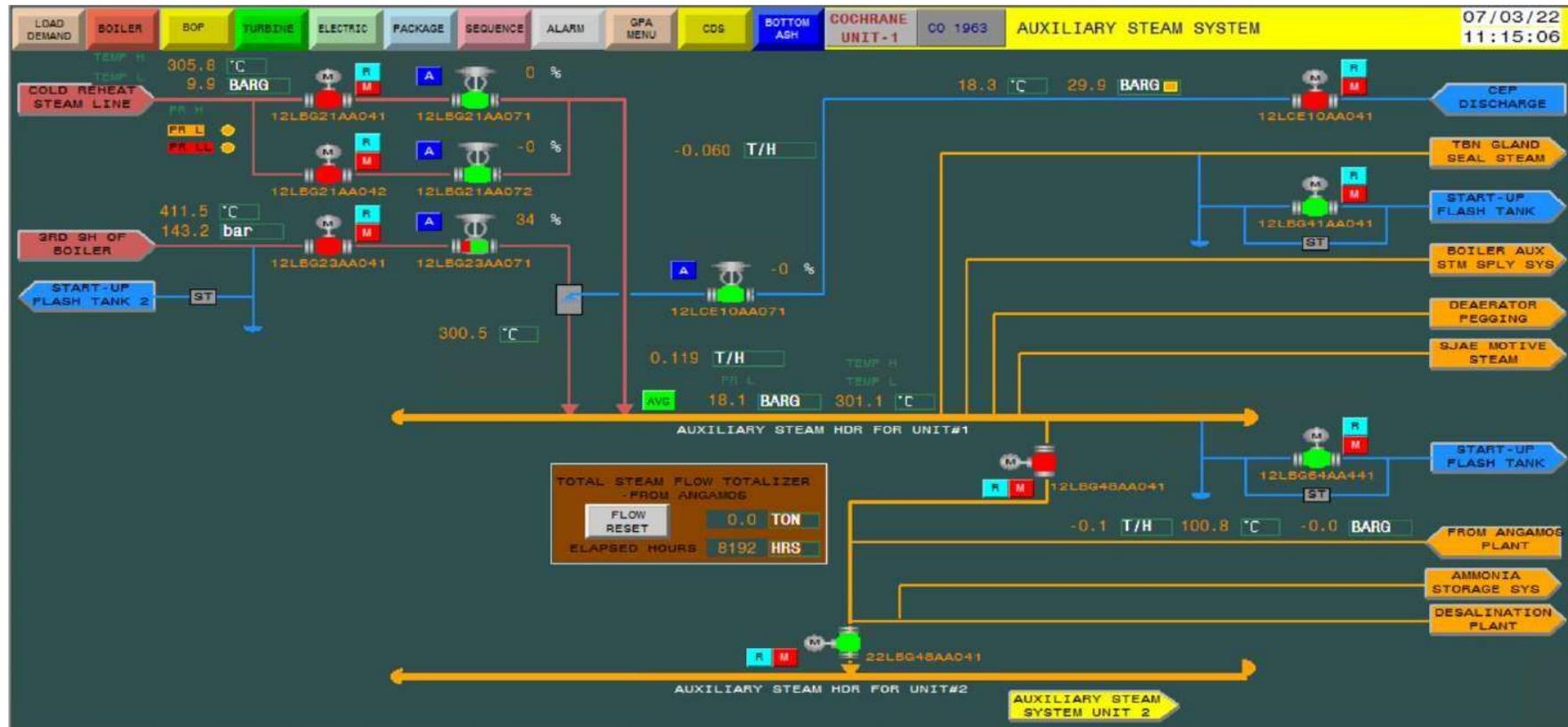


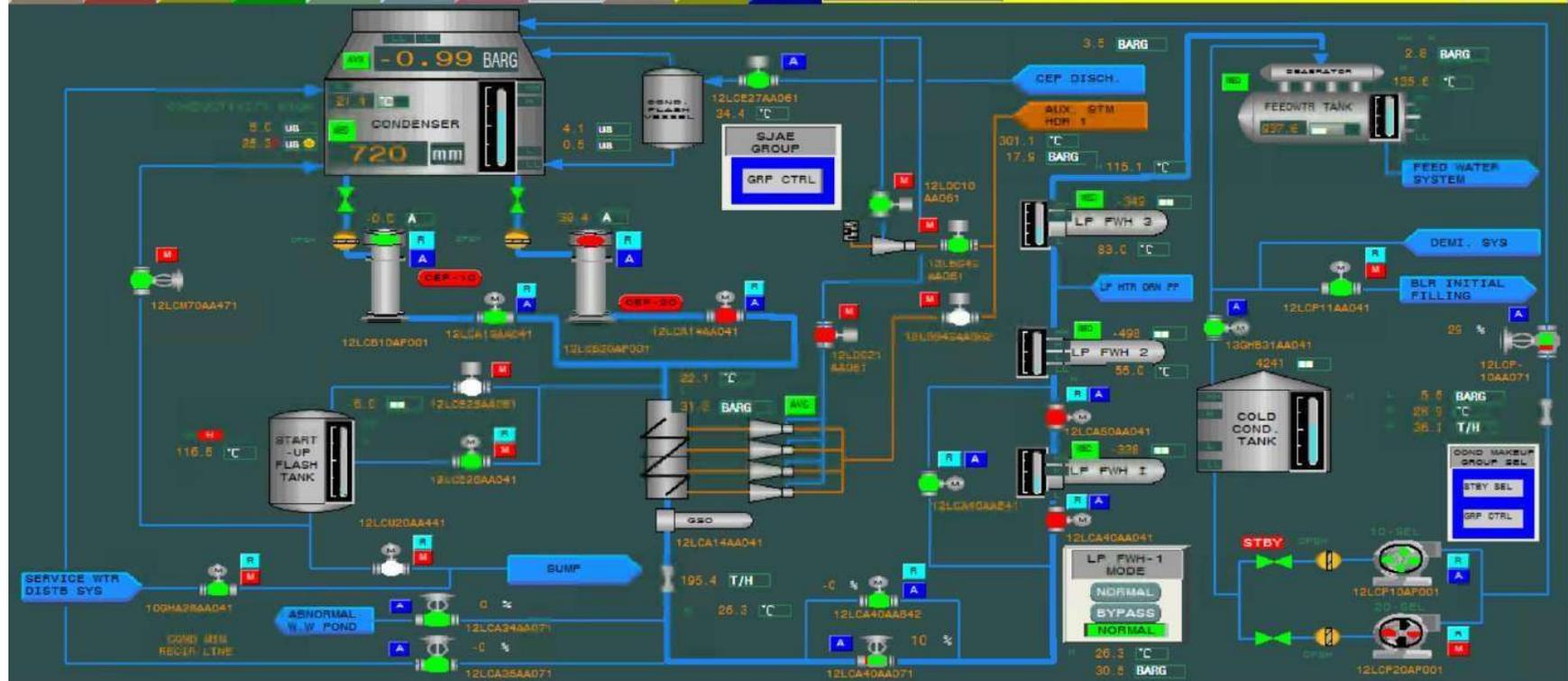


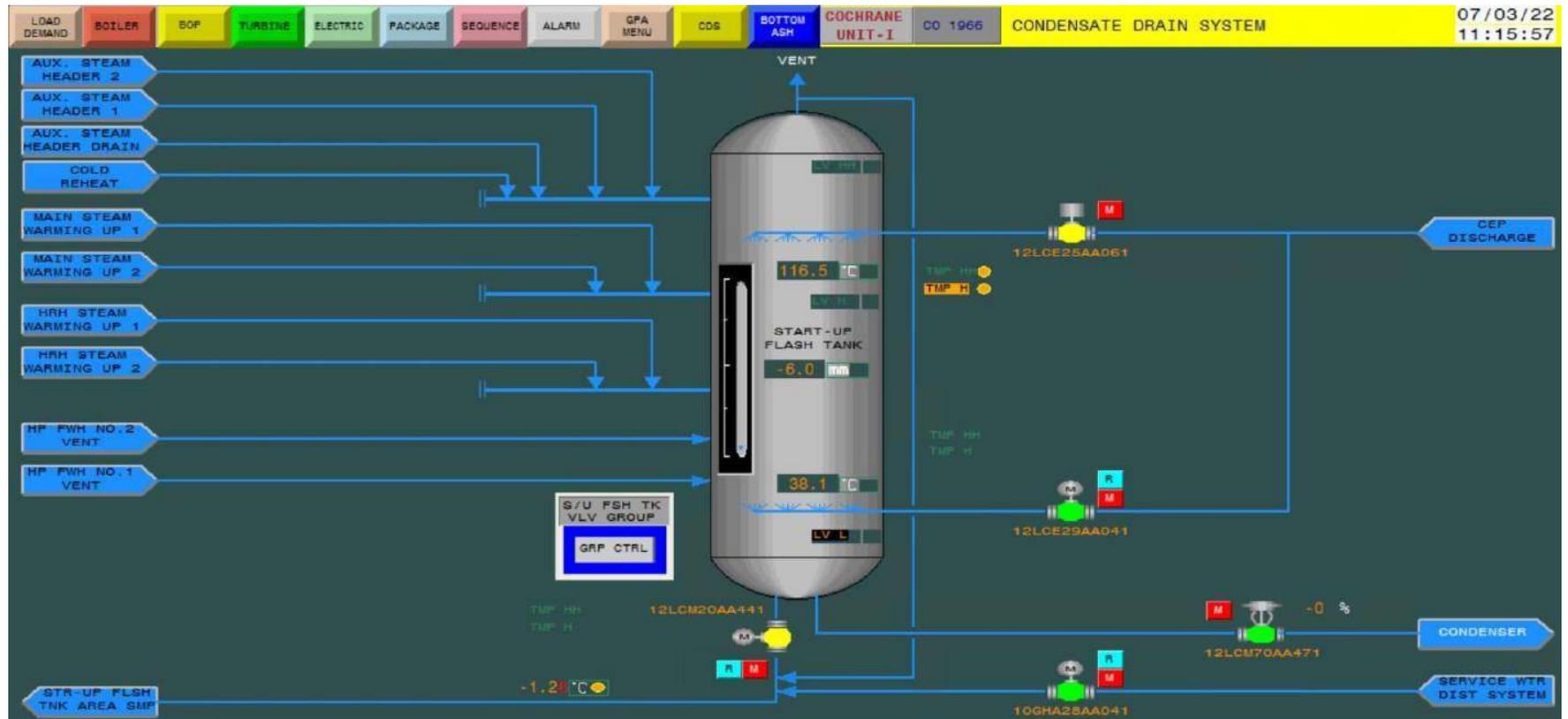


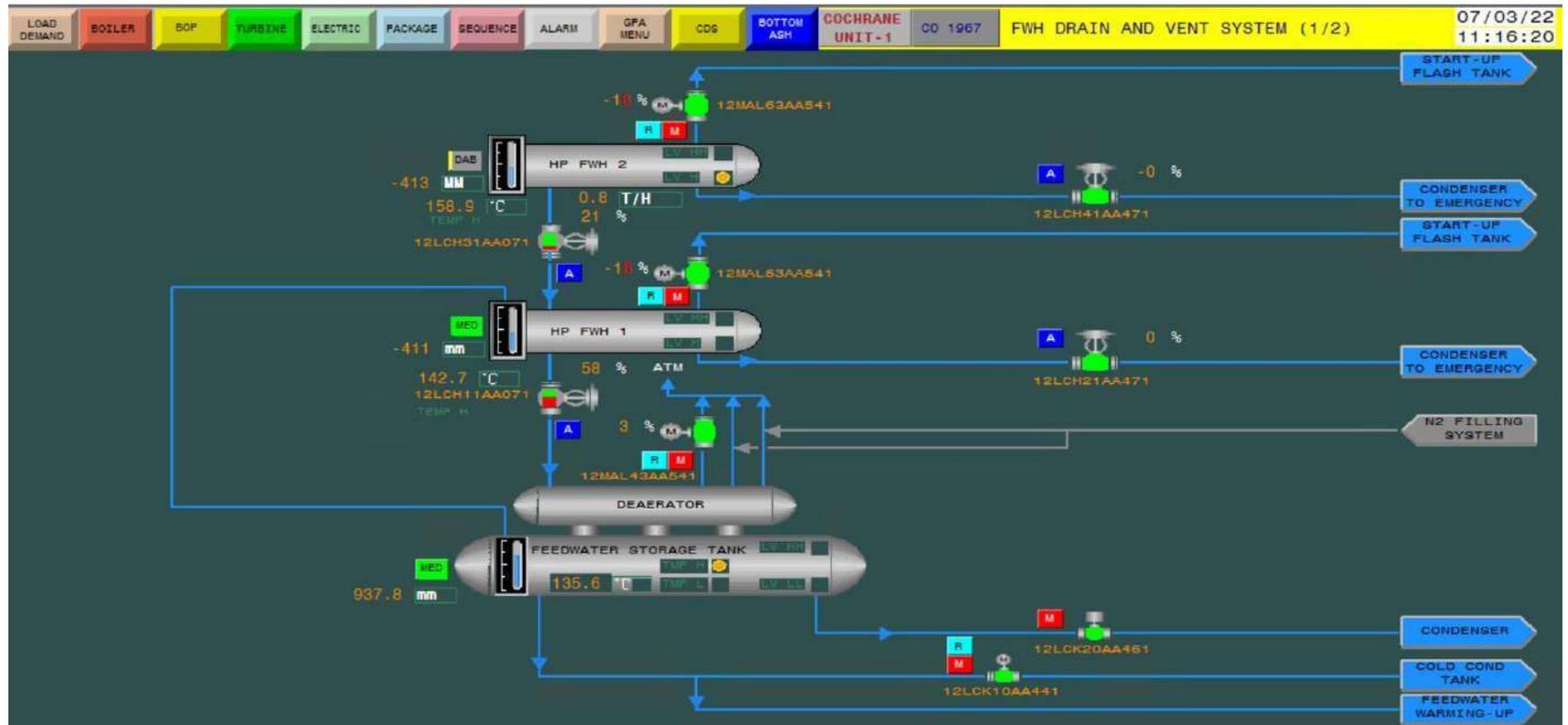


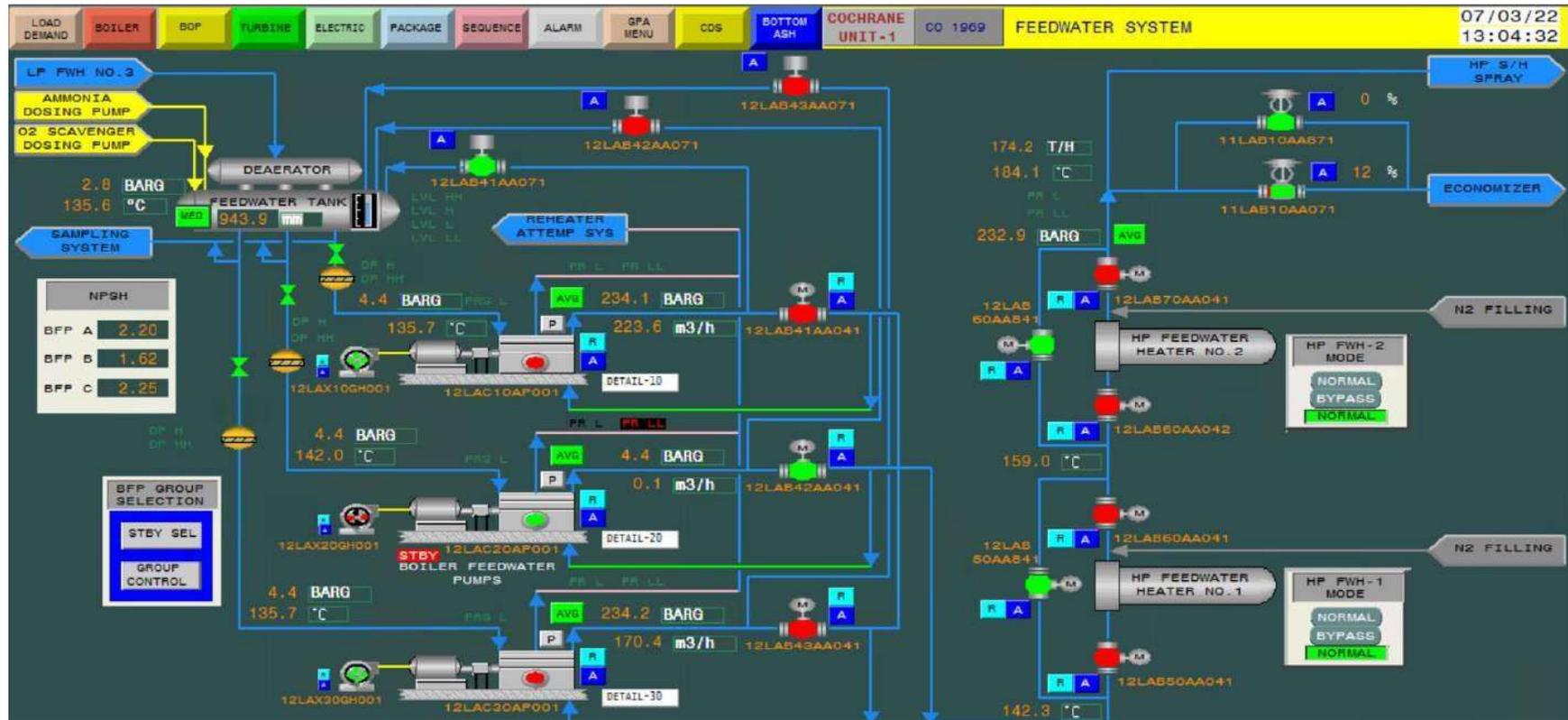


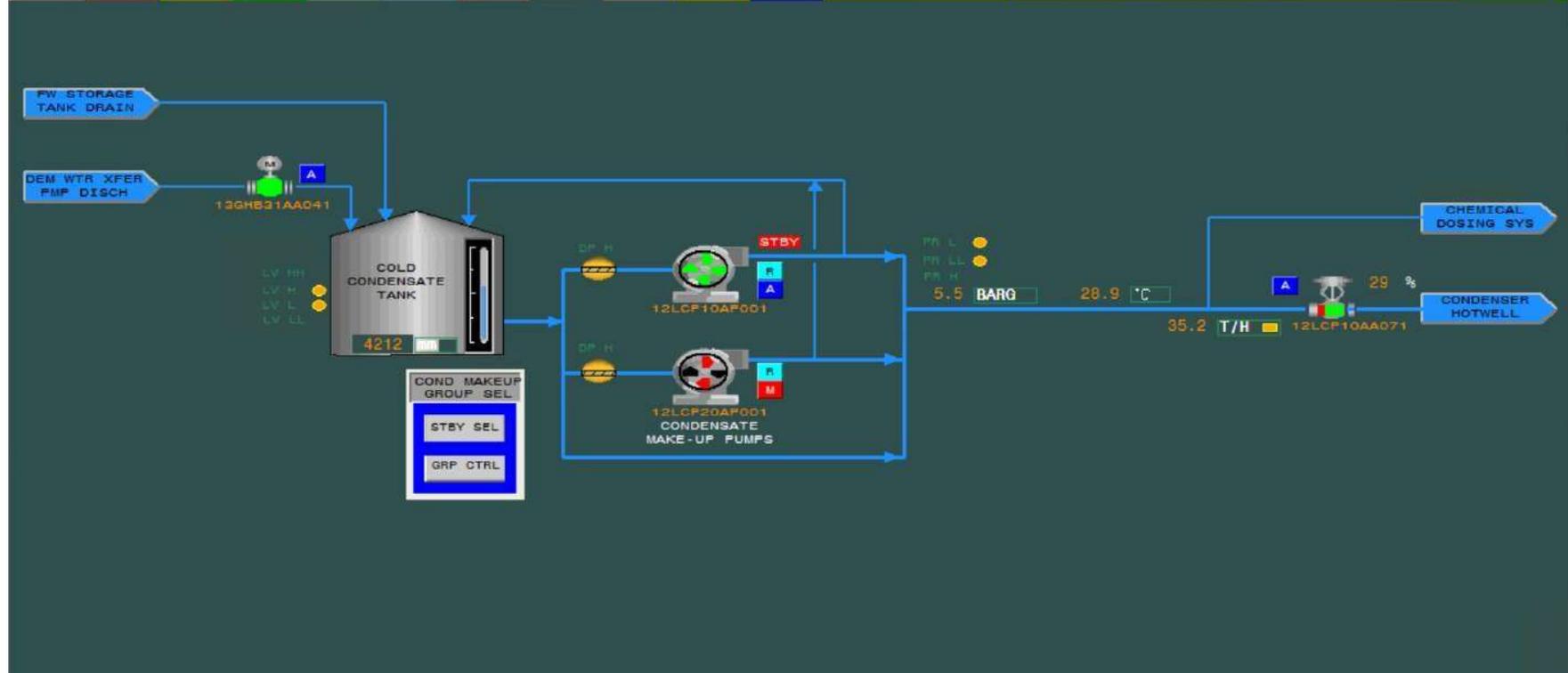


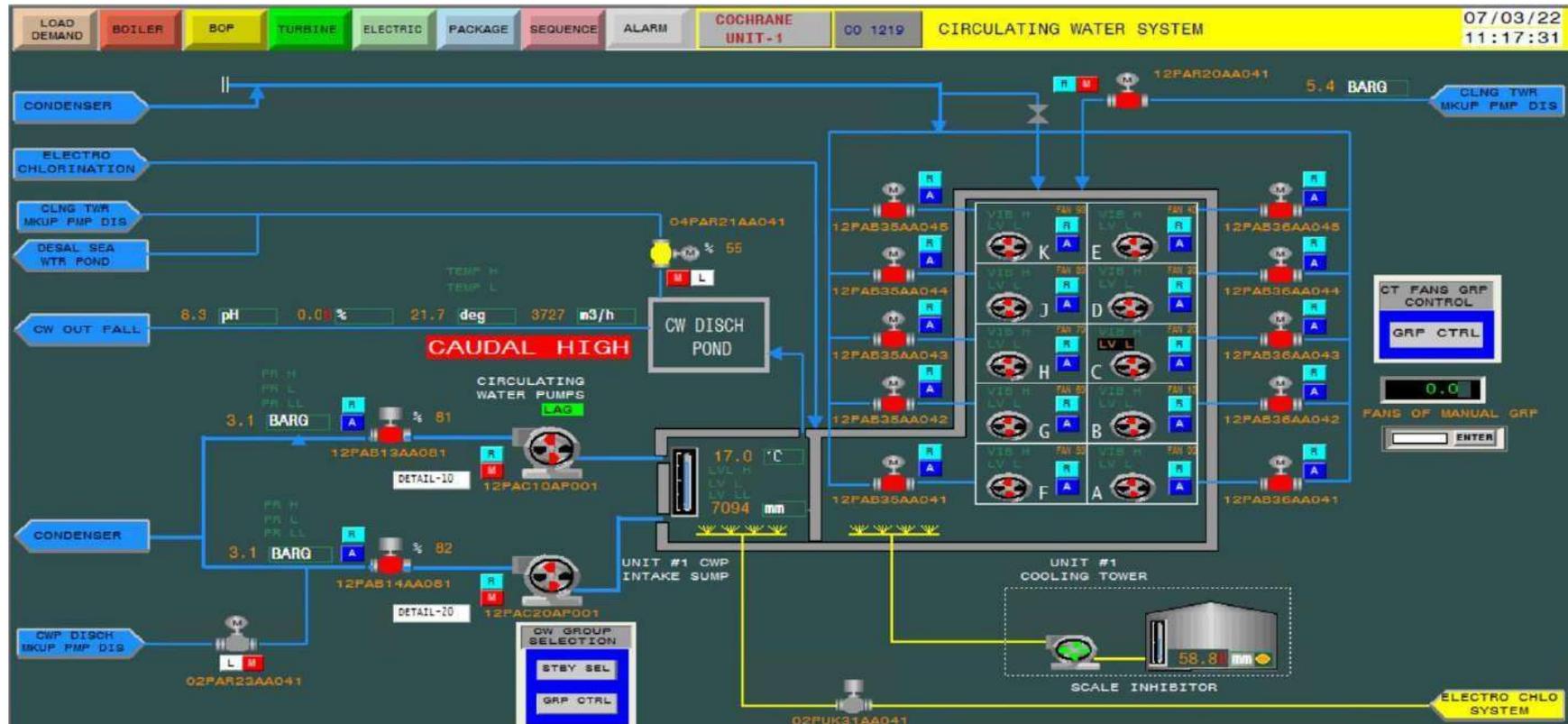


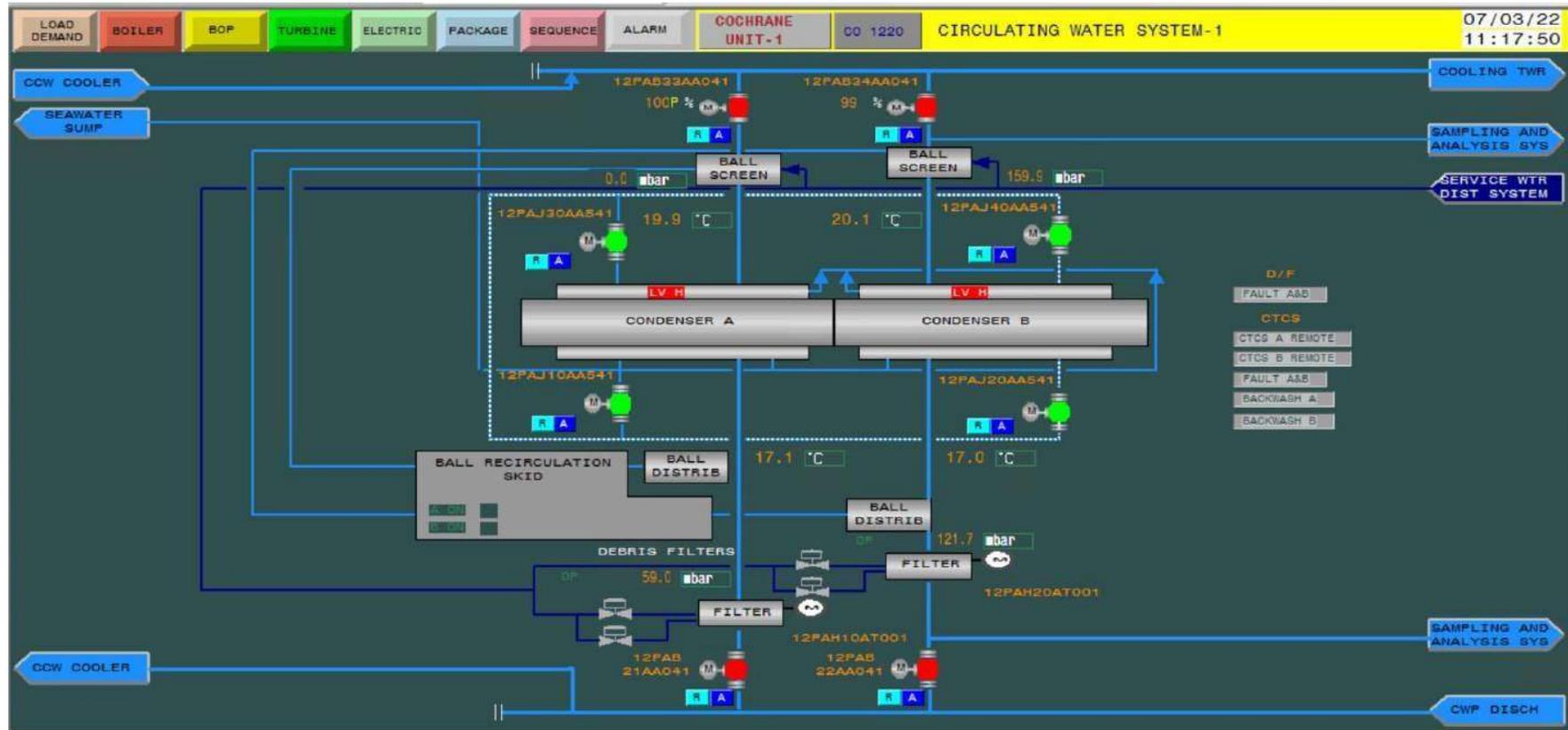


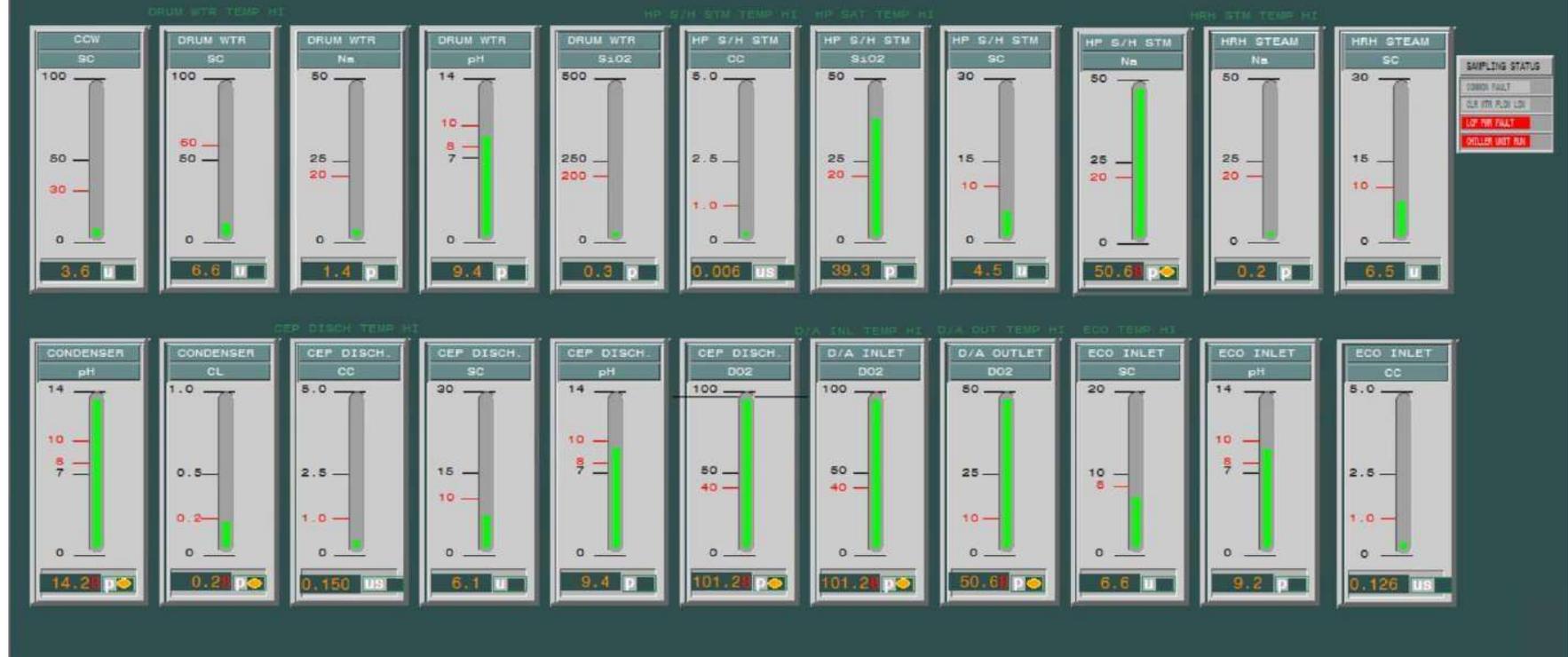


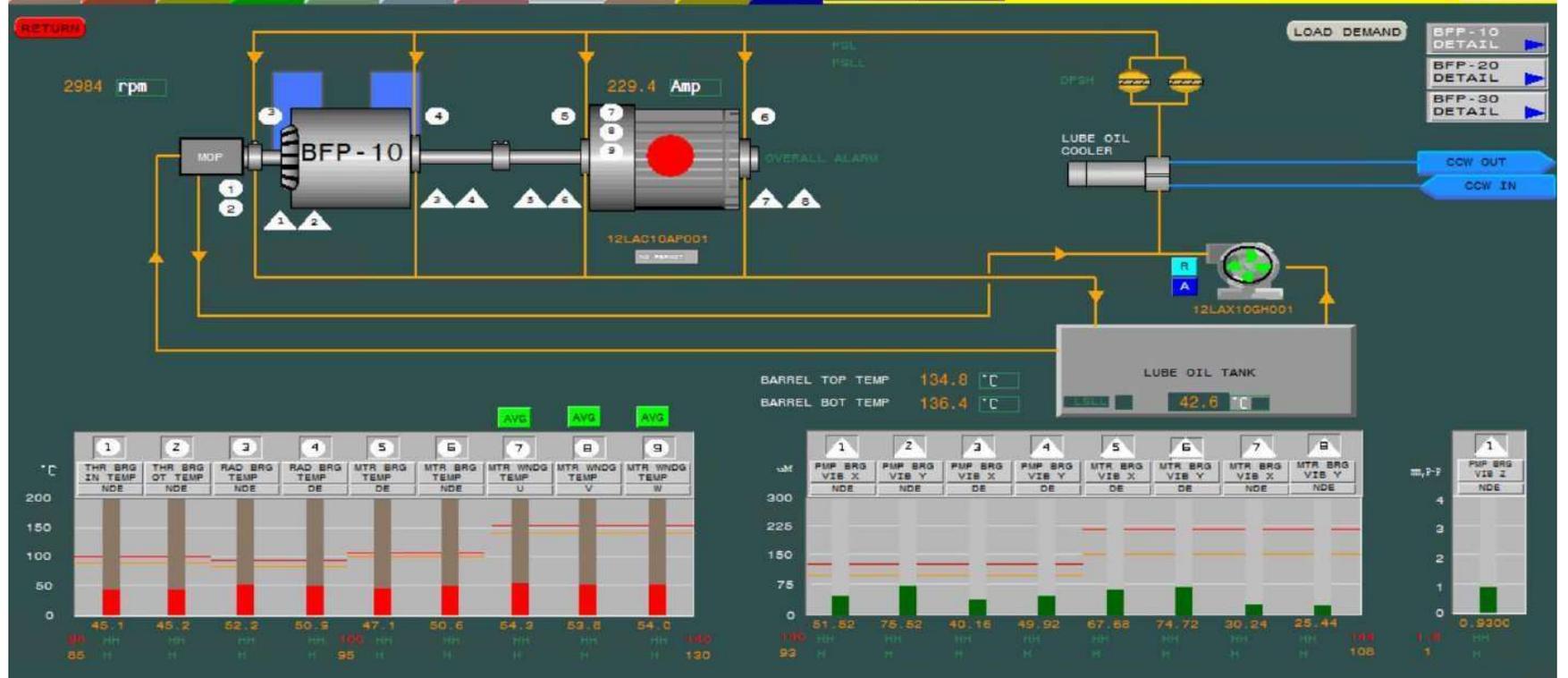


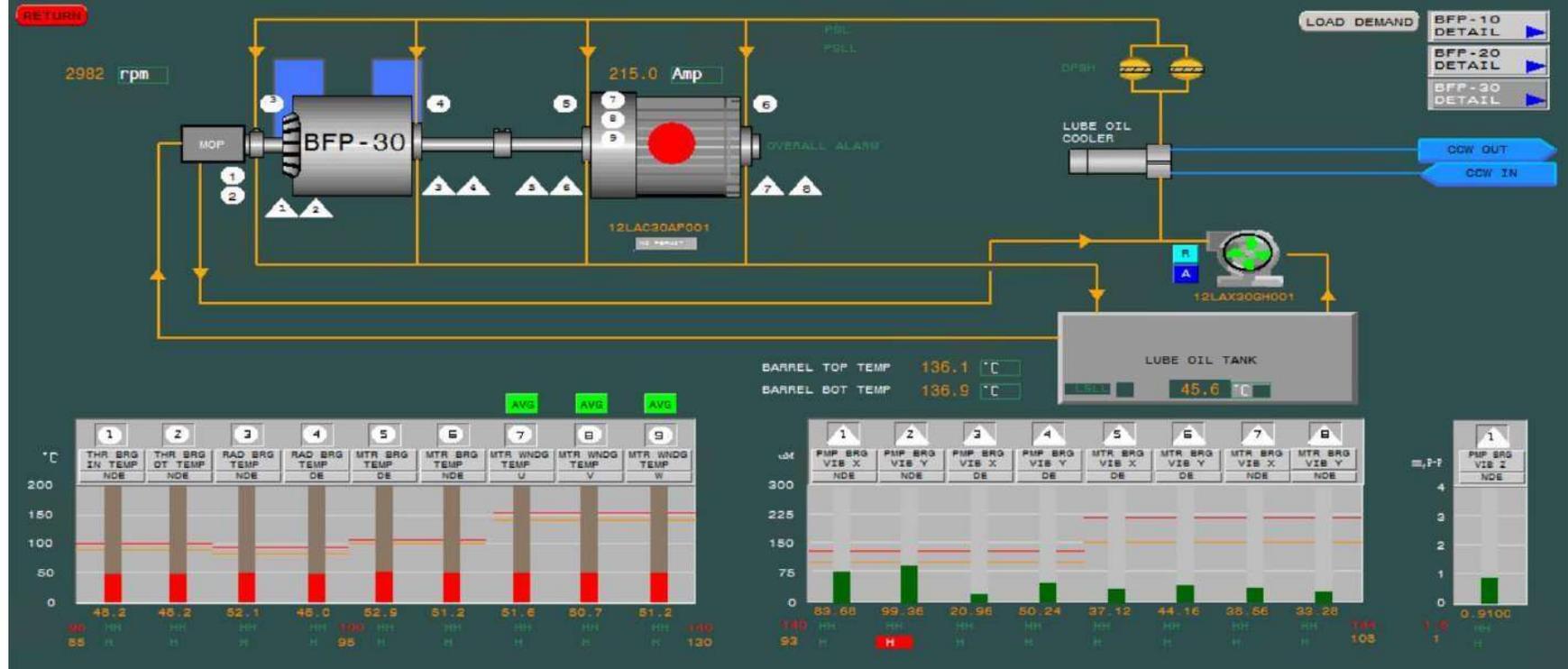






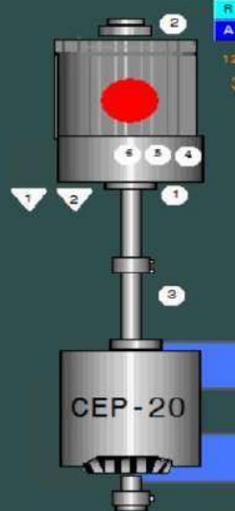






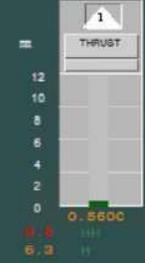
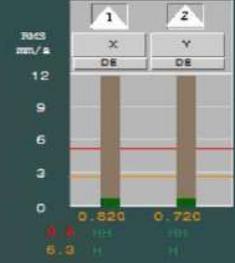
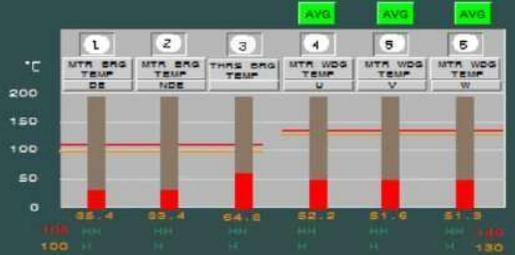
RETURN

CEP-10  
DETAIL  
CEP-20  
DETAIL



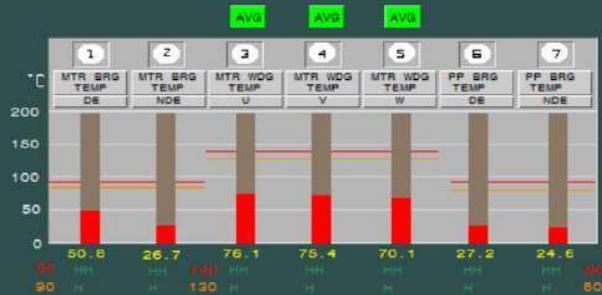
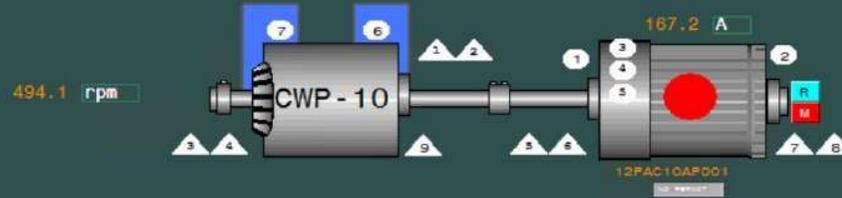
12LCB20AP001  
38.3 A  
0.0 RPM

SUCTION STRAINER  
OP: H  
OP: HH



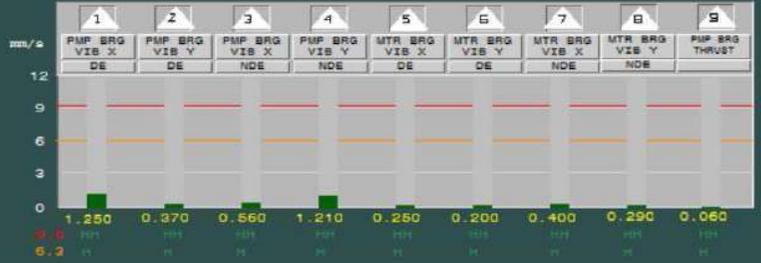
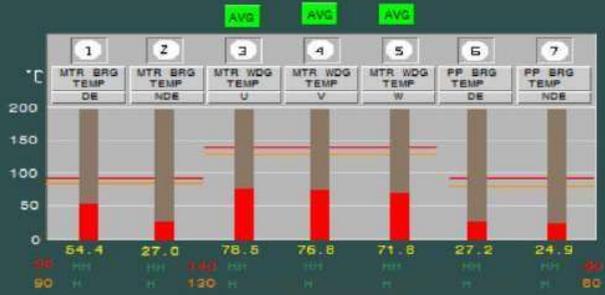
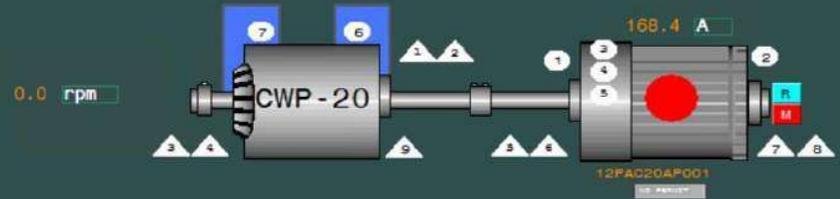
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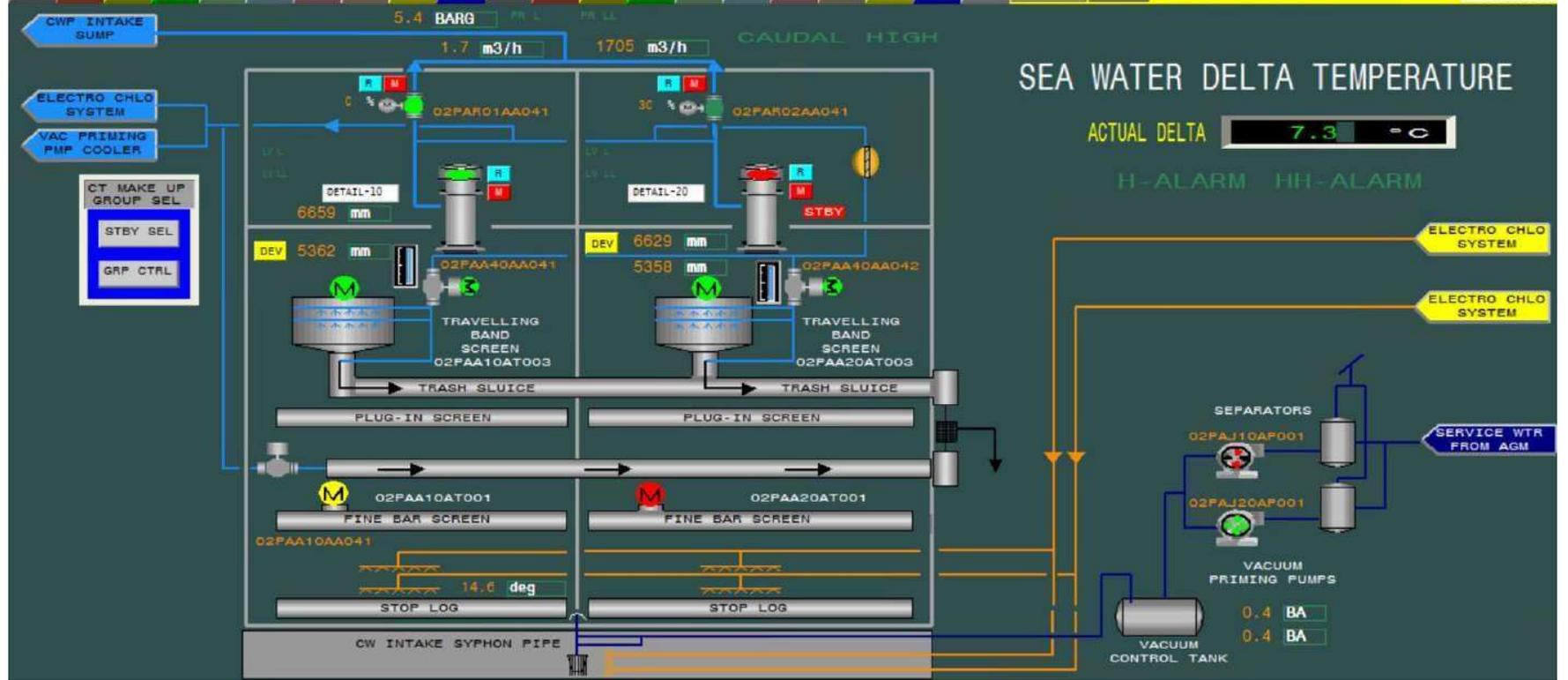
CWP-10  
DETAIL  
CWP-20  
DETAIL

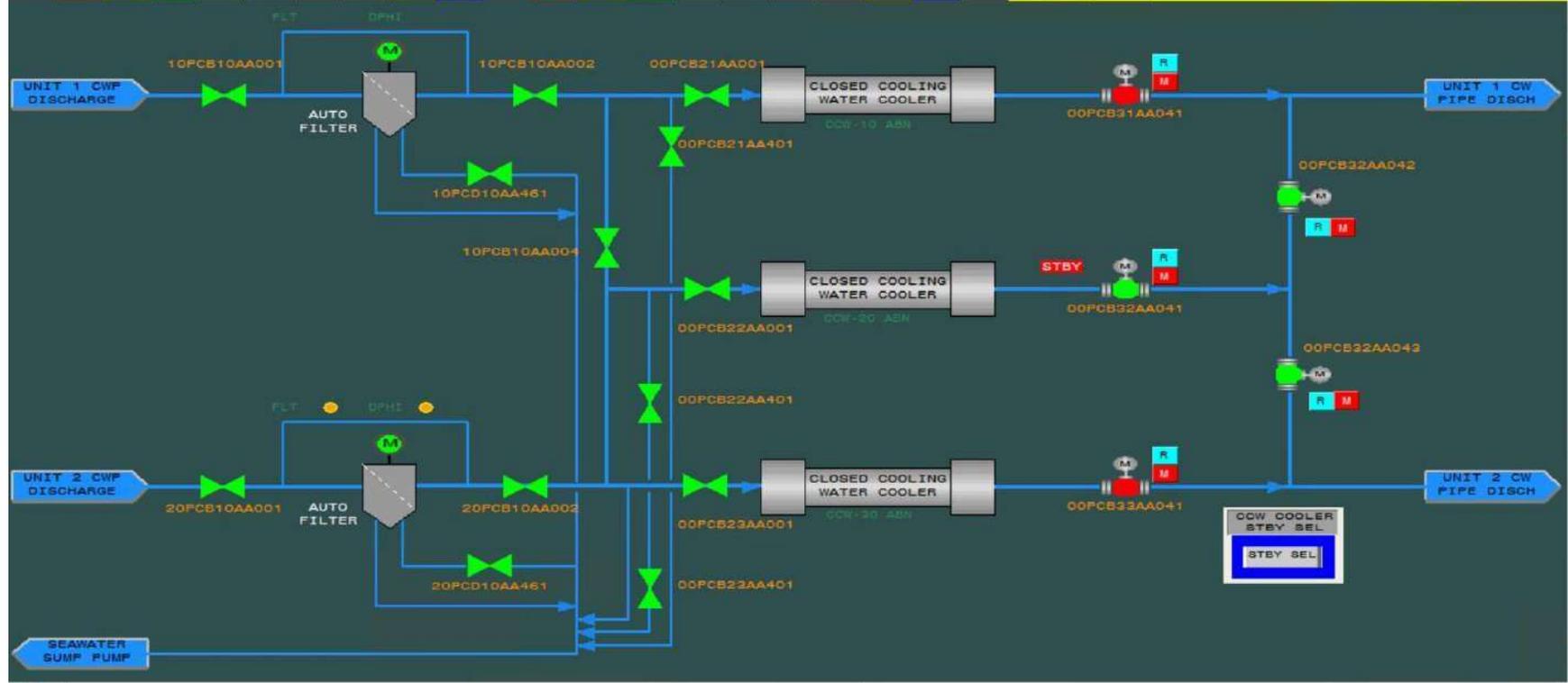


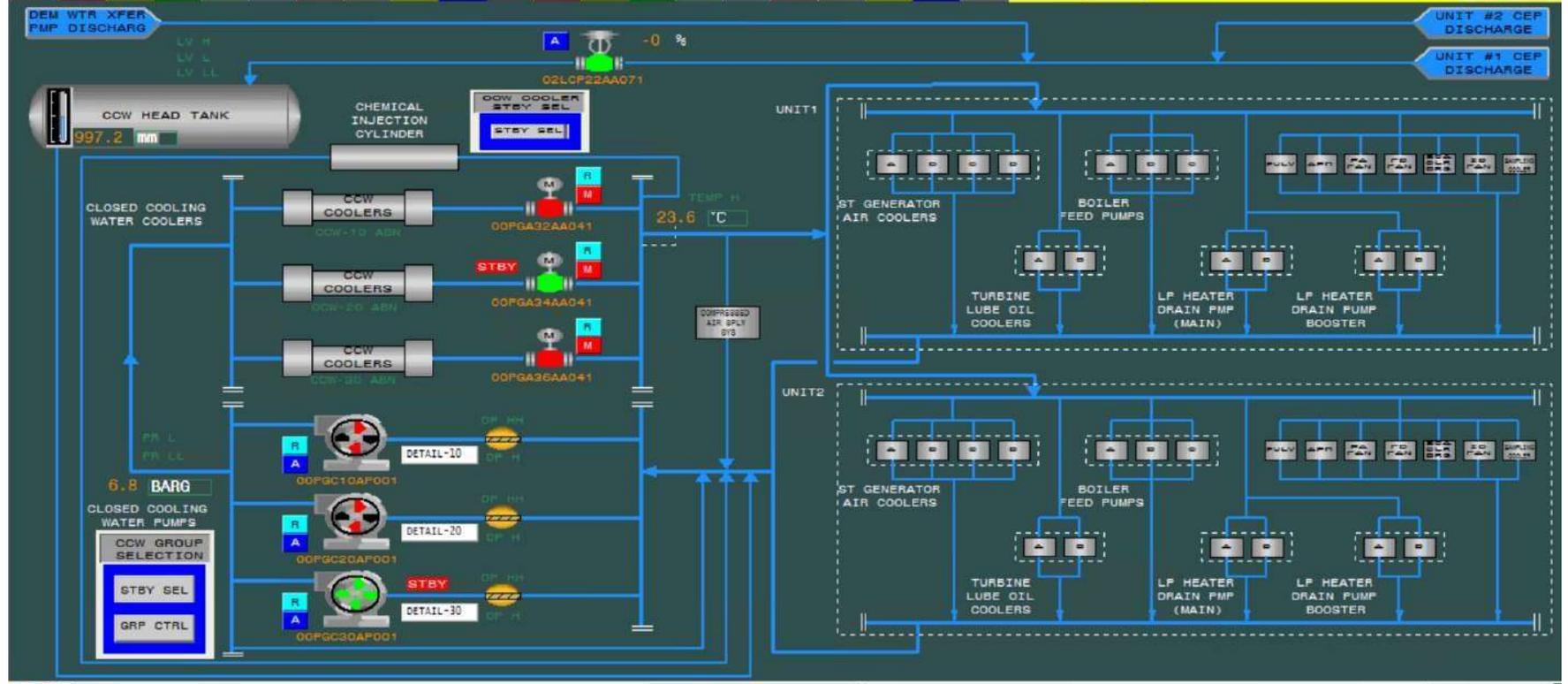
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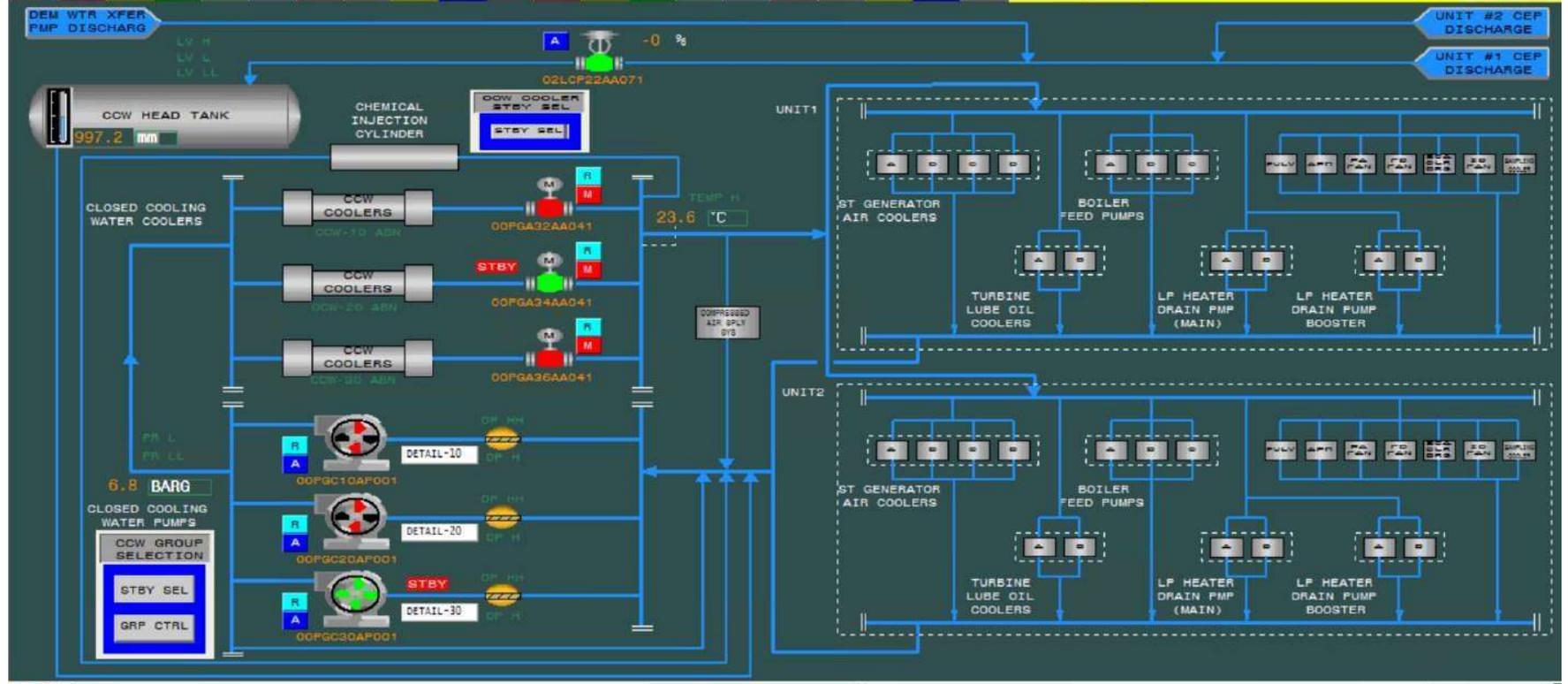
CWP-10  
DETAIL  
CWP-20  
DETAIL

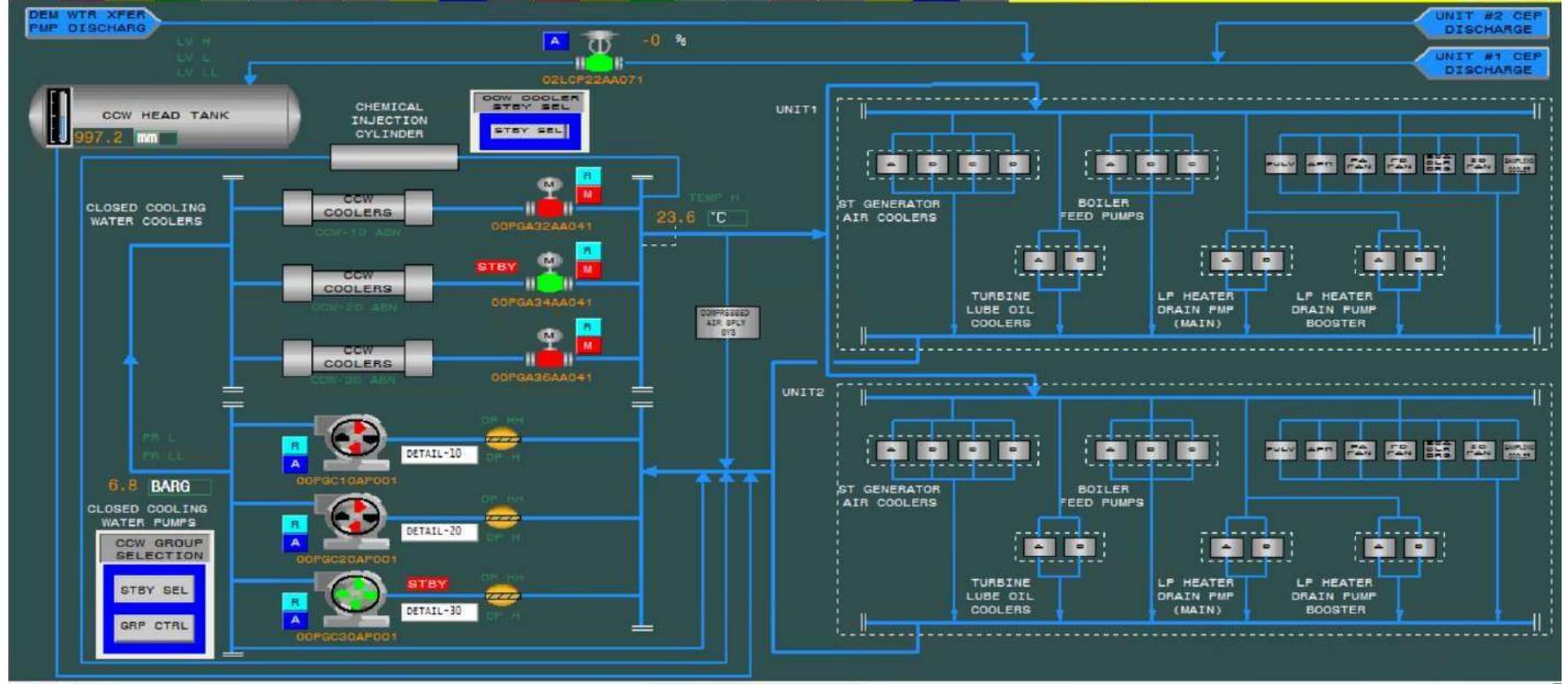


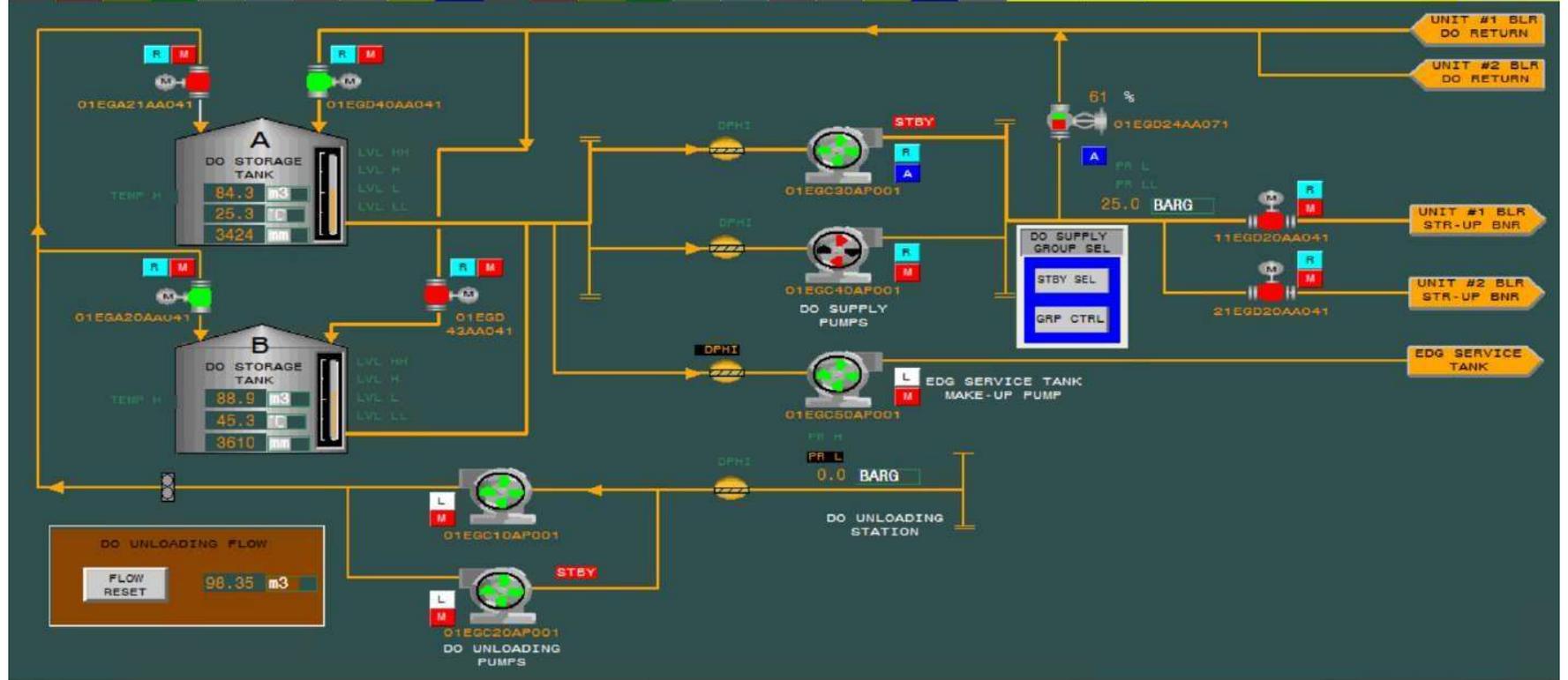








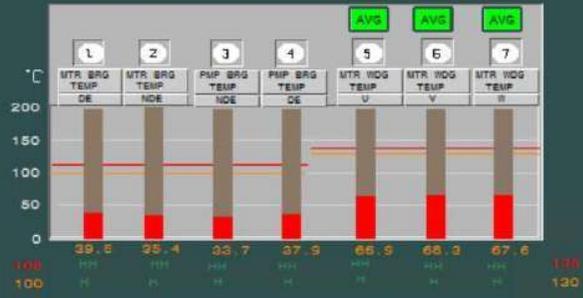
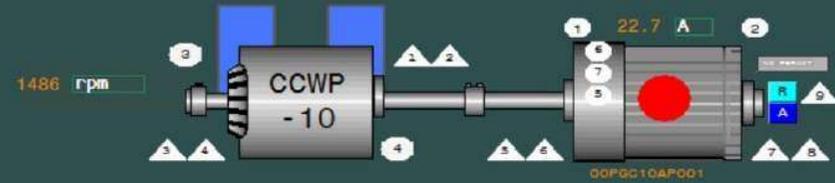




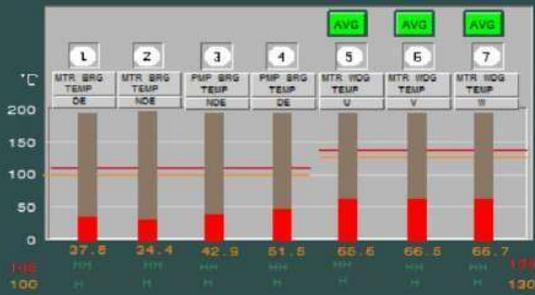
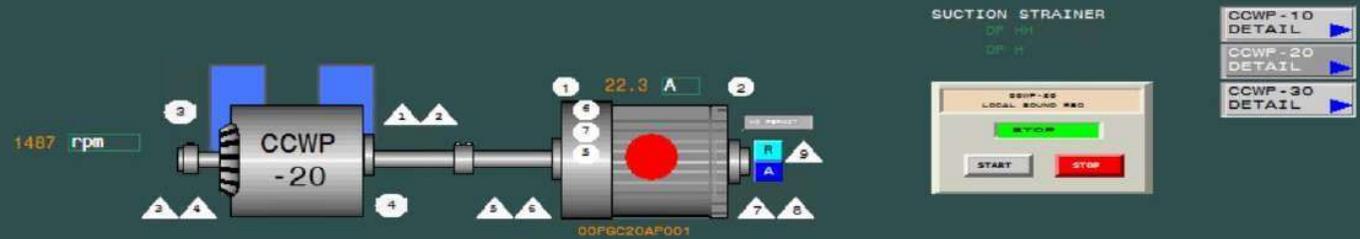
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SUCTION STRAINER

- CCWP - 10 DETAIL
- CCWP - 20 DETAIL
- CCWP - 30 DETAIL



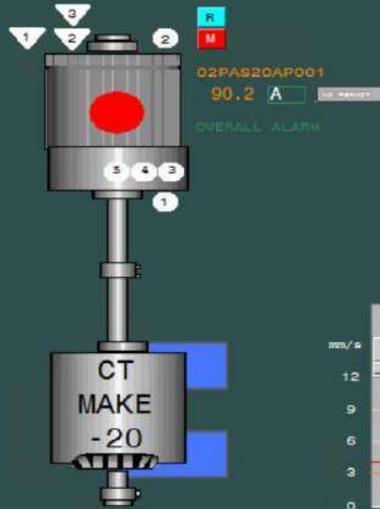
RETURN



RETURN

CT MAKE UP  
10 DETAIL

CT MAKE UP  
20 DETAIL



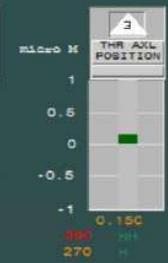
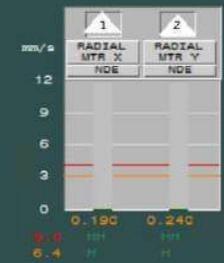
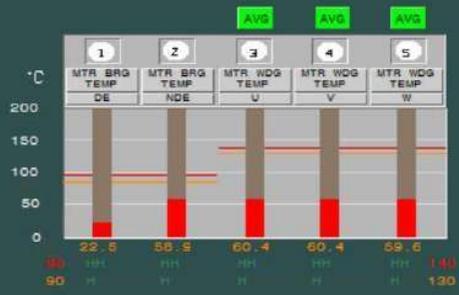
O2PAS20AP001

90.2 A

OVERALL ALARM

COLD AIR TEMP 21.4 °C

HOT AIR TEMP 48.2 °C



### ADDUCTION WATER FLOW

LAST HOUR 1917.0 m3 ALARM

CURRENT HOUR 789.3 m3 ALARM

### DISCHARGE WATER FLOW

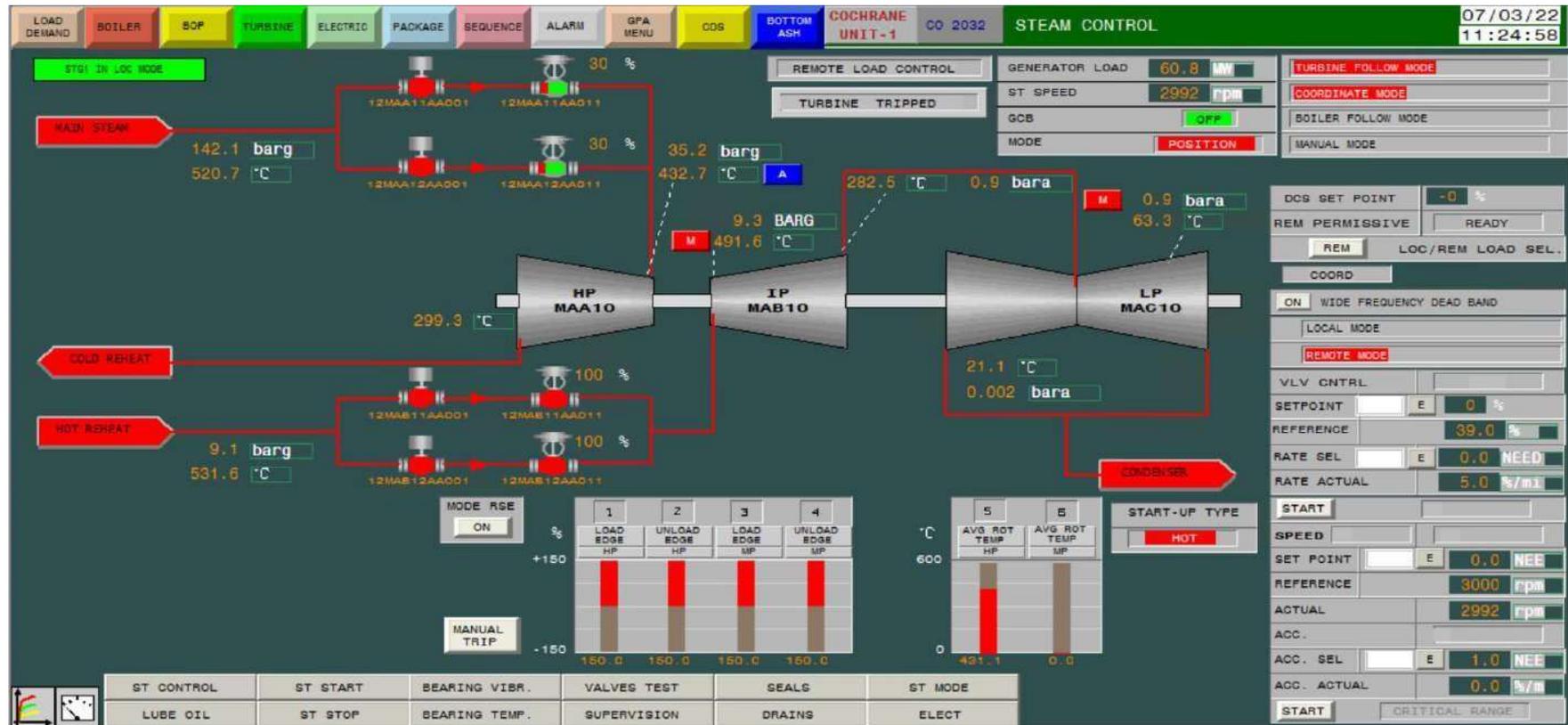
LAST HOUR 3714.5 m3 ALARM

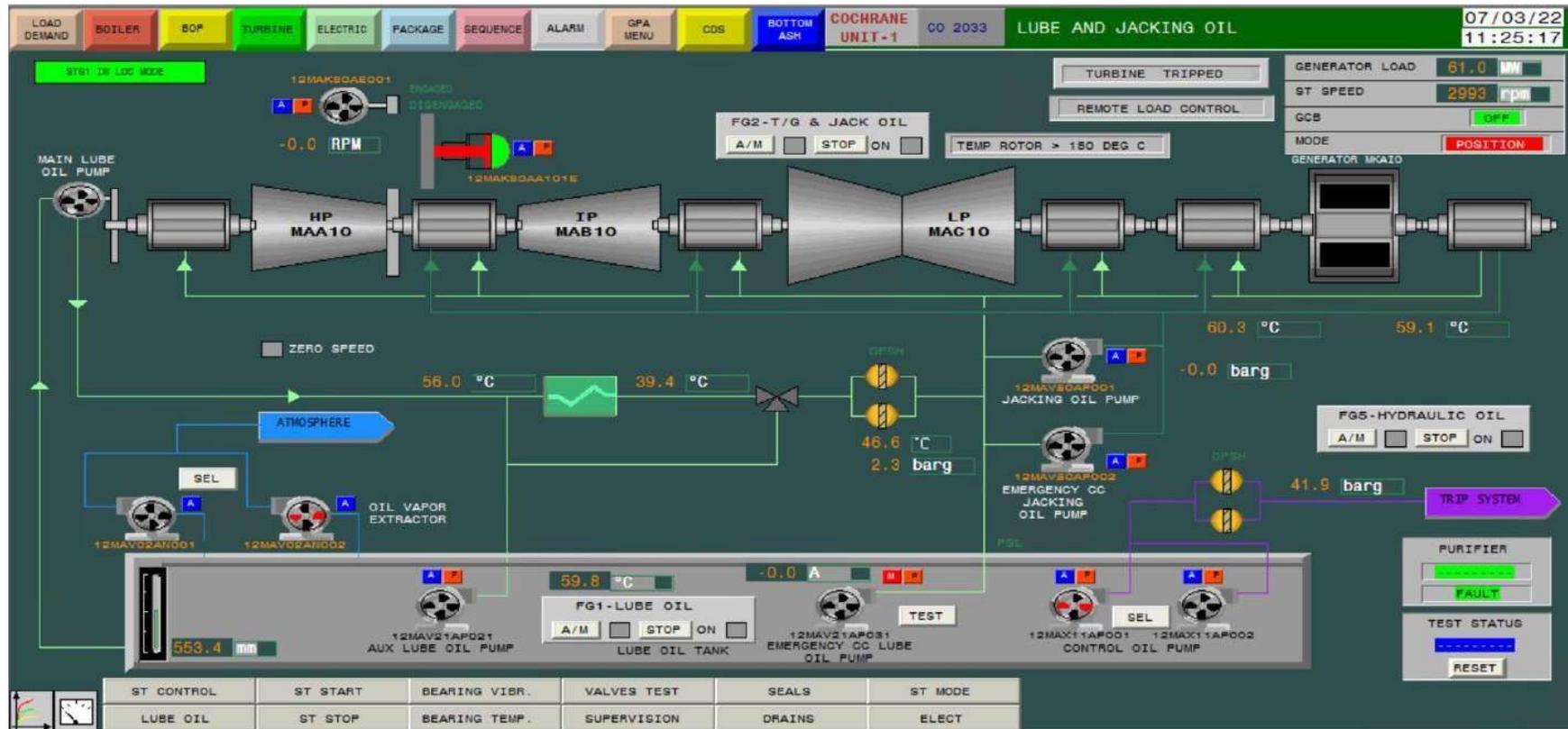
CURRENT HOUR 1534.7 m3 ALARM

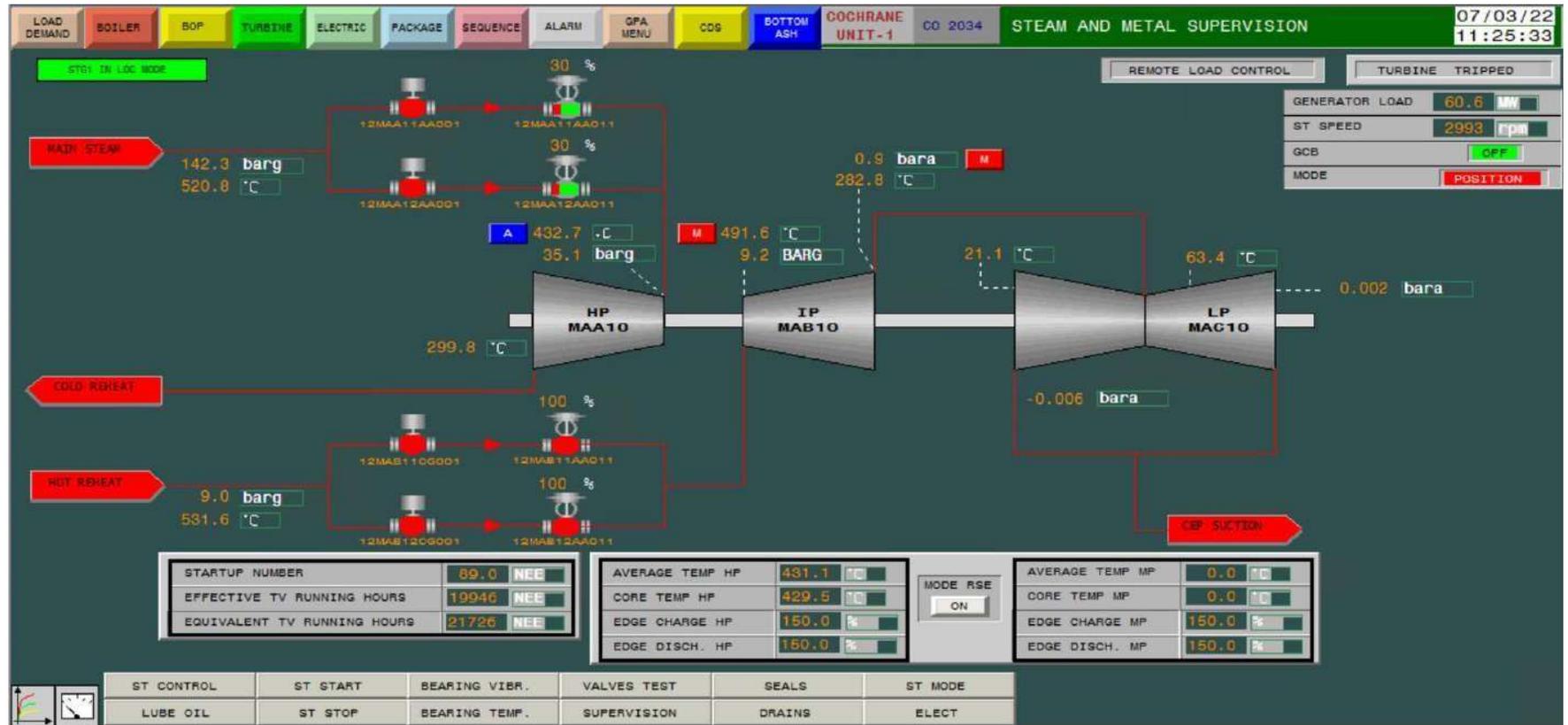
### SEA WATER DELTA TEMPERATURE

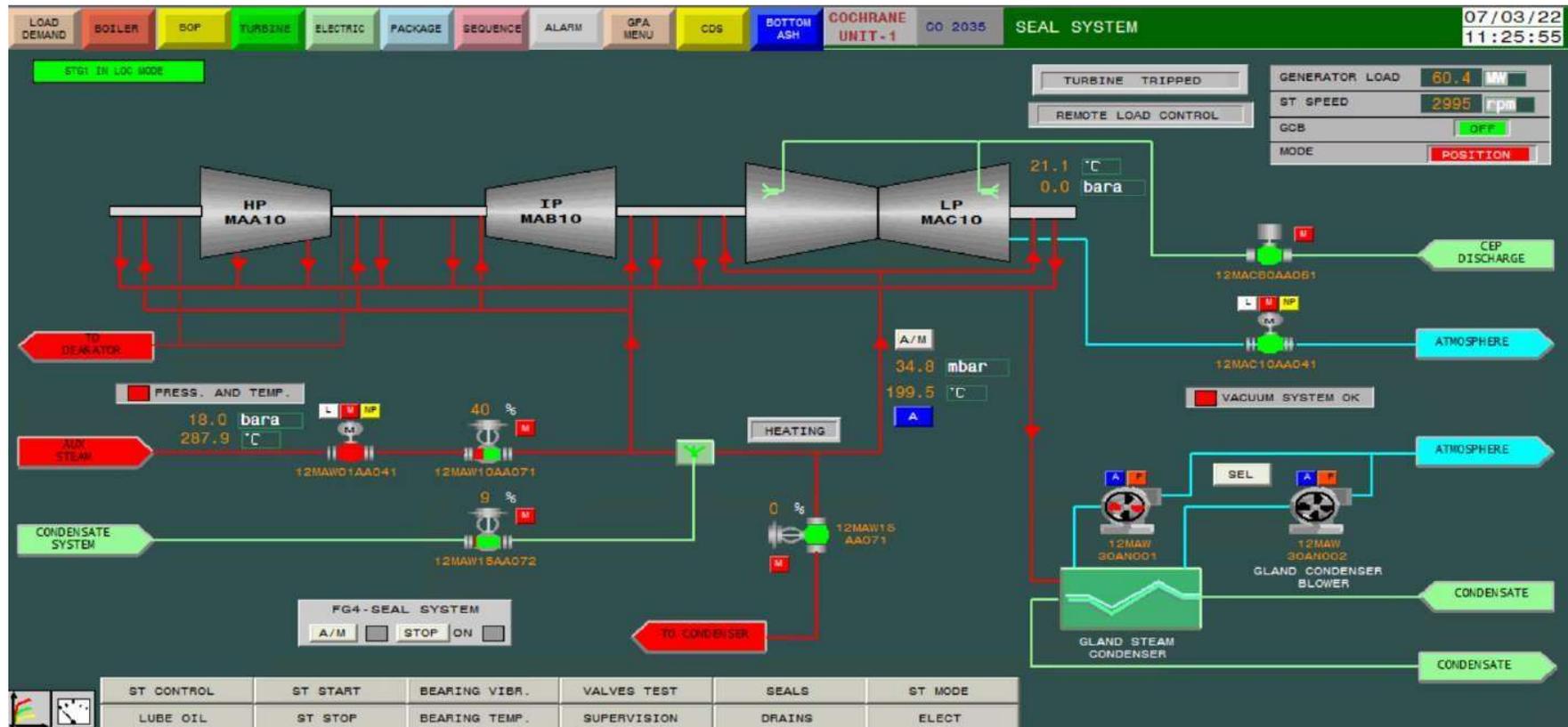
ACTUAL DELTA 7.3 °C

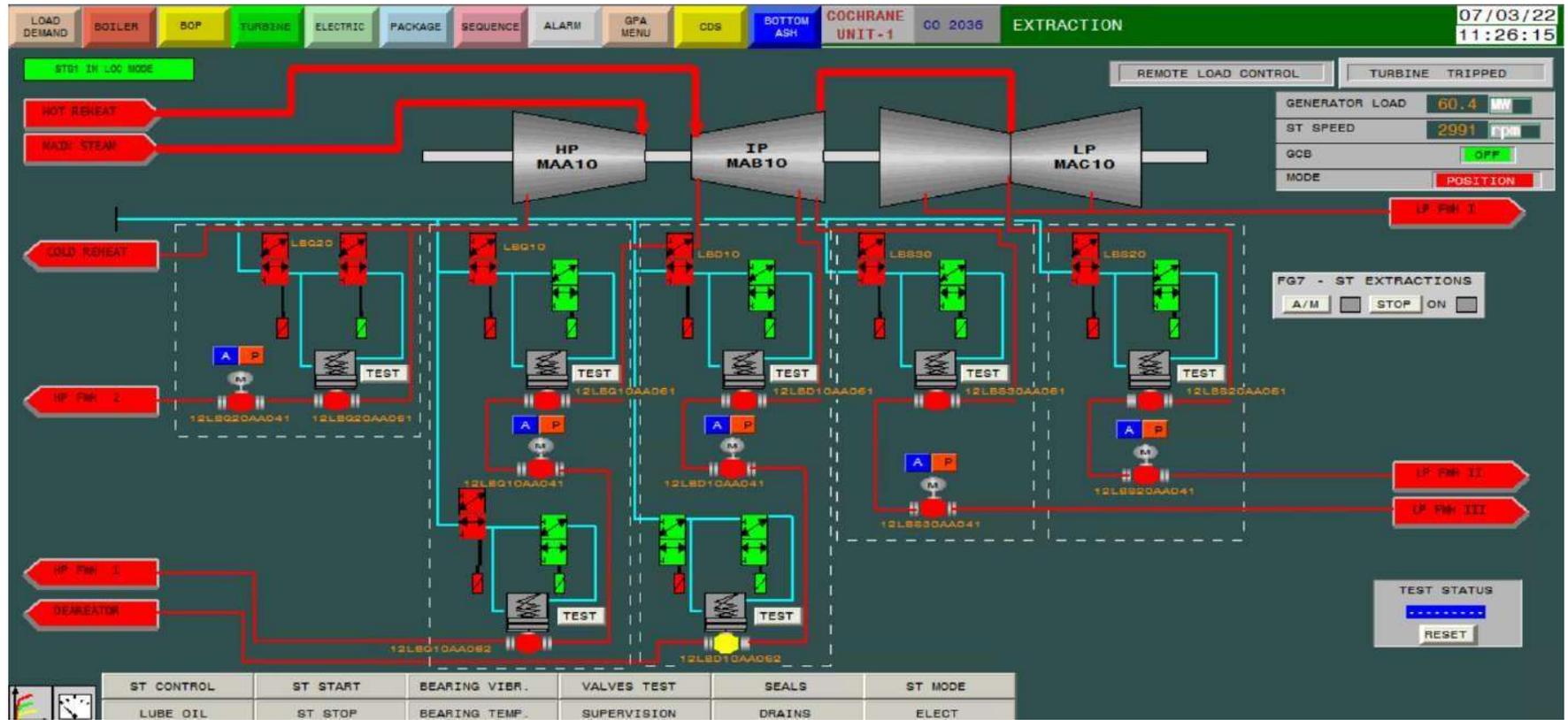
H-ALARM HH-ALARM

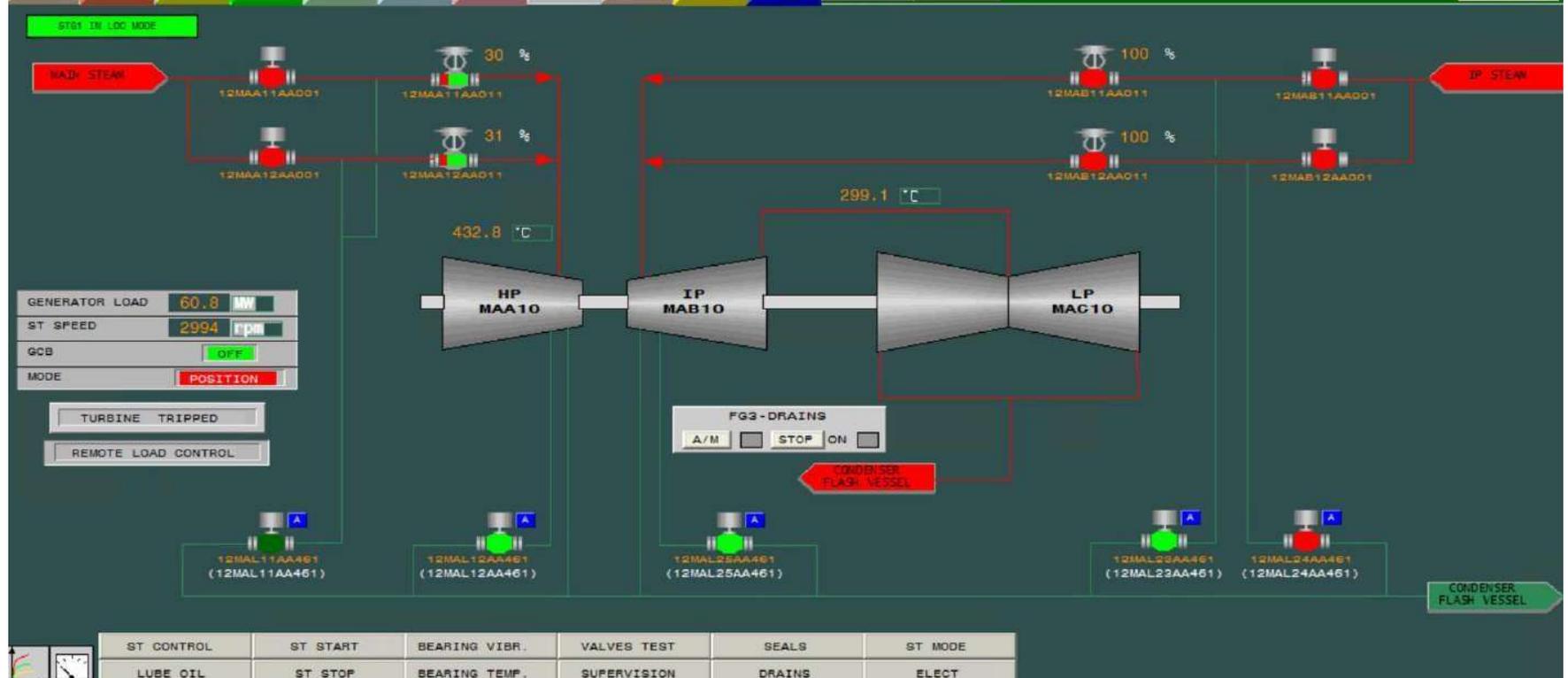


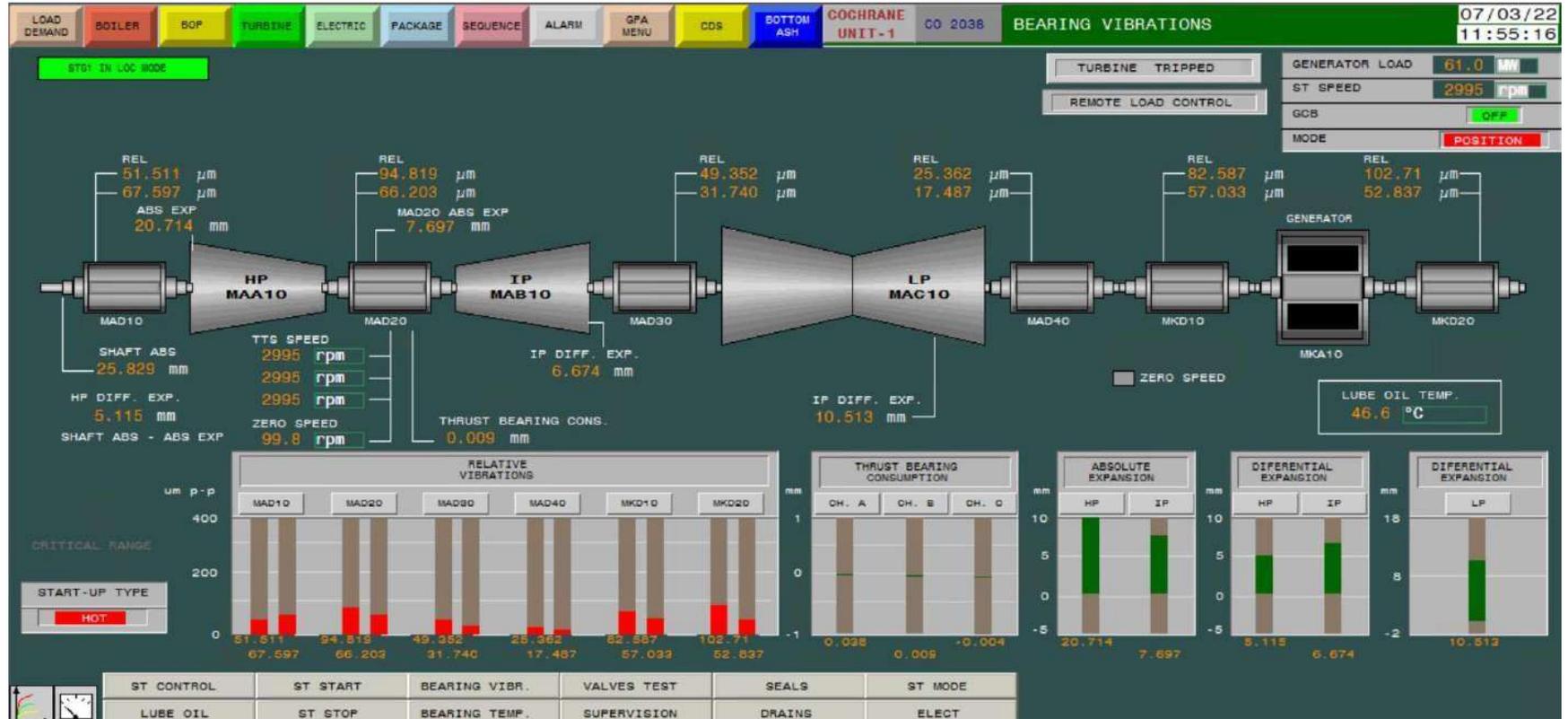


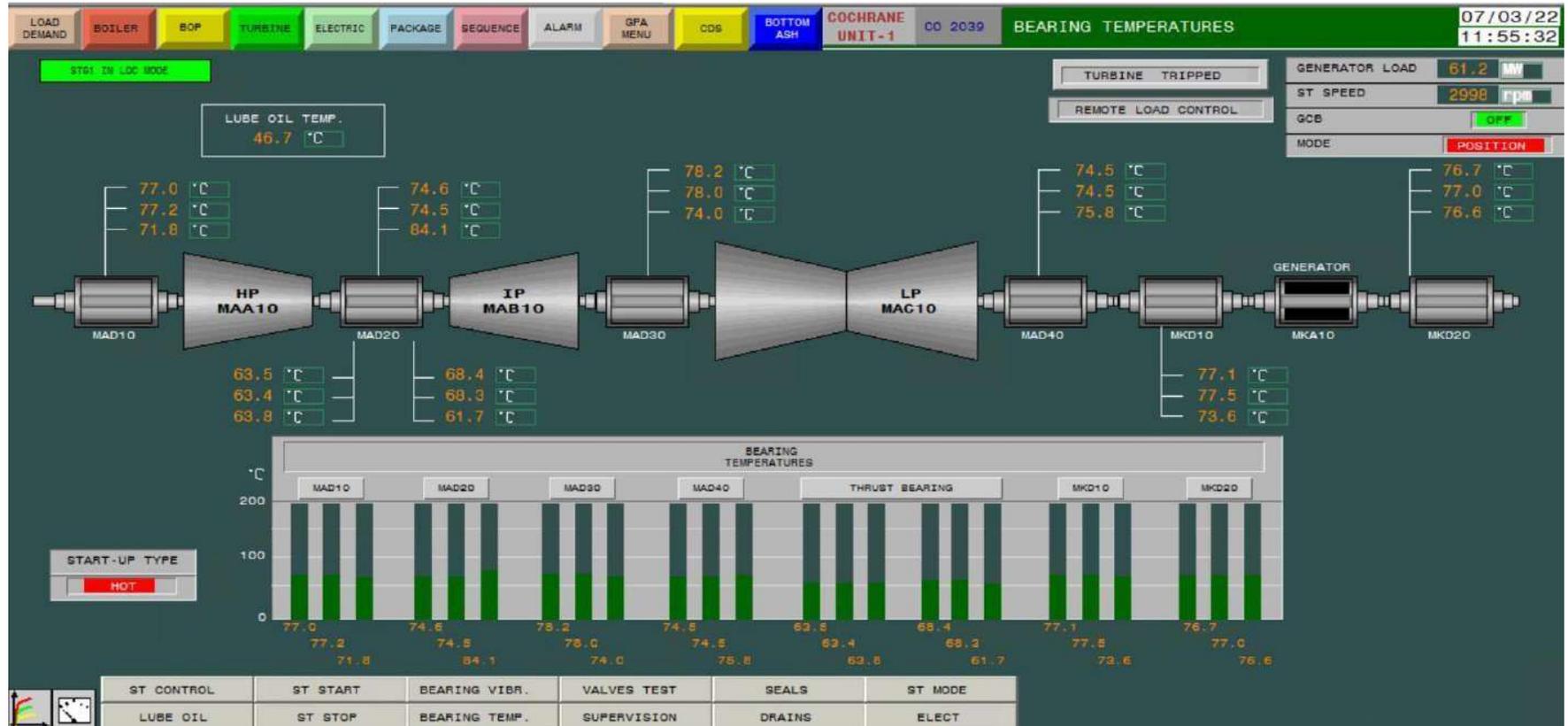


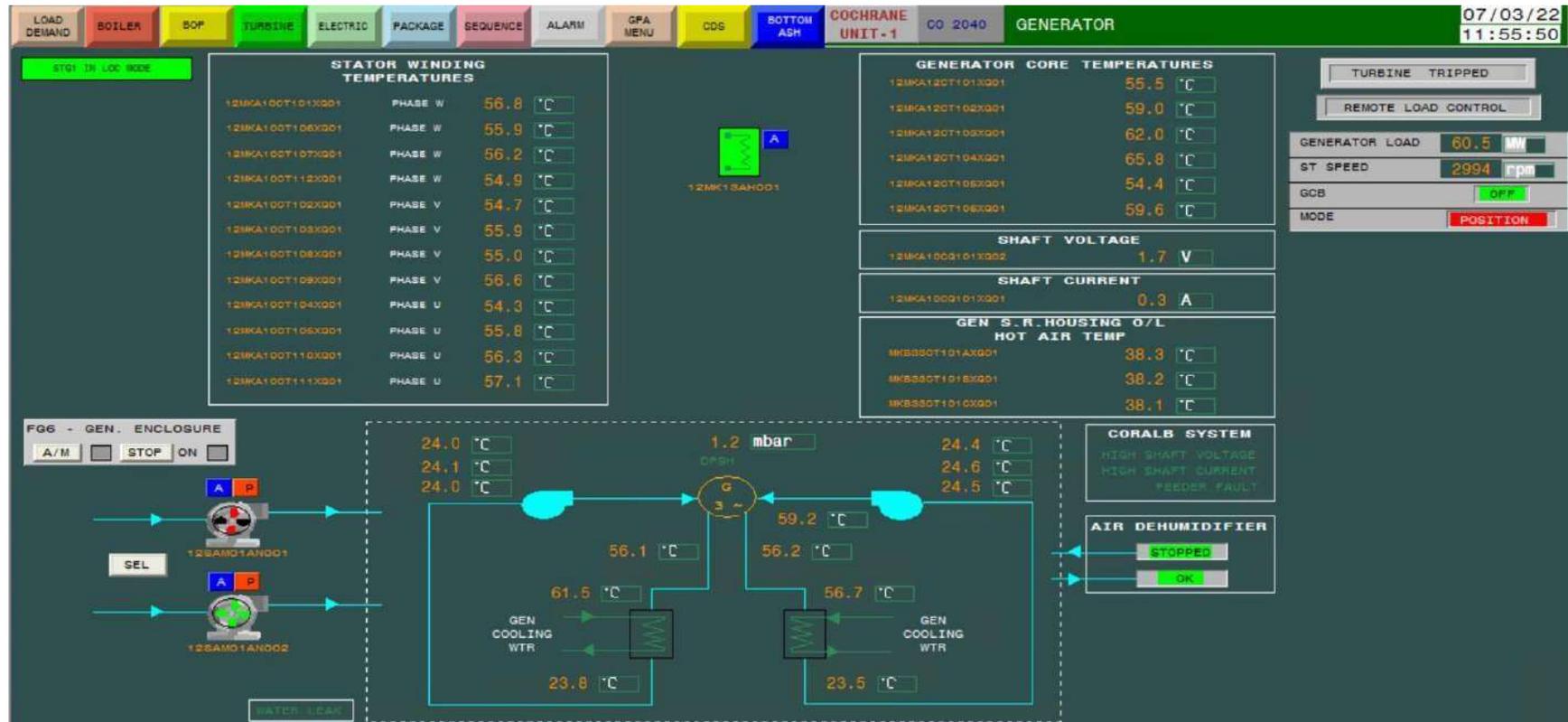












LOAD DEMAND BOILER BOP TURBINE ELECTRIC PACKAGE SEQUENCE ALARM GFA MENU CDS BOTTOM ASR COCHRANE UNIT-1 CO 2041 ELECTRIC NETWORK 07/03/22 11:56:06

STG1 IN LOC MODE

220 KV BUS A BUS B

14ADA01 GS011 14ADA01 GS012

14ADA01 GS001 14ADA01 GS009 14ADA01 GS052 14ADA01 GS061

14BATO1

148BT01

14MKC10 14MKC20 DE001

148KA01

400 V 21LA 14BDH01 GS001 14BOR02 GS001 STG UNIT MCC-A STG UNIT MCC-B 400 V

MCC-A UNDERVOLTAGE MCC-B UNDERVOLTAGE

GENERATOR LOAD 60.4 MW  
ST SPEED 2996 rpm  
GCB OFF  
MODE POSITION

SYNCHRONIZATION  
 CB SELECTED  
 MAN SYNCH  
 AUTO SYNCH  
 START SYNCH  
 SYNCH IN PRGS  
 STOP SYNCH  
 AUTO SELECTED  
 AUTO FAIL  
 MANUAL SELECTED  
 MANUAL FAIL

18.0 KV	VOLTAGE L1-L2
18.0 KV	VOLTAGE L2-L3
18.1 KV	VOLTAGE L3-L1
2.3 KA	CURRENT GEN. L1
2.4 KA	CURRENT GEN. L2
2.4 KA	CURRENT GEN. L3
-44.1 MVar	GEN. REACTIVE POWER
49.9 Hz	GENERATOR FREQUENCY
0.0 NE	CGS FI. GENERATOR
60.9 °C	ROTOR TEMPERATURE

EXCITATION  
A/M MODE AUTO  
L/R MODE REMOTE  
REG MODE  
ROTOR CURRENT LIMIT UNDER EXCITATION LIMIT  
ZERO Q NO  
VOLTAGE INCREASE/DECREASE  
SEL AVR AVR1  
EXCITATION ALARM  
REF POSITION  
SEC REG SEL NO  
SOFT START CARRIED OUT

49.9 °C	49.9 °C	R
55.8 °C	55.7 °C	S
52.1 °C	51.1 °C	T
80.0 °C	47.7 °C	CORE
	74.2 °C	

103.8 V  
438.4 A

<49 Hz FOR 90 MIN

ST CONTROL	ST START	BEARING VIBR.	VALVES TEST	SEALS	ST MODE
LUBE OIL	ST STOP	BEARING TEMP.	SUPERVISION	DRAINS	ELECT

LOAD DEMAND BOILER BOP TURBINE ELECTRIC PACKAGE SEQUENCE ALARM GFA MENU CDS BOTTOM ASH COCHRANE UNIT-1 CO 2042 TURBINE TRIP SYSTEM 07/03/22 11:56:45

STG1 IN LOC MODE

GENERATOR LOAD 60.8 MW  
 ST SPEED 3001 RPM  
 GCB OFF  
 MODE POSITION

TURBINE TRIPPED  
 REMOTE LOAD CONTROL

TEST STATUS  
 -----  
 RESET

TANK OIL 42.0 barg

STOP VALVES CNTRL VALVES

MAX44CP201/2/3  
 PSL PSL PSL

MAXAA111 MAXAA112 MAXAA113  
 AA121 AA122 AA123  
 AA001

TANK OIL

MANUAL TRIP  
 ST TRIP RESET

<input type="checkbox"/>	TEST	TRIP SOLENOID TEST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GEN SLIP RINGS O/L TP TRIP F.O	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	TEST	ONLINE OVERSPEED CH TEST 110%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM SH ENTHALPY F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	TEST	REAL OVERSPEED TEST 110%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM RH ENTHALPY F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	TEST	REAL OVERSPEED TEST 112%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM TIGHTNESS TEST F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HV CIRCUIT BREAKER OPEN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	CONTROL OIL PRESSURE LL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUEST FROM MFT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	THRUST BEARING CONSUMPTION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	OVERSPEED 110%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	OVERSPEED 112%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	BEARING TEMPERATURE N*1 HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	BEARING TEMPERATURE N*2 HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	BEARING TEMPERATURE N*3 HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	BEARING TEMPERATURE N*4 HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	GEN. BEARING METAL TEMP N.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	GEN. BEARING METAL TEMP N.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	TRIP REQUESTED BY DCS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	LUBE OIL TANK LEVEL LL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	LUBE OIL FEEDING PRESSURE LL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	LP TURBINE OUTLET PRESSURE HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	LOCAL PUSH BUTTON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	REMOTE PUSH BUTTON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	BUS	-----	<input type="checkbox"/>	<input type="checkbox"/>	MANUAL TRIP (BY OPERATOR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	BUS	-----	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY RSE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	BUS	-----	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY DEHC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	BUS	-----	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY TRU	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	BUS	-----	<input type="checkbox"/>	<input type="checkbox"/>	EXCITATION WINDING OVERTEMP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	FIRE FIGHTING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	BEARING RELATIVE VIBRATION HH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	HIGH TEMP GENERATOR INLET N.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	HIGH TEMP GENERATOR INLET N.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	TH. BEARING MET TEMP FRONT HP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	TH. BEARING MET TEMP REAR IP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	HIGH HIGH LP L-1 TEMPERATURE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-----	<input type="checkbox"/>	TRIP REQUESTED BY GENTR PROT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LOAD DEMAND BOILER BOP TURBINE ELECTRIC PACKAGE SEQUENCE ALARM GFA MENU CDS BOTTOM ASH COCHRANE UNIT-1 CO 2429 DOUBLE MEASURES 07/03/22 11:57:05

STG1 IN LOC MODE

REMOTE LOAD CONTROL

TURBINE TRIPPED

GENERATOR LOAD 61.1 MW

ST SPEED 2993 rpm

GCB OFF

MODE POSITION

<p>12LBA21CP902 HP STEAM ADMISSION PRESSURE</p> <p>A 142.6 bar</p> <p>B 142.5 bar</p> <p>AVERAGE</p> <p>142.6 bar</p>	<p>12LB521CP902 IP STEAM ADMISSION PRESSURE</p> <p>A 9.1 bar</p> <p>B 9.1 bar</p> <p>AVERAGE</p> <p>9.1 bar</p>	<p>12MAC01CP901 LP TURBINE INLET PRESSURE</p> <p>A 0.9 bar</p> <p>B 0.9 bar</p> <p>AVERAGE</p> <p>0.9 bar</p>
<p>12MAA01CP901 HP TURBINE INLET PRESSURE</p> <p>A 35.5 bar</p> <p>B 35.3 bar</p> <p>AVERAGE</p> <p>35.5 bar</p>	<p>12MAC01CP901 IP TURBINE INLET PRESSURE</p> <p>A 9.2 bar</p> <p>B 9.2 bar</p> <p>AVERAGE</p> <p>9.2 bar</p>	<p>12MAW15CP902 LP STEAM SEAL PRESSURE</p> <p>A 35.020 mbarg</p> <p>B 35.618 mbarg</p> <p>AVERAGE</p> <p>35.744 mbarg</p>
<p>12LBA21CT902 HP STEAM ADMISSION TEMPERATURE</p> <p>A 522.0 °C</p> <p>B 521.6 °C</p> <p>AVERAGE</p> <p>521.8 °C</p>	<p>12LB521CT902 IP STEAM ADMISSION TEMPERATURE</p> <p>A 532.9 °C</p> <p>B 533.0 °C</p> <p>AVERAGE</p> <p>533.0 °C</p>	<p>12MAW15CT901 LP STEAM SEAL TEMPERATURE</p> <p>A 199.2 °C</p> <p>B 201.0 °C</p> <p>AVERAGE</p> <p>200.1 °C</p>
<p>12MAA10CT902 HP TURBINE INLET STEAM TEMP</p> <p>A 0.0 °C</p> <p>B 433.9 °C</p> <p>AVERAGE</p> <p>433.9 °C</p>	<p>12MAB10CT902 IP TURBINE INLET STEAM TEMP</p> <p>A 462.1 °C</p> <p>B 446.9 °C</p> <p>AVERAGE</p> <p>491.6 °C</p>	<p>12MKA01CE902 GENERATURE ACTIVE POWER</p> <p>A 61.2 MW</p> <p>B 61.1 MW</p> <p>AVERAGE</p> <p>61.1 MW</p>

12MAY00DE912  
TURBINE MASTER DEM

A 39.2 %

B 38.2 %

AVERAGE

-0.0 %

MEGAWATTS 61 MW	THROTTLE PRESS 143 BAR	TOTAL ATR FLOW 32.88 t/h	OKYGEN 8.50 %	TOTAL FUEL FLOW 28.96 T/h	FURN PRESS -0.98 MBAR	CRDM LEVEL -1.34 mm	HEAT RATE EFFICIENCY
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STBY IN LOC MODE

REMOTE LOAD CONTROL

TURBINE TRIPPED

12MAD20CS903  
STEAM TURBINE SPEED

A	2995 rpm
B	2995 rpm
C	2995 rpm
2995 rpm	

GOOD

12MAC10CT902  
LP L-1 STAGE TEMPERATURE

A	64.1 °C
B	64.3 °C
C	65.0 °C
64.3 °C	

GOOD

12MAC10CP901  
LP TURBINE OUTLET STEAM PRESS

A	-0.006 bara
B	0.002 bara
C	0.002 bara
0.002 bara	

GOOD

12MAV40CP903  
LUBE OIL FEEDING PRESSURE

A	2.2 bar
B	2.2 bar
C	2.3 bar
2.3 bar	

GOOD

12MAV02CL903  
LUBE OIL TANK LEVEL

A	563.7 mm
B	553.8 mm
C	553.6 mm
553.6 mm	

GOOD

12MAD20FY903  
ST THRUST BEARING CONSUMPTION

A	0.0 mm
B	0.0 mm
C	-0.0 mm
0.007 mm	

GOOD

GENERATOR LOAD 61.1 MW  
ST SPEED 2995 rpm  
GCB OFF  
MODE POSITION

MEGAWATTS 61 MW	THROTTLE PRESS 143 BAR	TOTAL AIR FLOW 33.11 %	OXYGEN 8.54 %	TOTAL FUEL FLOW 29.94 T/h	TURN PRESS -0.52 MBAR	DRUM LEVEL -2.03 mm	HEAT RATE EFFICIENCY
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ST01 IN LOC. MODE

TURBINE TRIPPED

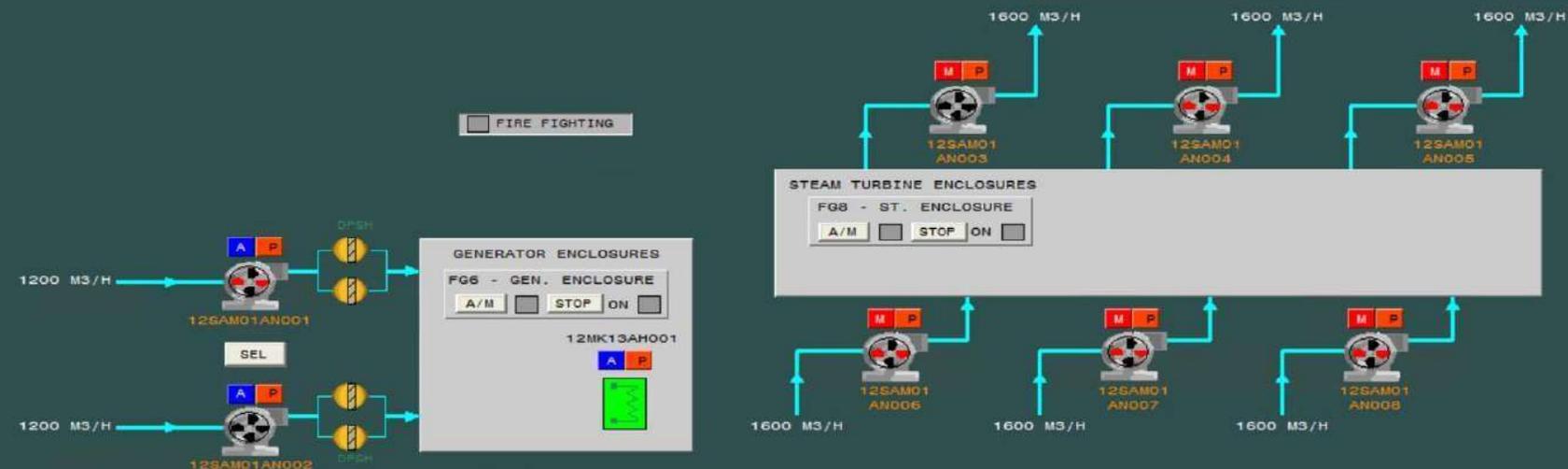
REMOTE LOAD CONTROL

GENERATOR LOAD 61.2 MW

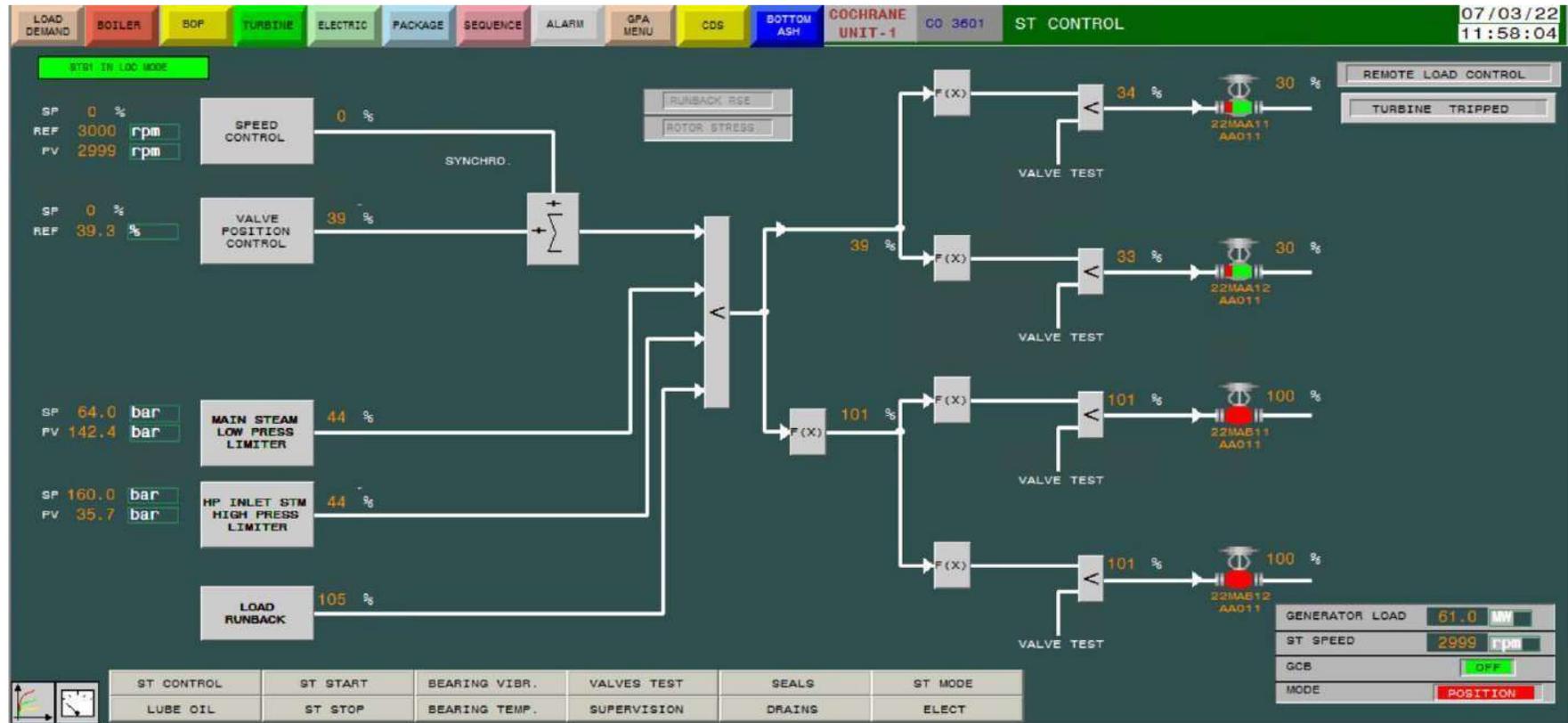
ST SPEED 2997 rpm

GCB OFF

MODE POSITION



ST CONTROL	ST START	BEARING VIBR.	VALVES TEST	SEALS	ST MODE
LUBE OIL	ST STOP	BEARING TEMP.	SUPERVISION	DRAINS	ELECT
MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS
61.2 MW	143 BAR	32.93 %	6.32 %	30.07 T/h	-0.66 BAR
					DRUM LEVEL
					-2.44 mm
					HEAT RATE EFFICIENCY



STB TR LOC MODE

TURBINE TRIPPED  
REMOTE LOAD CONTROL

12LBA21CT903  
HP STEAM ADMISSION TEMPERATURE

A	522.1 °C
B	521.5 °C
C	521.7 °C
	521.7 °C

GOOD

12LBB21CT903  
IP STEAM ADMISSION TEMPERATURE

A	533.0 °C
B	533.1 °C
C	533.5 °C
	533.2 °C

GOOD

12MAA10CP903  
HP TURBINE INLET STM PRESSURE

A	35.2 barg
B	35.0 barg
C	35.2 barg
	35.2 barg

GOOD

12LBA21CP903  
HP STEAM ADMISSION PRESSURE

A	142.2 barg
B	142.0 barg
C	142.1 barg
	142.1 barg

GOOD

12LBB21CP903  
IP STEAM ADMISSION PRESSURE

A	9.1 barg
B	9.1 barg
C	9.0 barg
	9.1 barg

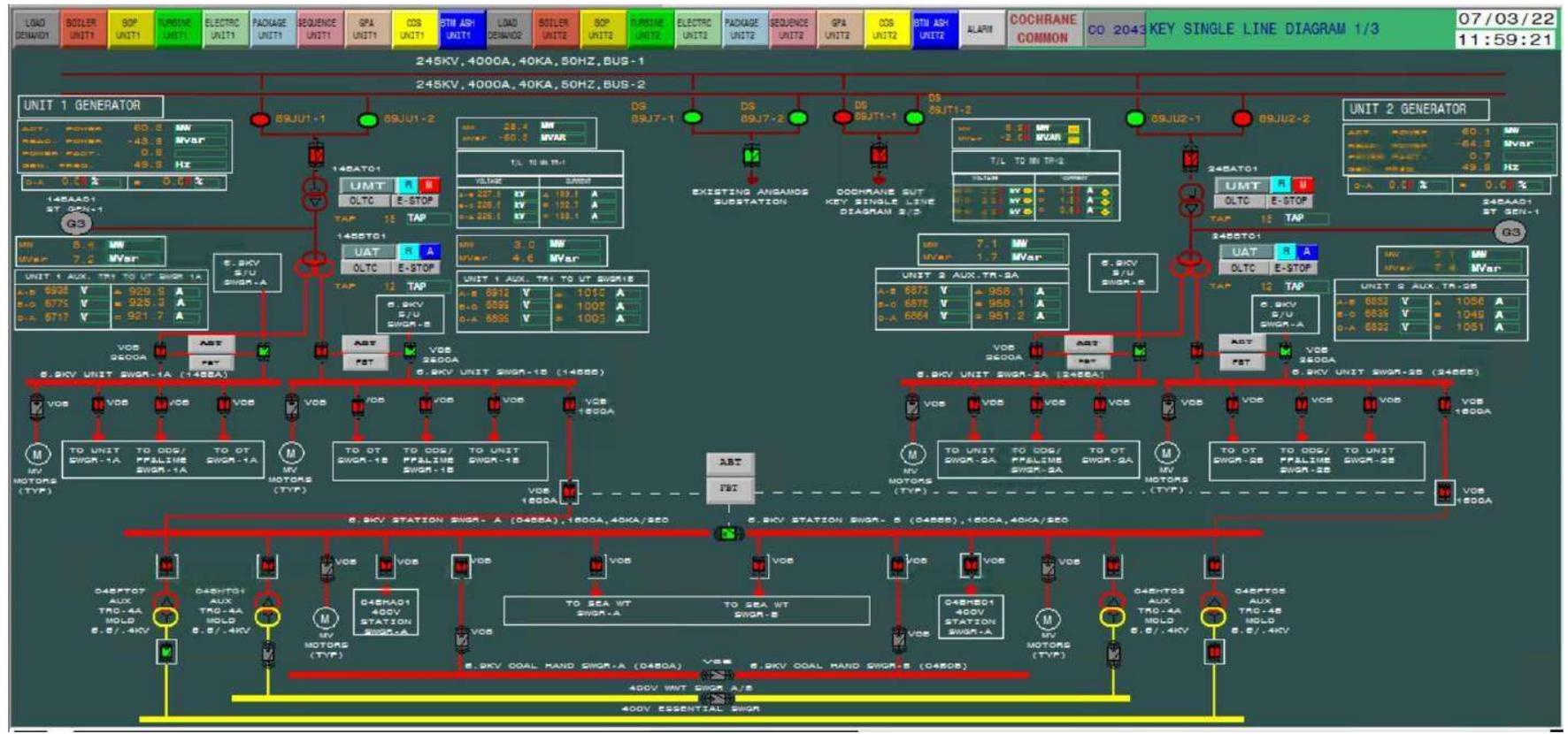
GOOD

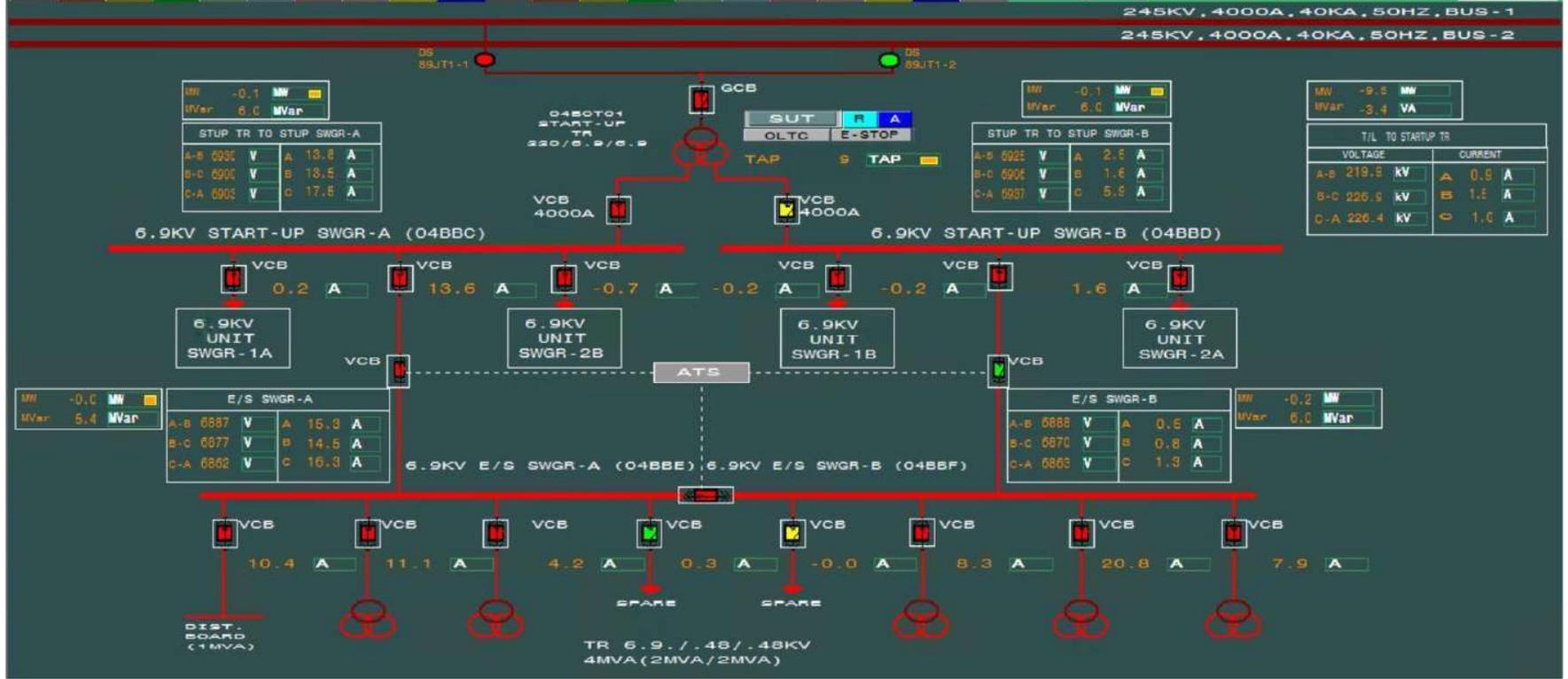
12MKB33CT903  
GEN S.R.HOUSING O/L HOT AIR TEMP

A	38.3 °C
B	38.2 °C
C	38.1 °C
	38.2 °C

GOOD

	ST CONTROL	ST START	BEARING VIBR.	VALVES TEST	SEALS	ST MODE
	LUBE OIL	ST STOP	BEARING TEMP.	SUPERVISION	DRAINS	ELECT







UNIT 1 MAIN TR ALARM	START-UP TR ALARM	UNIT 1 AUX TR ALARM	220KV GIS T/L #5 ALARM	220KV GIS T/L #6 ALARM	BUS COUPLER ALARM
LOSS OF NORMAL AC 380 V POWER	LOSS OF NORMAL AC 380 V POWER	LOSS OF NORMAL AC 380 V POWER	<b>GCB (00) CLOSED</b>	<b>GCB (00) CLOSED</b>	<b>GCB (00) CLOSED</b>
LOSS OF BACK UP AC 380V POWER	LOSS OF BACK UP AC 380V POWER	LOSS OF BACK UP AC 380V POWER	GCB (00) OPENED	GCB (00) OPENED	GCB (00) OPENED
OIL LEVEL INDICATOR(MAIN) LOW	OIL LEVEL INDICATOR(MAIN) LOW	OIL LEVEL INDICATOR(MAIN) LOW	GCB OIL CLOSING LOCKOUT	GCB OIL CLOSING LOCKOUT	GCB OIL CLOSING LOCKOUT
OIL LEVEL INDICATOR(OLTC) LOW	OIL LEVEL INDICATOR(OLTC) LOW	OIL LEVEL INDICATOR(OLTC) LOW	GCB OIL TRIP LOCKOUT	GCB OIL TRIP LOCKOUT	GCB OIL TRIP LOCKOUT
BUCHHOLZ RELAY	BUCHHOLZ RELAY	BUCHHOLZ RELAY	GCB OIL LOW PRESSURE	GCB OIL LOW PRESSURE	GCB OIL LOW PRESSURE
WINDING TEMP. INDICATOR(HV) 95	WINDING TEMP. INDICATOR(HV) 95	WINDING TEMP. INDICATOR(HV) 95	GCB OIL LOW LEVEL	GCB OIL LOW LEVEL	GCB OIL LOW LEVEL
WINDING TEMP. INDICATOR(XV) 95	WINDING TEMP. INDICATOR(XV) 95	WINDING TEMP. INDICATOR(XV) 95	GCB PUMP MOTOR OVER LOAD	GCB PUMP MOTOR OVER LOAD	GCB PUMP MOTOR OVER LOAD
TOP OIL TEMP. INDICATOR 90	WINDING TEMP. INDICATOR(YV) 95	WINDING TEMP. INDICATOR(YV) 95	GCB PUMP MOTOR LONG RUN	GCB PUMP MOTOR LONG RUN	GCB PUMP MOTOR LONG RUN
CONTROL POWER UNDERVOTAGE	TOP OIL TEMP. INDICATOR 90	TOP OIL TEMP. INDICATOR 90	GCB GAS 1ST STAGE	GCB GAS 1ST STAGE	GCB GAS 1ST STAGE
DC POWER UNDERVOLTAGE	CONTROL POWER UNDERVOTAGE	CONTROL POWER UNDERVOTAGE	GCB GAS 2ND STAGE LOCKOUT	GCB GAS 2ND STAGE LOCKOUT	GCB GAS 2ND STAGE LOCKOUT
FAN MOTOR OVERLOAD	DC POWER UNDERVOLTAGE	DC POWER UNDERVOLTAGE	GENNERAL GAS COMP. 2ND STAGE	GENNERAL GAS COMP. 2ND STAGE	GENERAL GAS COMP. 2ND STAGE
PUMP MOTOR OVERLOAD	FAN MOTOR OVERLOAD	FAN MOTOR OVERLOAD	G01-1 GAS COMP. 2ND STAGE	G01-1 GAS COMP. 2ND STAGE	G01-1 GAS COMP. 1ST STAGE
OIL FLOW FAIL	GAS MON DEV RELAY#1(GAS H)	GAS MON DEV RELAY#1(GAS H)	G01-2 GAS COMP. 1ST STAGE	G01-2 GAS COMP. 1ST STAGE	G01-2 GAS COMP. 1ST STAGE
GAS MON DEV RELAY#1(GAS H)	GAS MON DEV RELAY#2(GAS HH)	GAS MON DEV RELAY#2(GAS HH)	G01-3 GAS COMP. 1ST STAGE	G01-3 GAS COMP. 1ST STAGE	G01-3 GAS COMP. 1ST STAGE
GAS MON DEV RELAY#2(GAS HH)	GAS MON DEV RELAY#3(MOIST H)	GAS MON DEV RELAY#3(MOIST H)	G01-4 GAS COMP. 1ST STAGE	G01-4 GAS COMP. 1ST STAGE	DC CONTROL MCCB OPEN
GAS MON DEV RELAY#3(MOIST H)	GAS MON DEV RELAY#4(MOIST HH)	GAS MON DEV RELAY#4(MOIST HH)	G01-5 GAS COMP. 1ST STAGE	G01-5 GAS COMP. 1ST STAGE	AC CONTROL MCCB OPEN
GAS MON DEV RELAY#4(MOIST HH)	<b>GAS MON DEV RELAY#5(SYS FAIL)</b>	<b>GAS MON DEV RELAY#5(SYS FAIL)</b>	G01-6 GAS COMP. 1ST STAGE	G01-6 GAS COMP. 1ST STAGE	TRIP CONTROL POWER FAILURE
GAS MON DEV RELAY#5(SYS FAIL)	RCP DC POWER UNDERVOLTAGE	RCP DC POWER UNDERVOLTAGE	G01-7 GAS COMP. 1ST STAGE	G01-7 GAS COMP. 1ST STAGE	GCB POLE DISCREPANCY
RCP DC POWER UNDERVOLTAGE	OLTC MDU TAP CHANGER IN OPER	OLTC MDU TAP CHANGER IN OPER	GMD1-3 GAS COMP. 1ST STAGE	DC CONTROL MCCB OPEN	INTERLOCK BYPASS KEY SELECTED
OLTC MDU TAP CHANGER IN OPER	OLTC MDU TAP CHANGER INCOMPLT	OLTC MDU TAP CHANGER INCOMPLT	GMD2-7 GAS COMP. 1ST STAGE	AC CONTROL MCCB OPEN	GENERAL GAS COMP. 2ND STAGE
OLTC MDU TAP CHANGER INCOMPLT	OLTC MDU TAP CNTRL POS LOC	OLTC MDU TAP CNTRL POS LOC	DC CONTROL MCCB OPEN	TRIP CONTROL POWER FAILURE	GMD1-1 GAS COMP. 1ST STAGE
OLTC MDU TAP CNTRL POS LOC	OLTC MDU TAP CNTRL POS RCP	OLTC MDU TAP CNTRL POS RCP	AC CONTROL MCCB OPEN	GCB POLE DISCREPANCY	GMD1-2 GAS COMP. 1ST STAGE
OLTC MDU TAP CNTRL POS RCP	<b>OLTC MDU TAP CNTRL POS DCS</b>	OLTC MDU TAP CNTRL POS DCS	TRIP CONTROL POWER FAILURE	VT-3 2ND MCB OPEN	GMD2-1 GAS COMP. 1ST STAGE
<b>OLTC MDU TAP CNTRL POS DCS</b>	<b>OLTC MDU TAP POSITION AUTO</b>	<b>OLTC MDU TAP POSITION AUTO</b>	GCB POLE DISCREPANCY	VT-3 3RD MCB OPEN	GMD2-2 GAS COMP. 1ST STAGE
OLTC MDU TAP POSITION AUTO		<b>OLTC MDU TAP POSITION DCS</b>	VT-3 2ND MCB OPEN	VT-3 3RD MCB OPEN	DC CONTROL MCCB OPEN
			VT-3 3RD MCB OPEN	INTERLOCK BYPASS KEY SELECTED	AC CONTROL MCCB OPEN
			INTERLOCK BYPASS KEY SELECTED		VT-1 2ND MCB OFF
					VT-1 3RD MCB OFF
					VT-2 2ND MCB OFF
					VT-2 3RD MCB OFF
					INTERLOCK BYPASS KEY SELECTED
					PROTECTION RELAY TRIP
					REMOTE SELECTED STATUS

UNIT 1 MAIN TEMP	START UP TR TEMP	UNIT 1 AUX TR TEMP
34.6 deg WINDING TEMP IND(HV)	37.6 deg WINDING TEMP IND(HV)	52.3 deg WINDING TEMP IND(HV)
34.8 deg WINDING TEMP IND(XV)	37.5 deg WINDING TEMP IND(XV)	48.5 deg WINDING TEMP IND(XV)
28.6 deg TOP OIL TEMP IND	36.8 deg WINDING TEMP IND(YV)	50.8 deg WINDING TEMP IND(YV)
	36.8 deg TOP OIL TEMP IND	43.7 deg TOP OIL TEMP IND

UNIT 2 MAIN TR ALARM	START-UP TR ALARM	UNIT 2 AUX TR ALARM	220KV GIS T/L #5 ALARM	220KV GIS T/L #6 ALARM	BUS COUPLER ALARM
LOSS OF NORMAL AC 380 V POWER	LOSS OF NORMAL AC 380 V POWER	LOSS OF NORMAL AC 380 V POWER	OCB (GO) CLOSED	OCB (GO) CLOSED	OCB (GO) CLOSED
LOSS OF BACK UP AC 380V POWER	LOSS OF BACK UP AC 380V POWER	LOSS OF BACK UP AC 380V POWER	OCB (GO) OPENED	OCB (GO) OPENED	OCB (GO) OPENED
OIL LEVEL INDICATOR(MAIN) LOW	OIL LEVEL INDICATOR(MAIN) LOW	OIL LEVEL INDICATOR(MAIN) LOW	OCB OIL CLOSING LOCKOUT	OCB OIL CLOSING LOCKOUT	OCB OIL CLOSING LOCKOUT
OIL LEVEL INDICATOR(OLTC) LOW	OIL LEVEL INDICATOR(OLTC) LOW	OIL LEVEL INDICATOR(OLTC) LOW	OCB OIL TRIP LOCKOUT	OCB OIL TRIP LOCKOUT	OCB OIL TRIP LOCKOUT
BUCHHOLZ RELAY	BUCHHOLZ RELAY	BUCHHOLZ RELAY	OCB OIL LOW PRESSURE	OCB OIL LOW PRESSURE	OCB OIL LOW PRESSURE
WINDING TEMP. INDICATOR(HV) 95	WINDING TEMP. INDICATOR(HV) 95	WINDING TEMP. INDICATOR(HV) 95	OCB OIL LOW LEVEL	OCB OIL LOW LEVEL	OCB OIL LOW LEVEL
WINDING TEMP. INDICATOR(XV) 95	WINDING TEMP. INDICATOR(XV) 95	WINDING TEMP. INDICATOR(XV) 95	OCB PUMP MOTOR OVER LOAD	OCB PUMP MOTOR OVER LOAD	OCB PUMP MOTOR OVER LOAD
TOP OIL TEMP. INDICATOR 90	WINDING TEMP. INDICATOR(YV) 95	WINDING TEMP. INDICATOR(YV) 95	OCB PUMP MOTOR LONG RUN	OCB PUMP MOTOR LONG RUN	OCB PUMP MOTOR LONG RUN
CONTROL POWER UNDERVOTAGE	TOP OIL TEMP. INDICATOR 90	TOP OIL TEMP. INDICATOR 90	OCB GAS 1ST STAGE	OCB GAS 1ST STAGE	OCB GAS 1ST STAGE
DC POWER UNDERVOLTAGE	CONTROL POWER UNDERVOTAGE	CONTROL POWER UNDERVOTAGE	OCB GAS 2ND STAGE LOCKOUT	OCB GAS 2ND STAGE LOCKOUT	OCB GAS 2ND STAGE LOCKOUT
FAN MOTOR OVERLOAD	DC POWER UNDERVOLTAGE	DC POWER UNDERVOLTAGE	GENERAL GAS COMP 2ND STAGE	GENERAL GAS COMP 2ND STAGE	GENERAL GAS COMP 2ND STAGE
PUMP MOTOR OVERLOAD	FAN MOTOR OVERLOAD	FAN MOTOR OVERLOAD	G01-1 GAS COMP 2ND STAGE	G07-1 GAS COMP 2ND STAGE	G03-1 GAS COMP 1ST STAGE
OIL FLOW FAIL	GAS MON DEV RELAY#1(GAS H)	GAS MON DEV RELAY#1(GAS H)	G01-2 GAS COMP 1ST STAGE	G07-2 GAS COMP 1ST STAGE	G03-2 GAS COMP 1ST STAGE
GAS MON DEV RELAY#1(GAS H)	GAS MON DEV RELAY#2(GAS HH)	GAS MON DEV RELAY#2(GAS HH)	G01-3 GAS COMP 1ST STAGE	G07-3 GAS COMP 1ST STAGE	G03-3 GAS COMP 1ST STAGE
GAS MON DEV RELAY#2(GAS HH)	GAS MON DEV RELAY#3(MOIST H)	GAS MON DEV RELAY#3(MOIST H)	G01-4 GAS COMP 1ST STAGE	G07-4 GAS COMP 1ST STAGE	DC CONTROL MCCB OPEN
GAS MON DEV RELAY#3(MOIST H)	GAS MON DEV RELAY#4(MOIST HH)	GAS MON DEV RELAY#4(MOIST HH)	G01-5 GAS COMP 1ST STAGE	G07-5 GAS COMP 1ST STAGE	AC CONTROL MCCB OPEN
GAS MON DEV RELAY#4(MOIST HH)	GAS MON DEV RELAY#5(SYS FAIL)	GAS MON DEV RELAY#5(SYS FAIL)	G01-6 GAS COMP 1ST STAGE	G07-6 GAS COMP 1ST STAGE	TRIP CONTROL POWER FAILURE
GAS MON DEV RELAY#5(SYS FAIL)	RCP DC POWER UNDERVOLTAGE	RCP DC POWER UNDERVOLTAGE	G01-7 GAS COMP 1ST STAGE	G07-7 GAS COMP 1ST STAGE	OCB POLE DISCREPANCY
RCP DC POWER UNDERVOLTAGE	OLTC MDU TAP CHANGER IN OPER	OLTC MDU TAP CHANGER IN OPER	GM01-3 GAS COMP 1ST STAGE	DC CONTROL MCCB OPEN	DC CONTROL MCCB OPEN
OLTC MDU TAP CHANGER IN OPER	OLTC MDU TAP CHANGER INCMPLT	OLTC MDU TAP CHANGER INCMPLT	GM02-7 GAS COMP 1ST STAGE	AC CONTROL MCCB OPEN	AC CONTROL MCCB OPEN
OLTC MDU TAP CHANGER INCMPLT	OLTC MDU TAP CNTRL POS LOC	OLTC MDU TAP CNTRL POS LOC	DC CONTROL MCCB OPEN	TRIP CONTROL POWER FAILURE	TRIP CONTROL POWER FAILURE
OLTC MDU TAP CNTRL POS LOC	OLTC MDU TAP CNTRL POS RCP	OLTC MDU TAP CNTRL POS RCP	AC CONTROL MCCB OPEN	OCB POLE DISCREPANCY	OCB POLE DISCREPANCY
OLTC MDU TAP CNTRL POS RCP	OLTC MDU TAP CNTRL POS DCS	OLTC MDU TAP CNTRL POS DCS	TRIP CONTROL POWER FAILURE	VT-3 2ND MCB OPEN	VT-3 2ND MCB OPEN
OLTC MDU TAP CNTRL POS DCS	OLTC MDU TAP POSITION AUTO	OLTC MDU TAP POSITION AUTO	OCB POLE DISCREPANCY	VT-3 3RD MCB OPEN	VT-3 3RD MCB OPEN
OLTC MDU TAP POSITION AUTO			VT-3 2ND MCB OPEN	INTERLOCK BYPASS KEY SELECTED	INTERLOCK BYPASS KEY SELECTED
			VT-3 3RD MCB OPEN		
			INTERLOCK BYPASS KEY SELECTED		

UNIT 2 MAIN TEMP	START UP TR TEMP	UNIT 2 AUX TR TEMP
35.8 deg WINDING TEMP IND(HV)	37.6 deg WINDING TEMP IND(HV)	62.7 deg WINDING TEMP IND(HV)
37.2 deg WINDING TEMP IND(XV)	37.5 deg WINDING TEMP IND(XV)	48.4 deg WINDING TEMP IND(XV)
30.7 deg TOP OIL TEMP IND	36.8 deg WINDING TEMP IND(YV)	51.5 deg WINDING TEMP IND(YV)
	36.9 deg TOP OIL TEMP IND	42.6 deg TOP OIL TEMP IND

**220KV GIS START UP TR**

**GCB (GO) CLOSED**  
 GCB (GO) OPENED  
 GCB OIL CLOSING LOCKOUT  
 GCB OIL TRIP LOCKOUT  
 GCB OIL LOW PRESSURE  
 GCB OIL LOW LEVEL  
 GCB PUMP MOTOR OVER LOAD  
 GCB PUMP MOTOR LONG RUN  
 GCB GAS 1ST STAGE  
 GCB GAS 2ND STAGE LOCKOUT  
 GENERAL GAS COMP.2ND STAGE  
 G06-1 GAS COMP.2ND STAGE  
 G06-2 GAS COMP.1ST STAGE  
 G06-3 GAS COMP.1ST STAGE  
 G06-4 GAS COMP.1ST STAGE  
 G06-5 GAS COMP.1ST STAGE  
 G06-6 GAS COMP.1ST STAGE  
 G06-7 GAS COMP.1ST STAGE  
 DC CONTROL MCCB OPENED  
**AC CONTROL MCCB OPENED**  
 TRIP CONTROL POWER FAILURE  
 GCB POLE DISCREPANCY  
 VT-3 2ND MCB OPENED  
 VT-3 3RD MCB OPENED  
 INTERLOCK BYPASS KEY SELECTED  
 PROTECTION RELAY TRIP

**GIS EXIIST ANGAMOS S/S**

GCB (GO) CLOSED  
**GCB (GO) OPENED**  
 GCB OIL CLOSING LOCKOUT  
 GCB OIL TRIP LOCKOUT  
 GCB OIL LOW PRESSURE  
 GCB OIL LOW LEVEL  
 GCB PUMP MOTOR OVER LOAD  
 GCB PUMP MOTOR LONG RUN  
 GCB GAS 1ST STAGE  
 GCB GAS 2ND STAGE LOCKOUT  
 GENERAL GAS COMP.2ND STAGE  
 G06-1 GAS COMP.2ND STAGE  
 G06-2 GAS COMP.1ST STAGE  
 G06-3 GAS COMP.1ST STAGE  
 G06-4 GAS COMP.1ST STAGE  
 G06-5 GAS COMP.1ST STAGE  
 G06-6 GAS COMP.1ST STAGE  
 G06-7 GAS COMP.1ST STAGE  
 DC CONTROL MCCB OPENED  
 AC CONTROL MCCB OPENED  
 TRIP CONTROL POWER FAILURE  
 GCB POLE DISCREPANCY  
 VT-3 2ND MCB OPENED  
 VT-3 3RD MCB OPENED  
 INTERLOCK BYPASS KEY SELECTED  
 PROTECTION RELAY TRIP

**220KV GIS UNIT 1 MN TR**

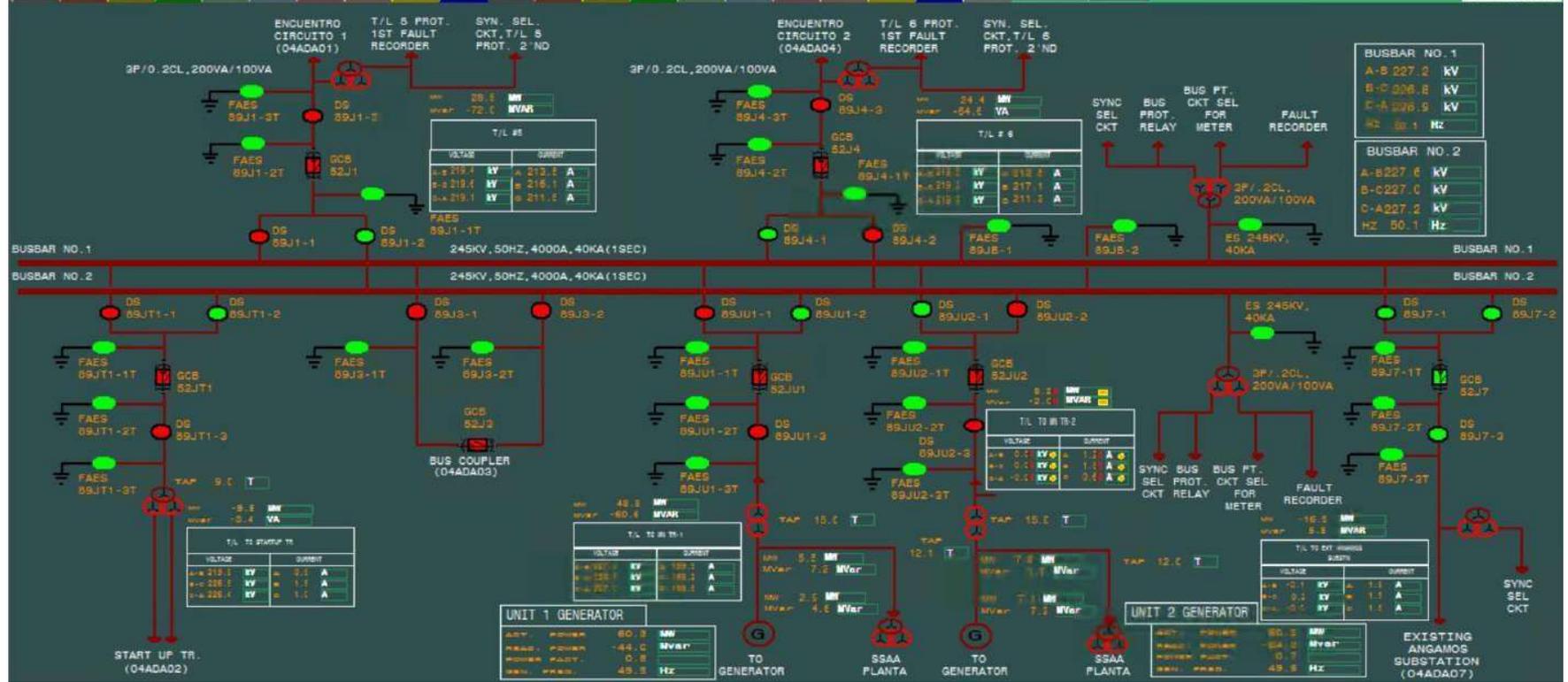
**GCB (GO) CLOSED**  
 GCB (GO) OPENED  
 GCB OIL CLOSING LOCKOUT  
 GCB OIL TRIP LOCKOUT  
 GCB OIL LOW PRESSURE  
 GCB OIL LOW LEVEL  
 GCB PUMP MOTOR OVER LOAD  
 GCB PUMP MOTOR LONG RUN  
 GCB GAS 1ST STAGE  
 GCB GAS 2ND STAGE LOCKOUT  
 GENERAL GAS COMP.2ND STAGE  
 G03-1 GAS COMP.2ND STAGE  
 G03-2 GAS COMP.1ST STAGE  
 G03-3 GAS COMP.1ST STAGE  
 G03-4 GAS COMP.1ST STAGE  
 G03-5 GAS COMP.1ST STAGE  
 G03-6 GAS COMP.1ST STAGE  
 G03-7 GAS COMP.1ST STAGE  
 G03-8 GAS COMP.1ST STAGE  
 DC CONTROL MCCB OPENED  
**AC CONTROL MCCB OPENED**  
 TRIP CONTROL POWER FAILURE  
 GCB POLE DISCREPANCY  
 VT-3 2ND MCB OPENED  
 VT-3 3RD MCB OPENED  
 INTERLOCK BYPASS KEY SELECTED  
 STG PROTECTION RLY CH.A TRIP  
 STG PROTECTION RLY CH.B TRIP

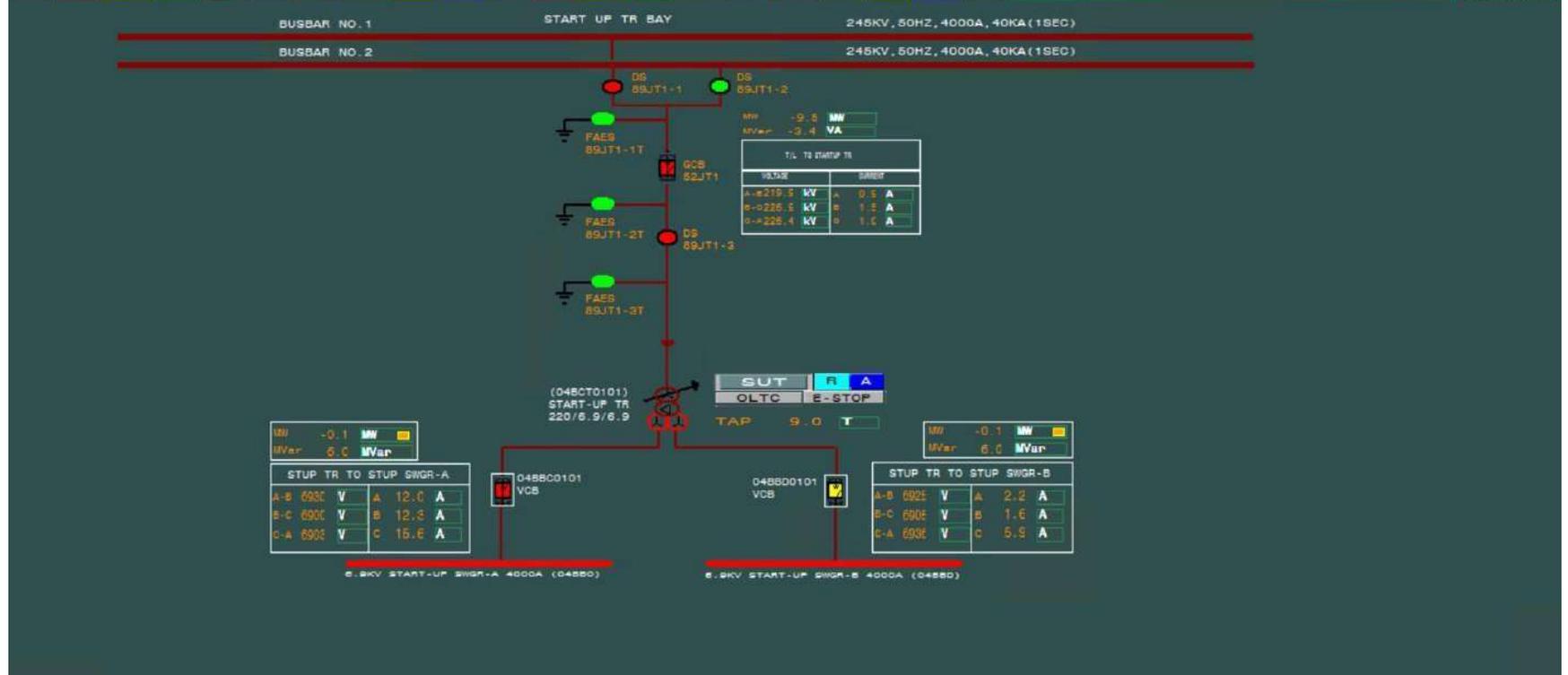
**220KV GIS UNIT 2 MN TR**

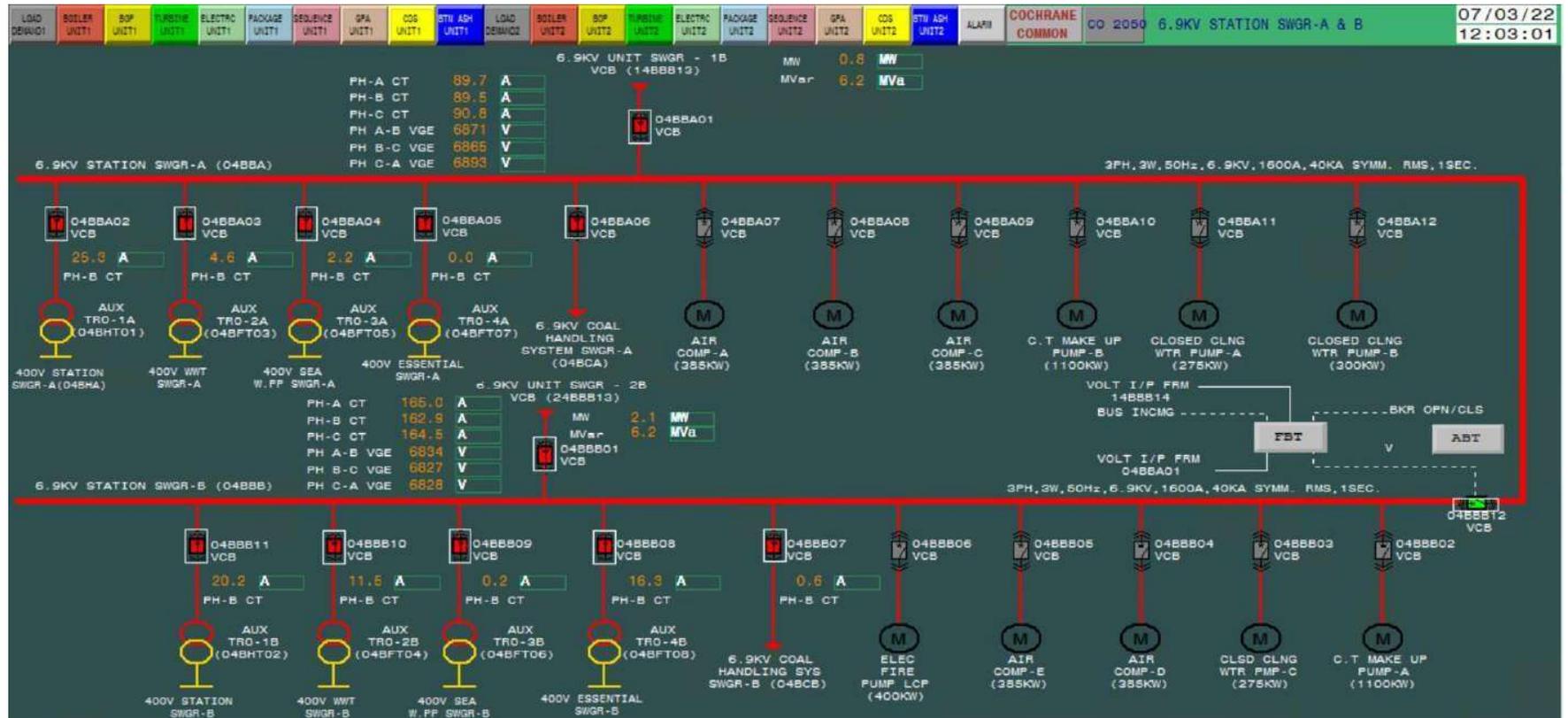
**GCB (GO) CLOSED**  
 GCB (GO) OPENED  
 GCB OIL CLOSING LOCKOUT  
 GCB OIL TRIP LOCKOUT  
 GCB OIL LOW PRESSURE  
 GCB OIL LOW LEVEL  
 GCB PUMP MOTOR OVER LOAD  
 GCB PUMP MOTOR LONG RUN  
 GCB GAS 1ST STAGE  
 GCB GAS 2ND STAGE LOCKOUT  
 GENERAL GAS COMP.2ND STAGE  
 G03-1 GAS COMP.2ND STAGE  
 G03-2 GAS COMP.1ST STAGE  
 G03-3 GAS COMP.1ST STAGE  
 G03-4 GAS COMP.1ST STAGE  
 G03-5 GAS COMP.1ST STAGE  
 G03-6 GAS COMP.1ST STAGE  
 G03-7 GAS COMP.1ST STAGE  
 G03-8 GAS COMP.1ST STAGE  
 DC CONTROL MCCB OPENED  
 AC CONTROL MCCB OPENED  
 TRIP CONTROL POWER FAILURE  
 GCB POLE DISCREPANCY  
 VT-3 2ND MCB OPENED  
 VT-3 3RD MCB OPENED  
 INTERLOCK BYPASS KEY SELECTED  
 STG PROTECTION RLY CH.A TRIP  
 STG PROTECTION RLY CH.B TRIP

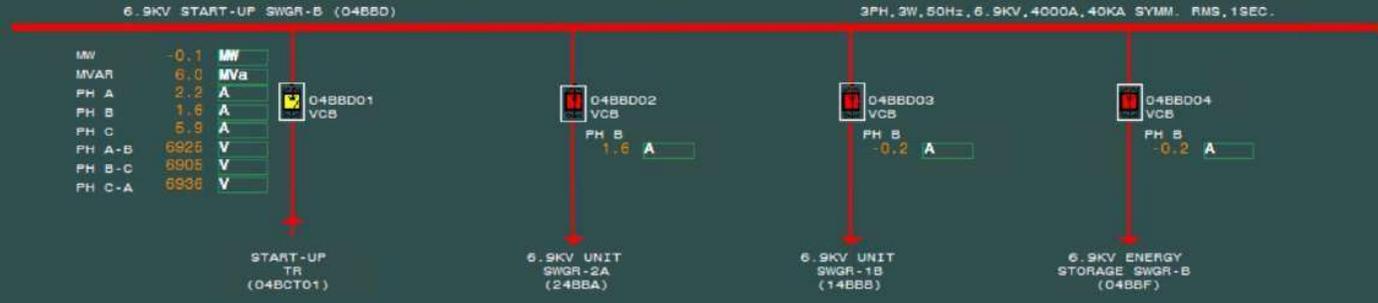
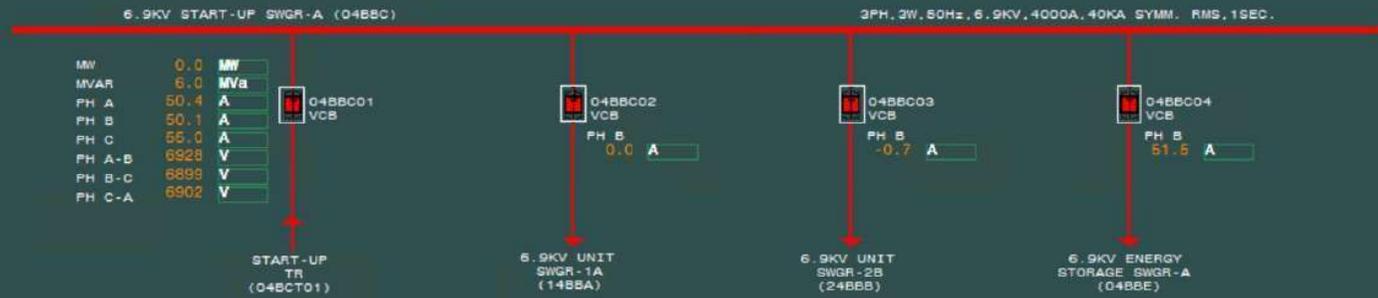
**GIS BUS PROTECT PNL**

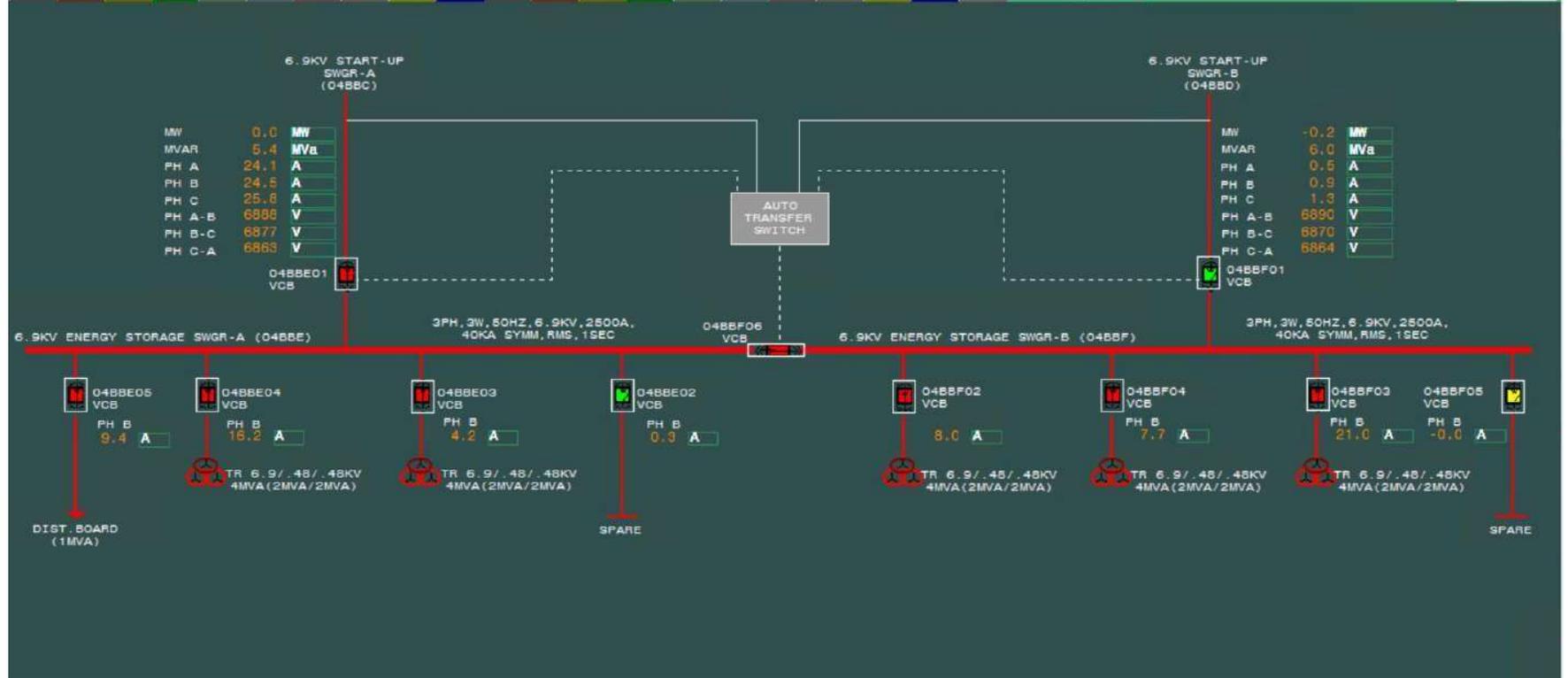
87B1 TRIP  
 87B2 TRIP  
 87B1 TRIP  
 27B2 TRIP  
 BREAKER FAILURE  
 86B1 STATUS  
 86B2 STATUS  
 43BP STATUS  
 DS FAIL  
 TWO DS CLOSE  
 TWO DS OPEN  
 TWO VT FAIL  
 RELAY FAIL  
 DC FAIL  
 CT ALARM  
 43BP IN SERVICE  
 43BP OUT OF SERVICE

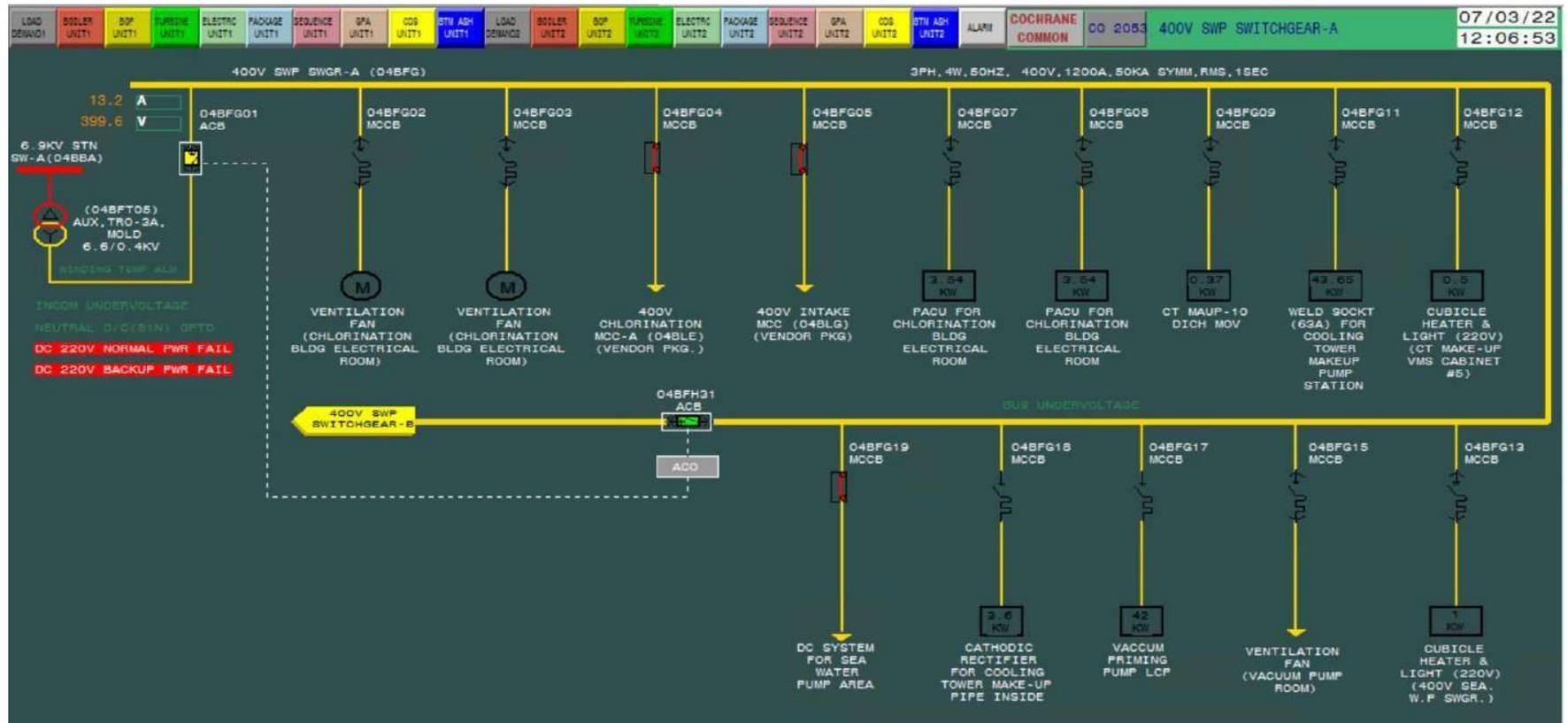


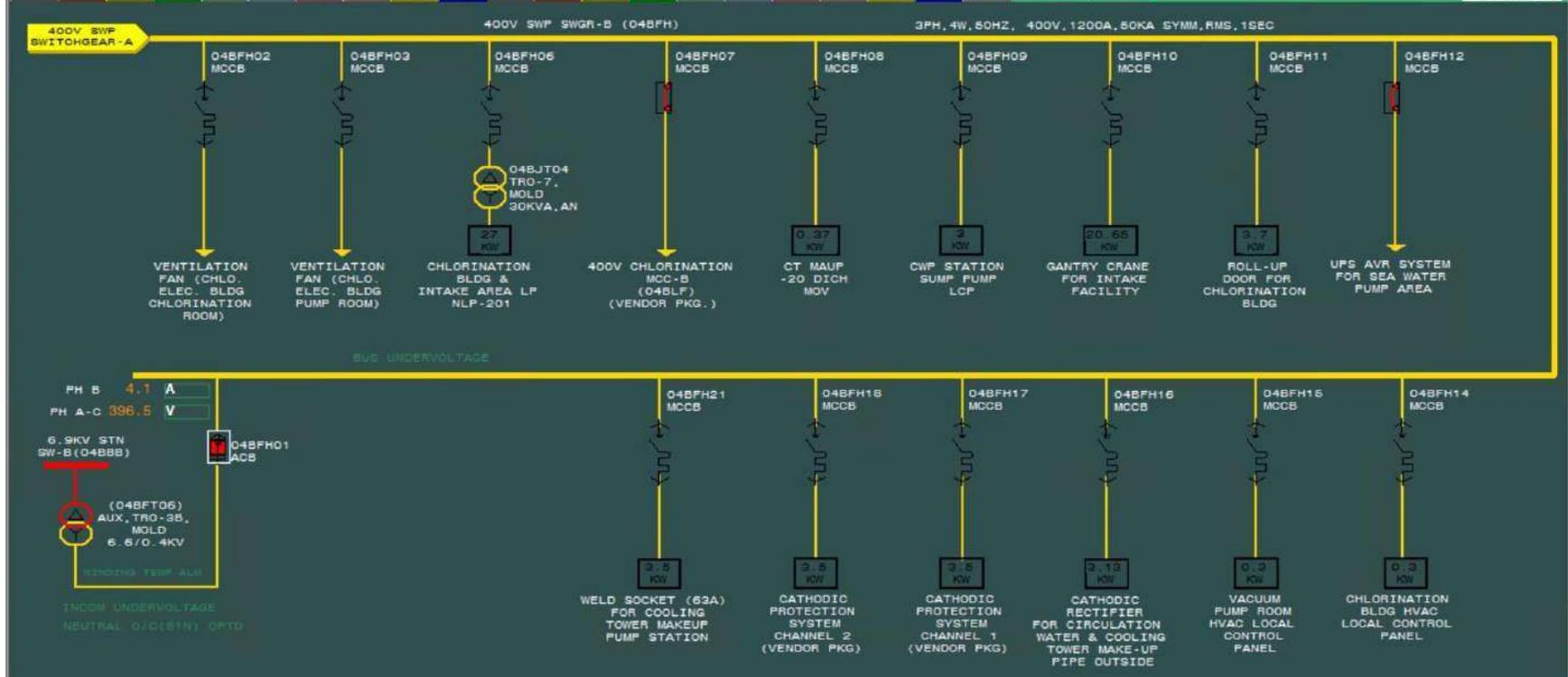


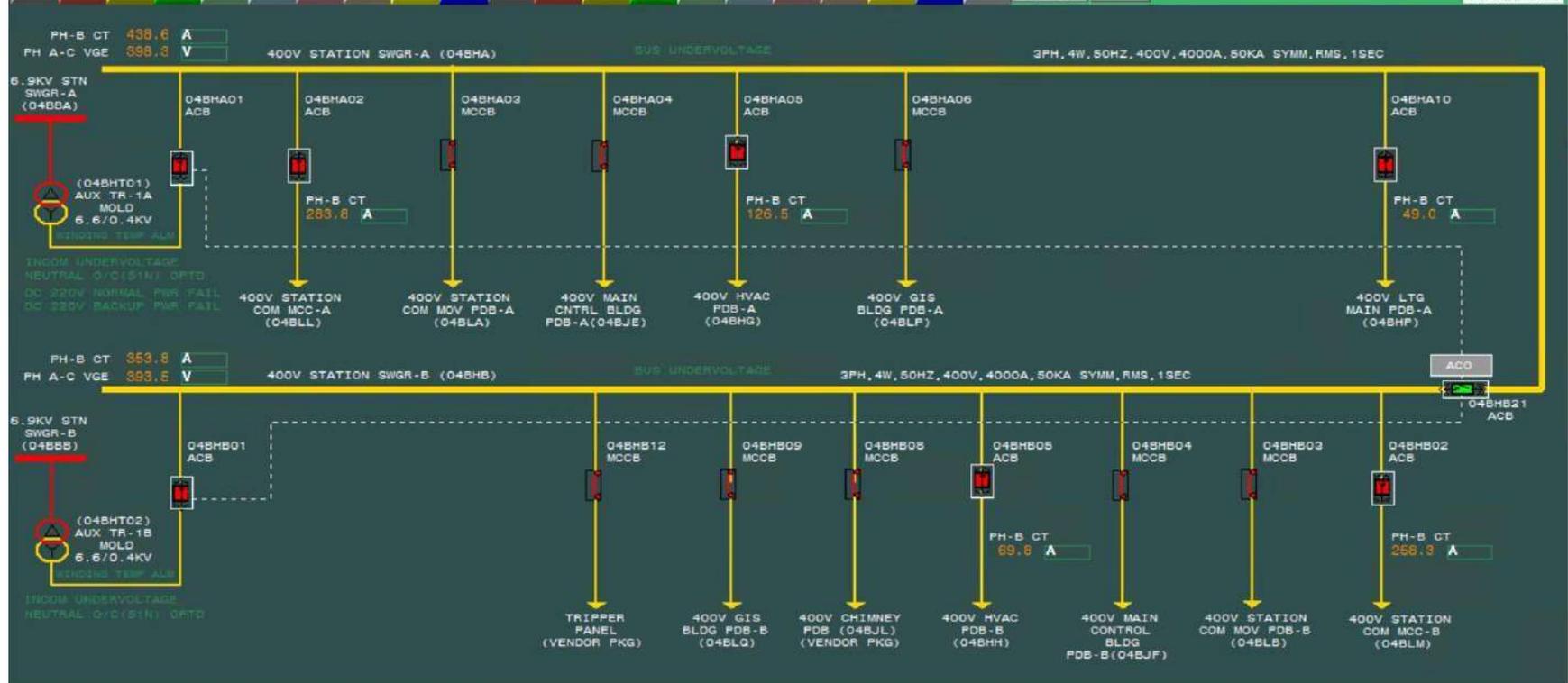




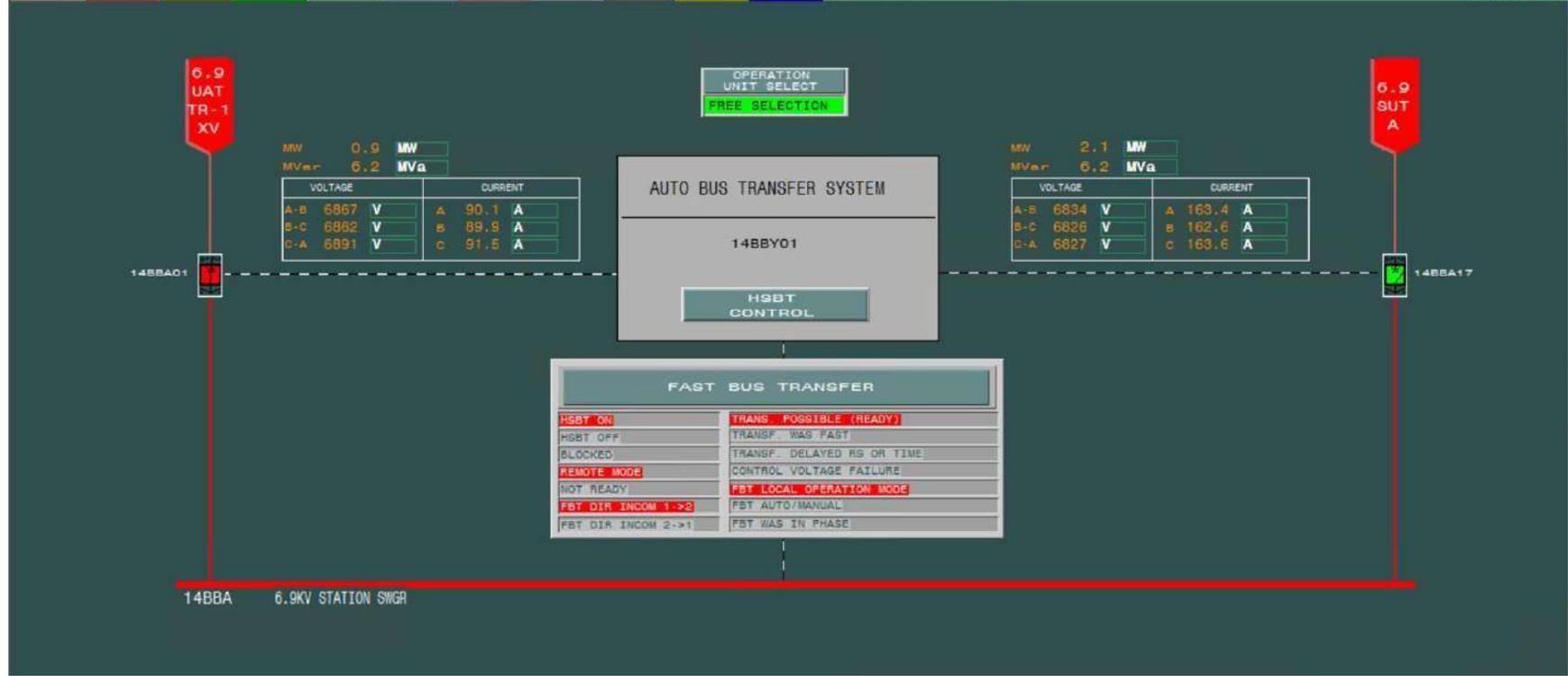


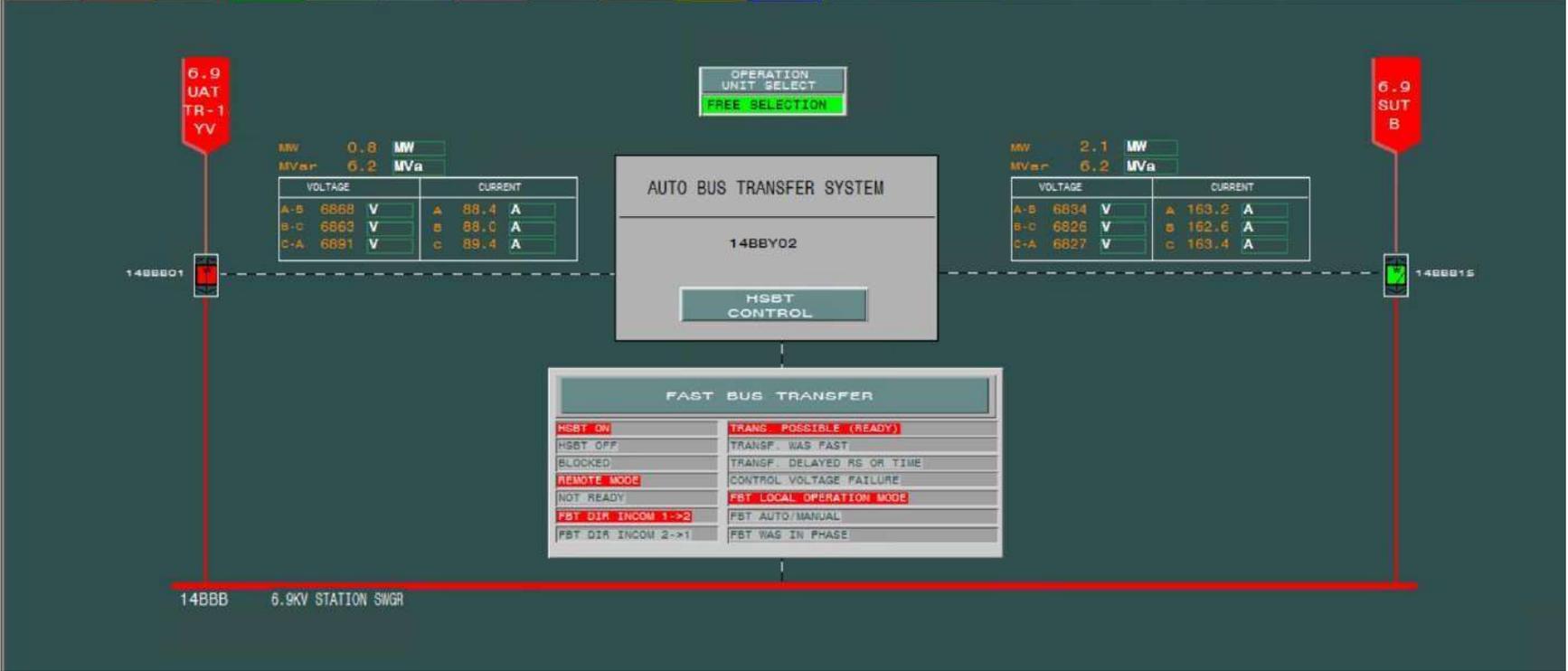


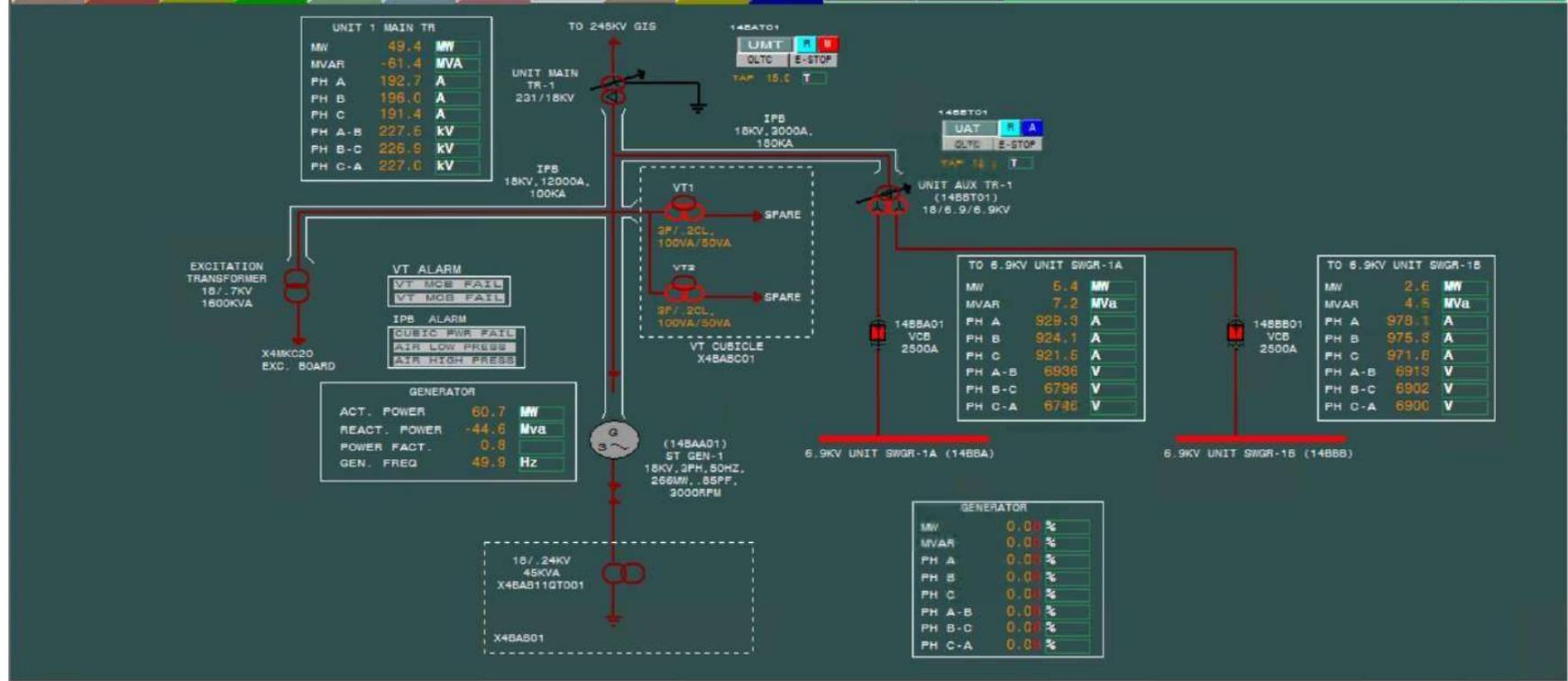


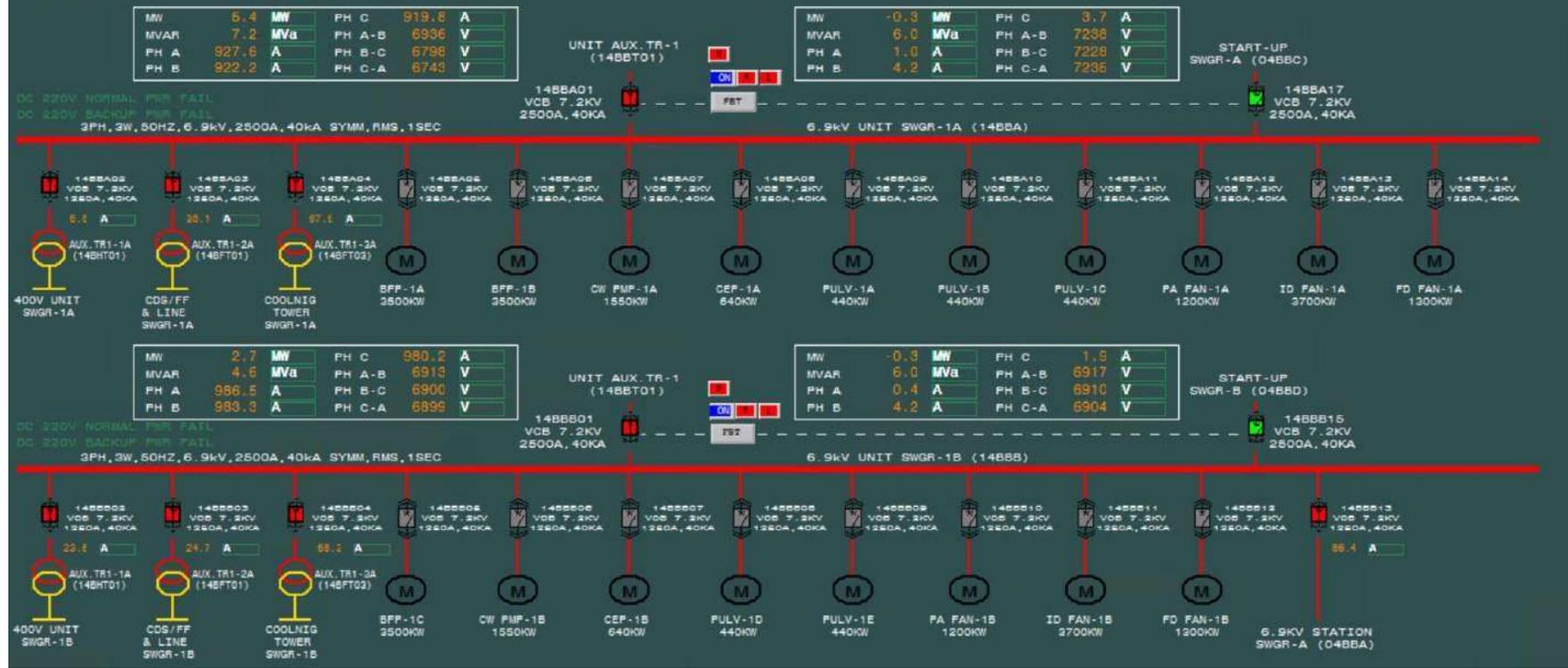


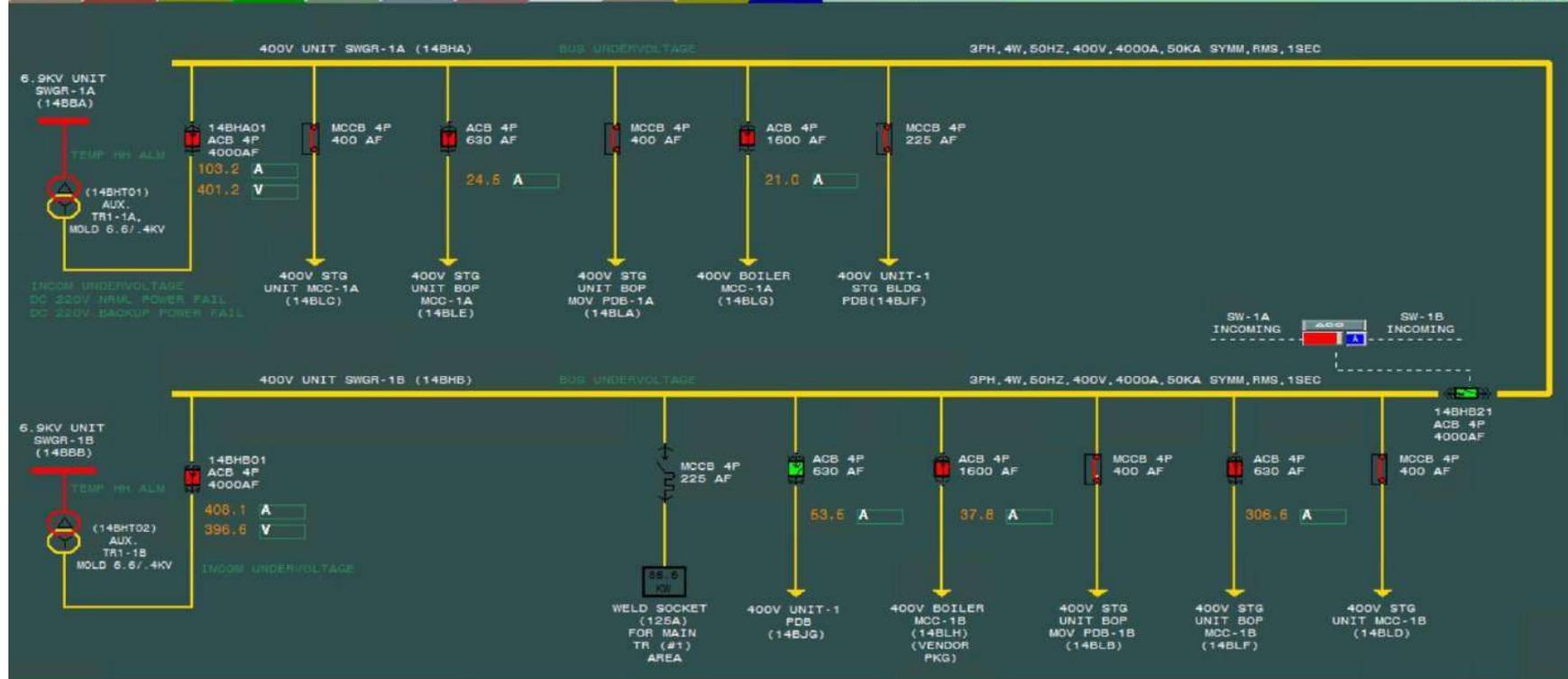


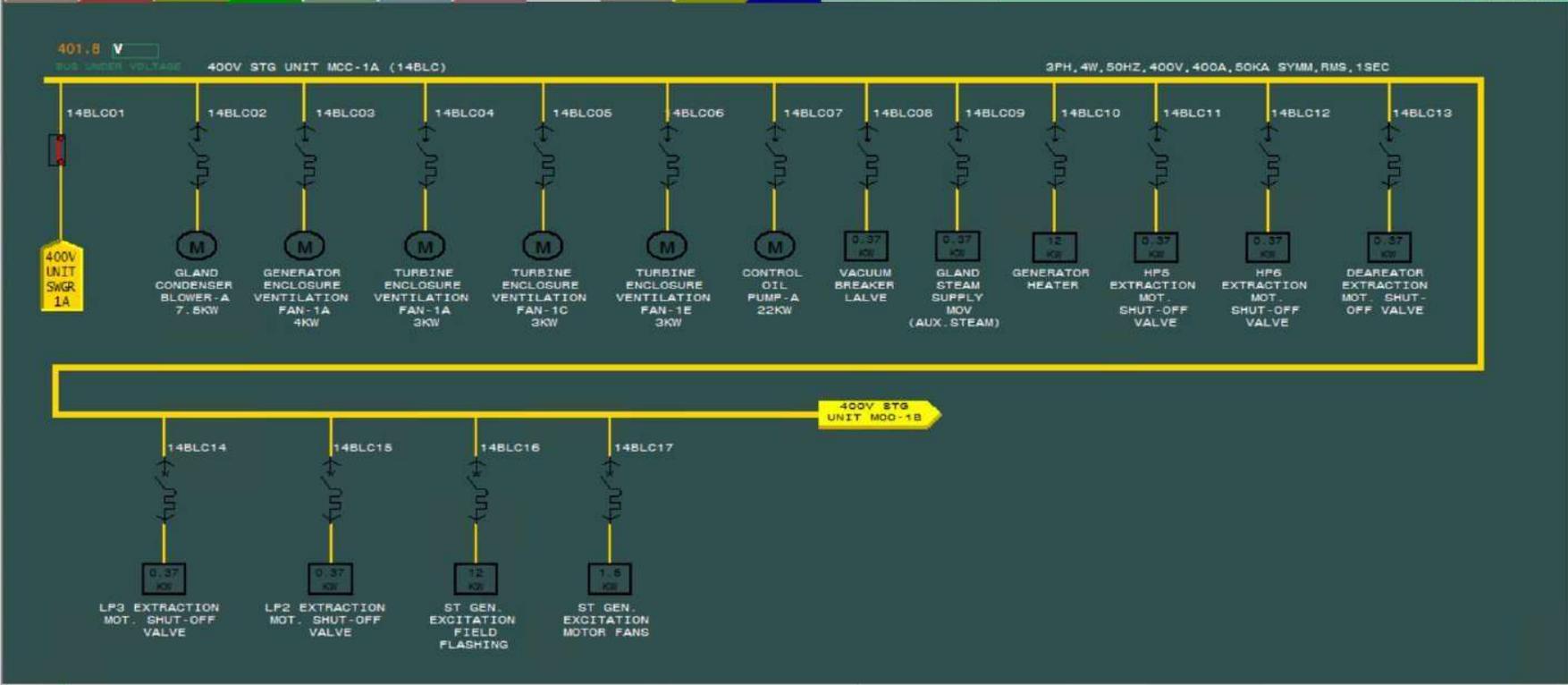


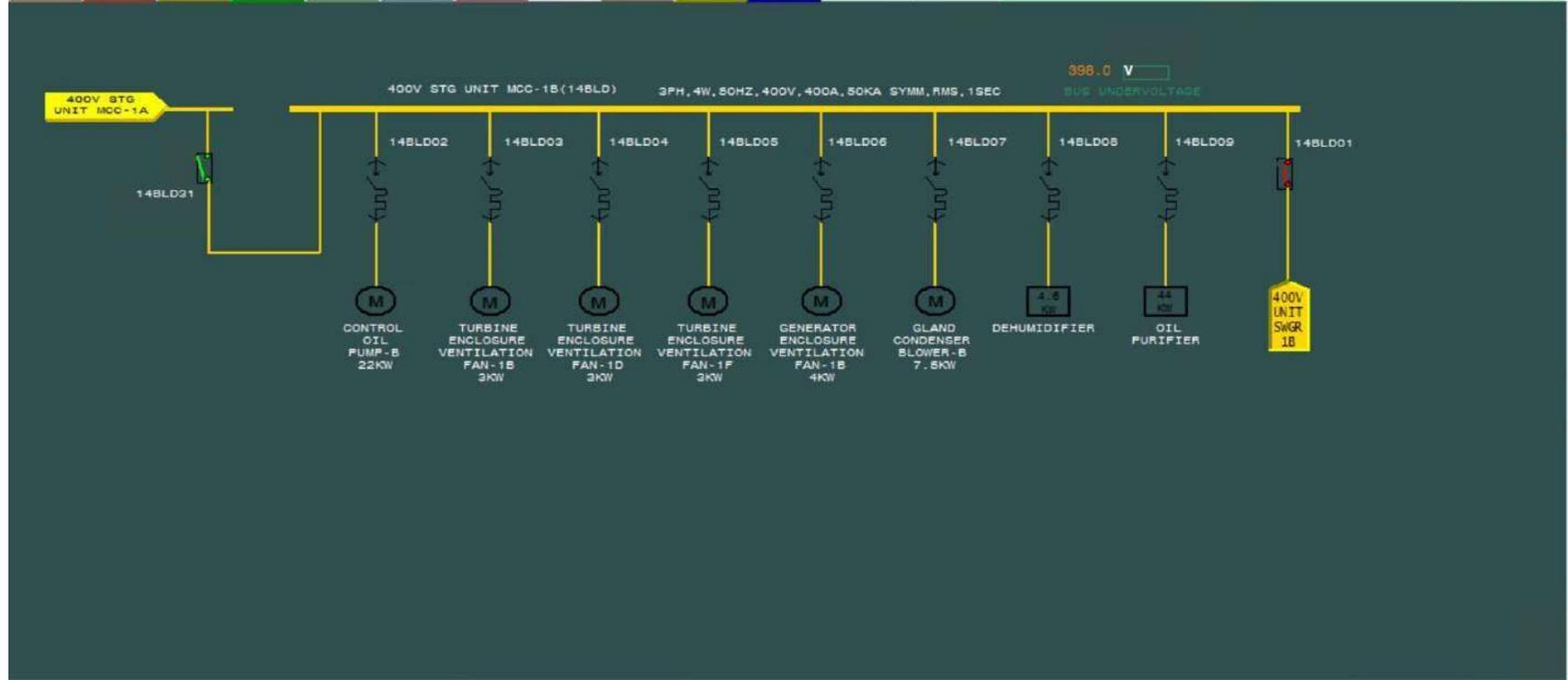


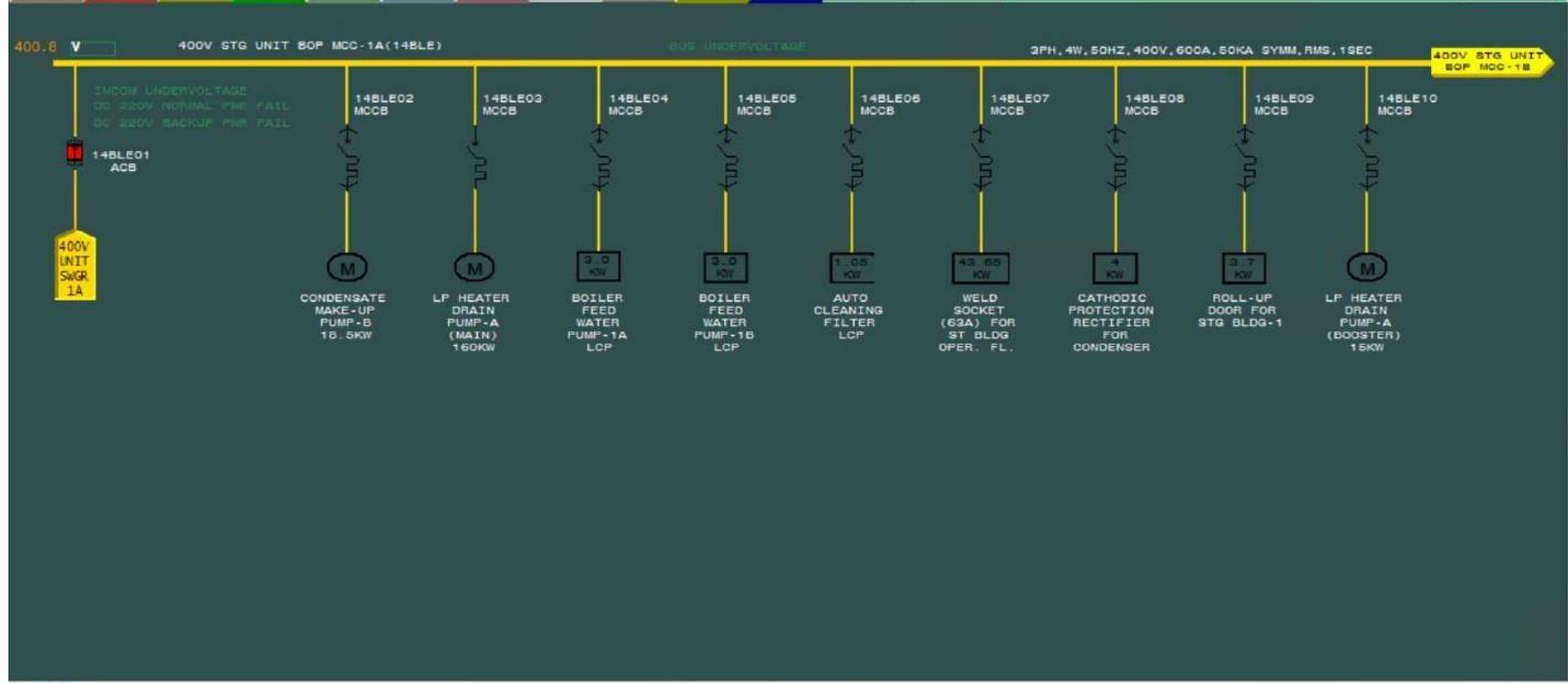


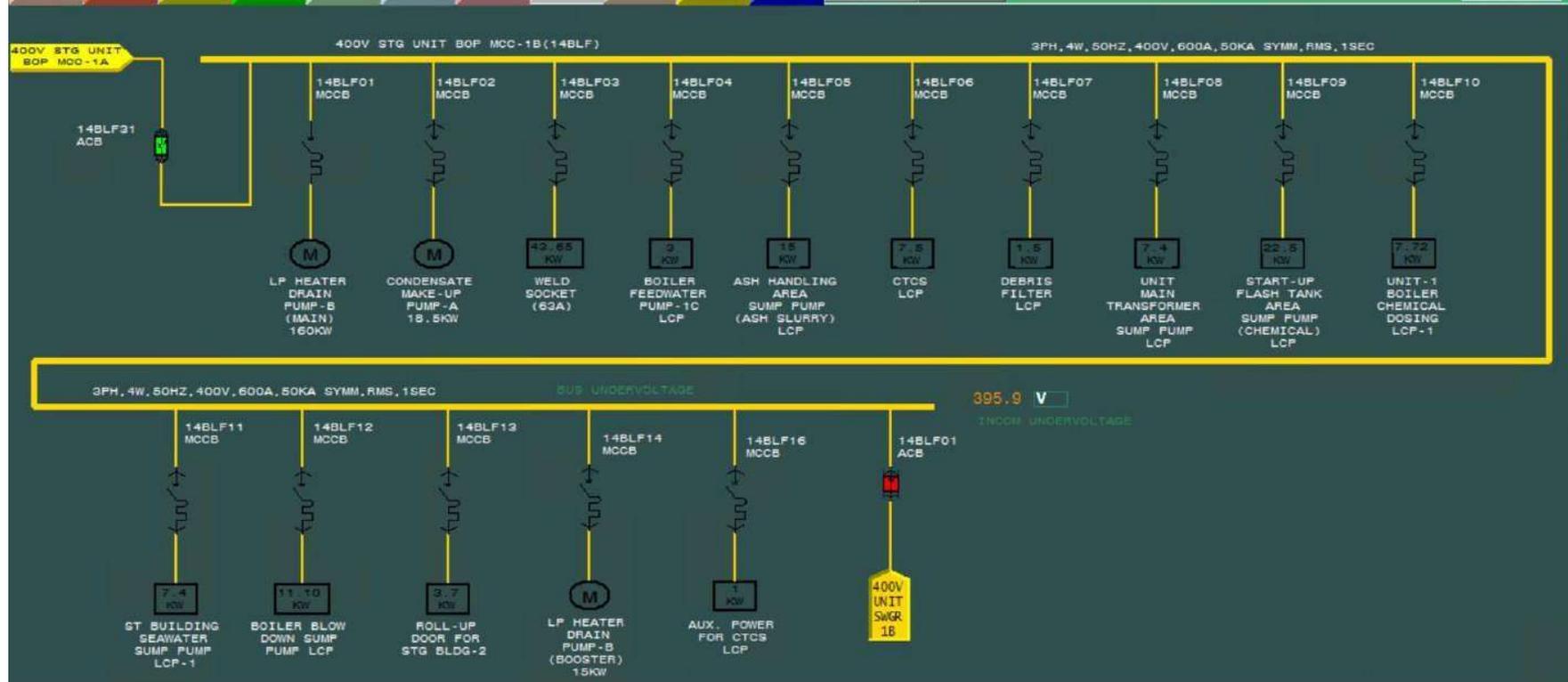


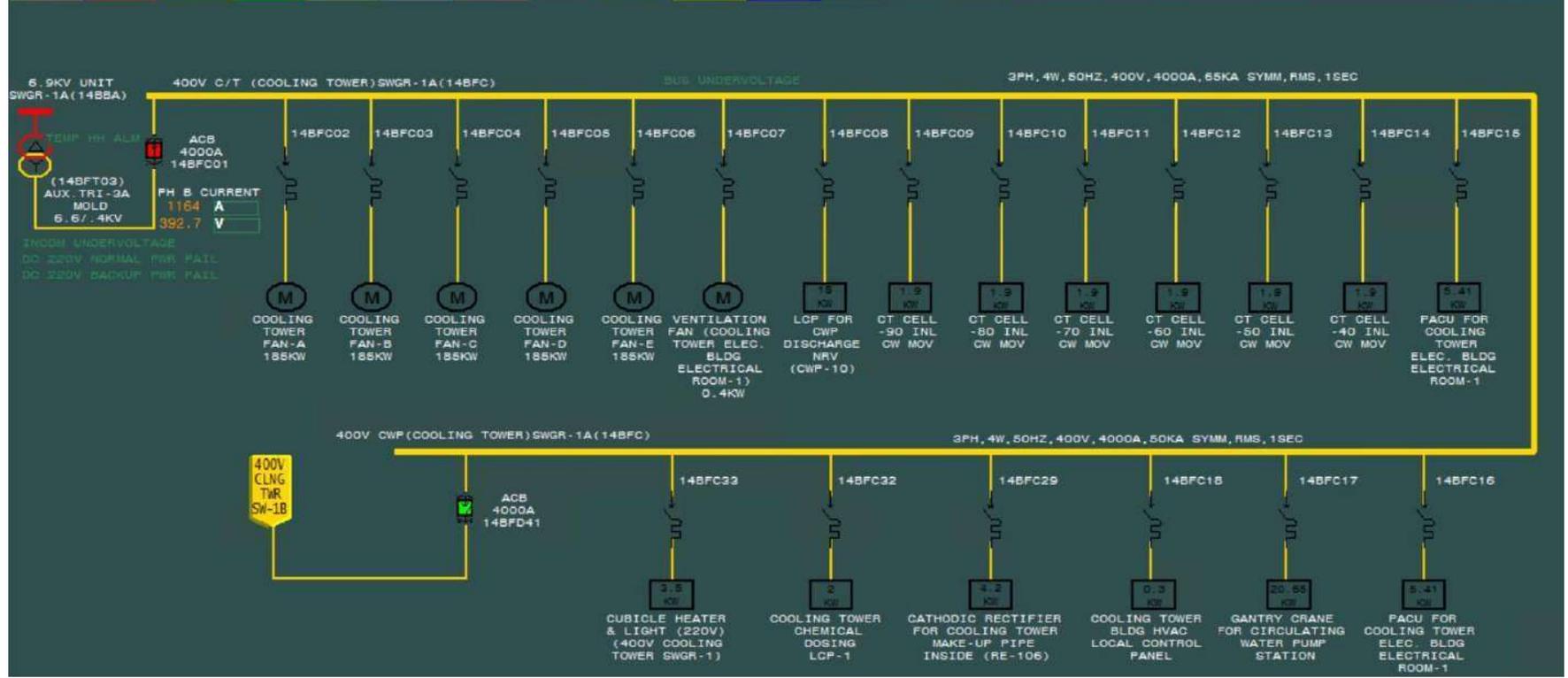


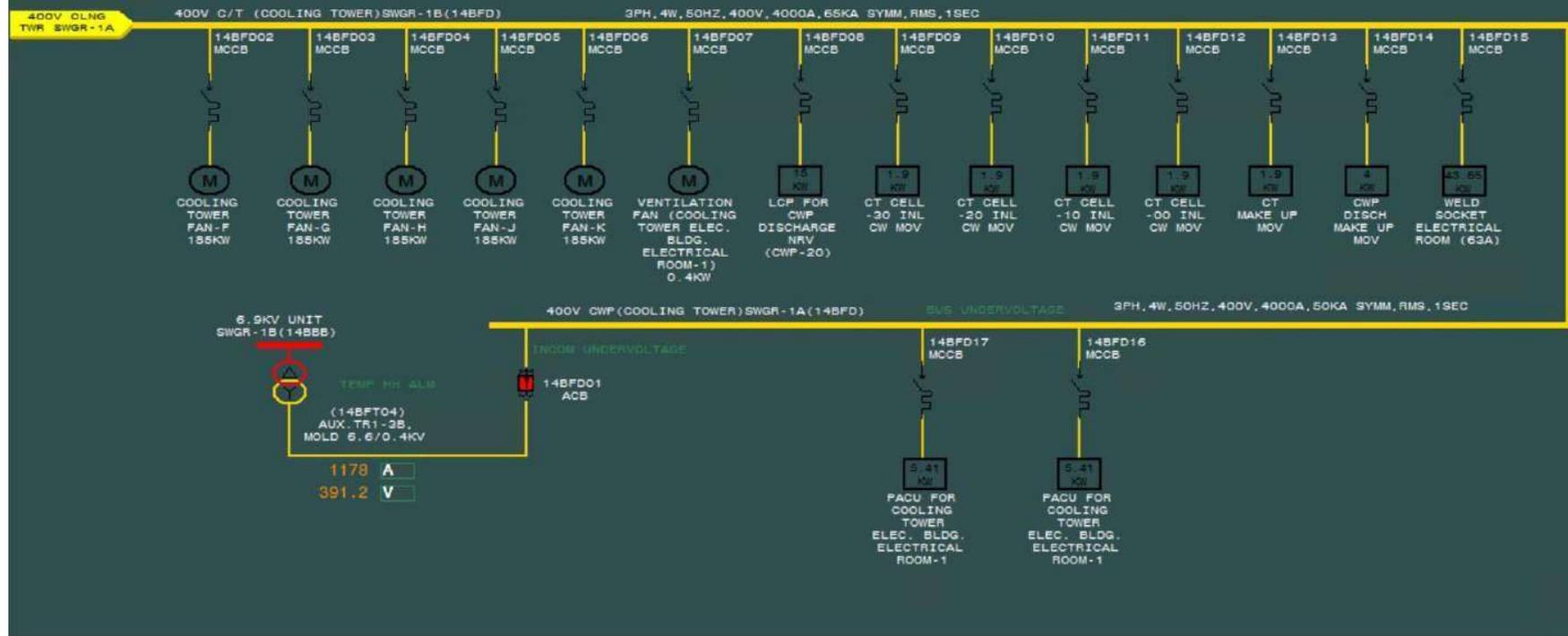




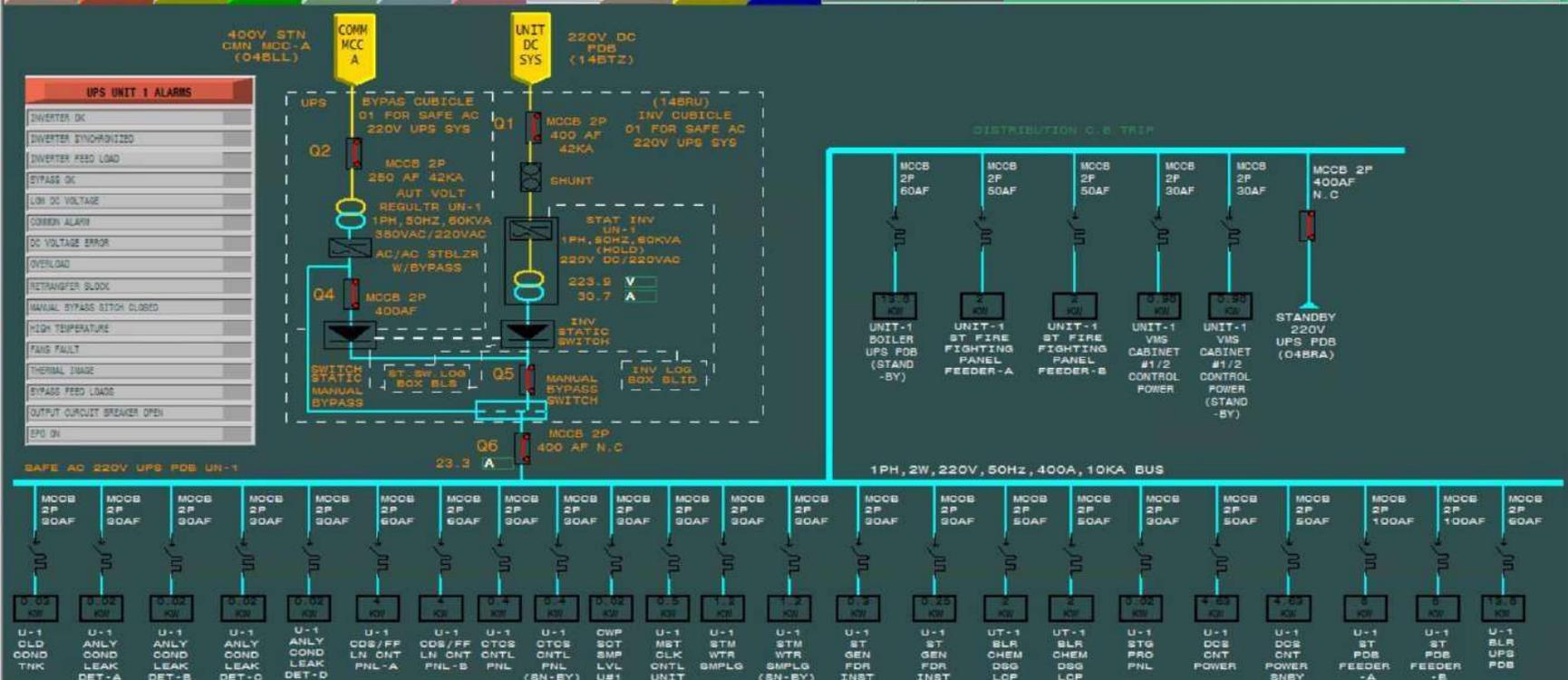


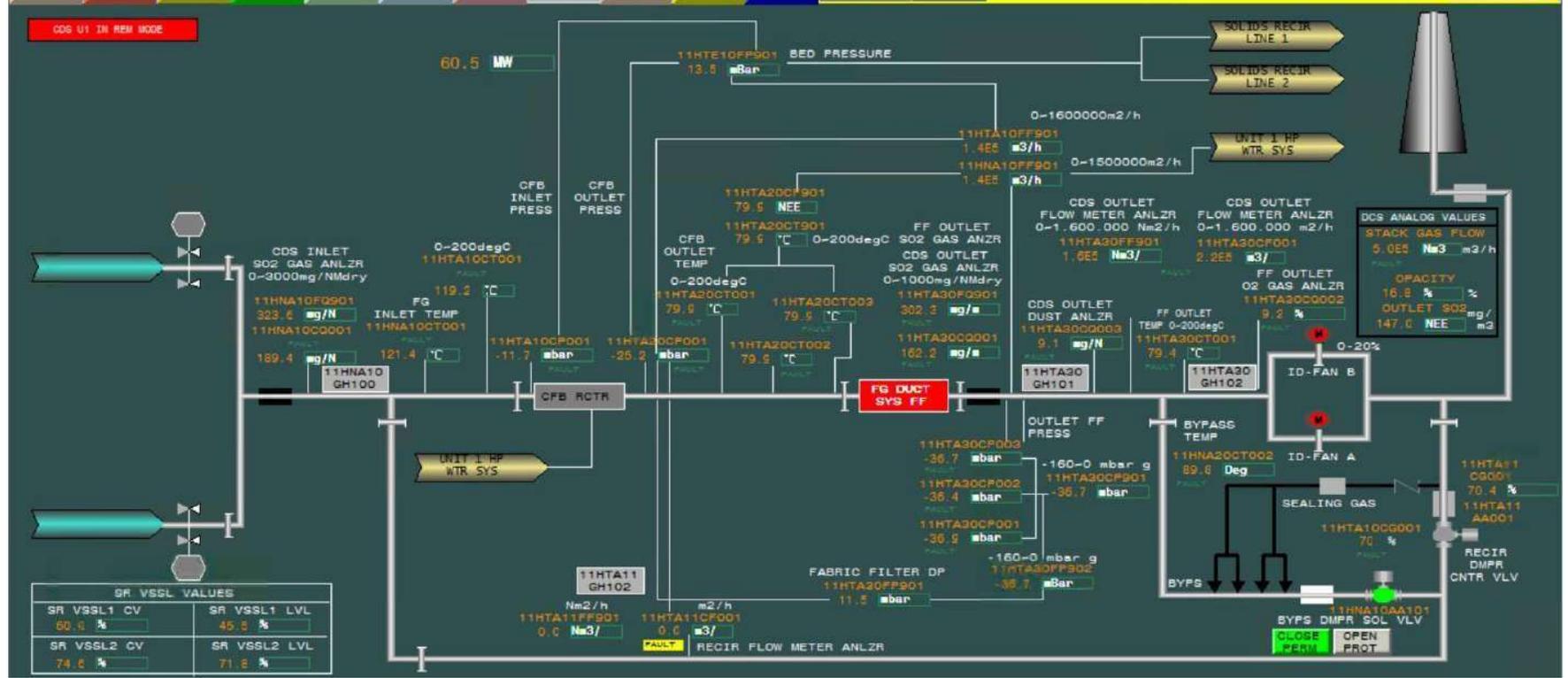


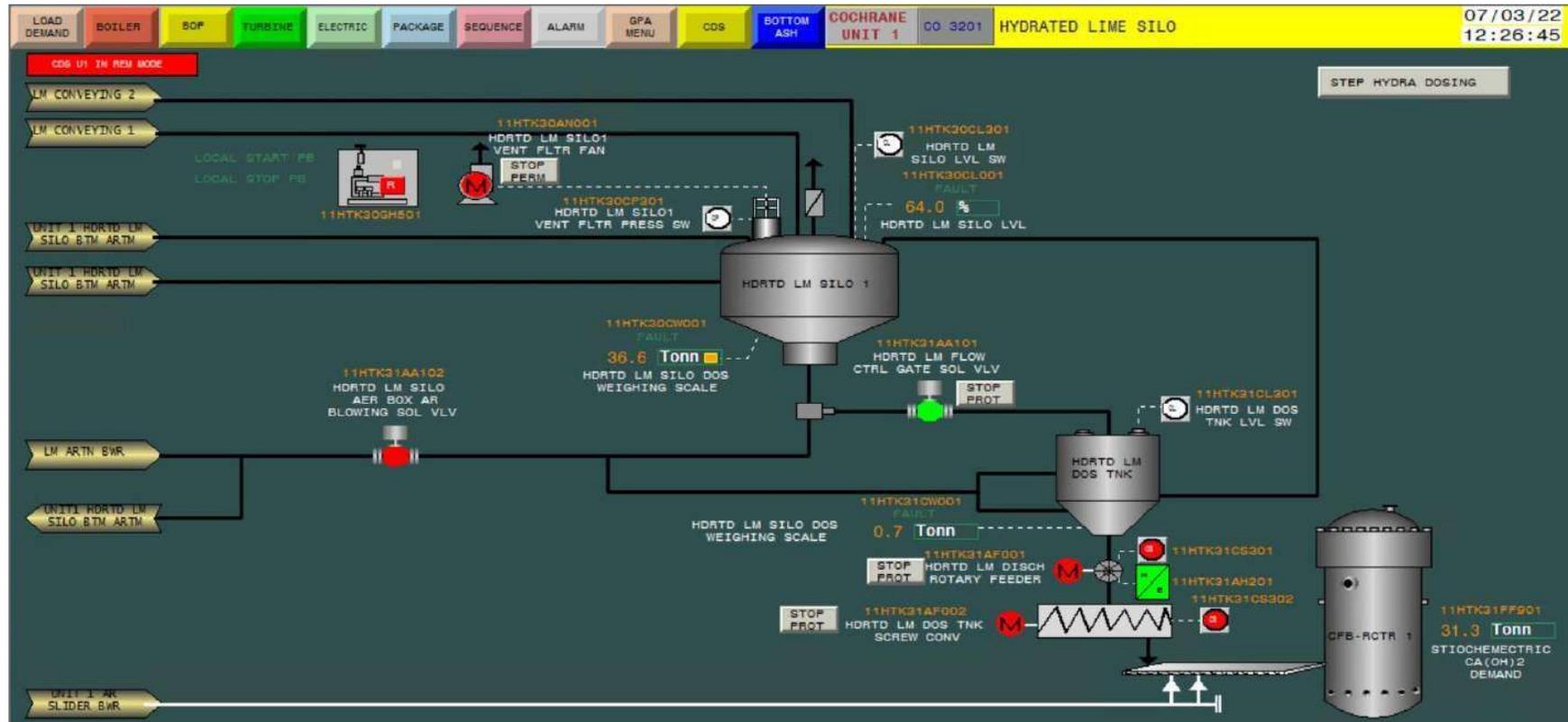






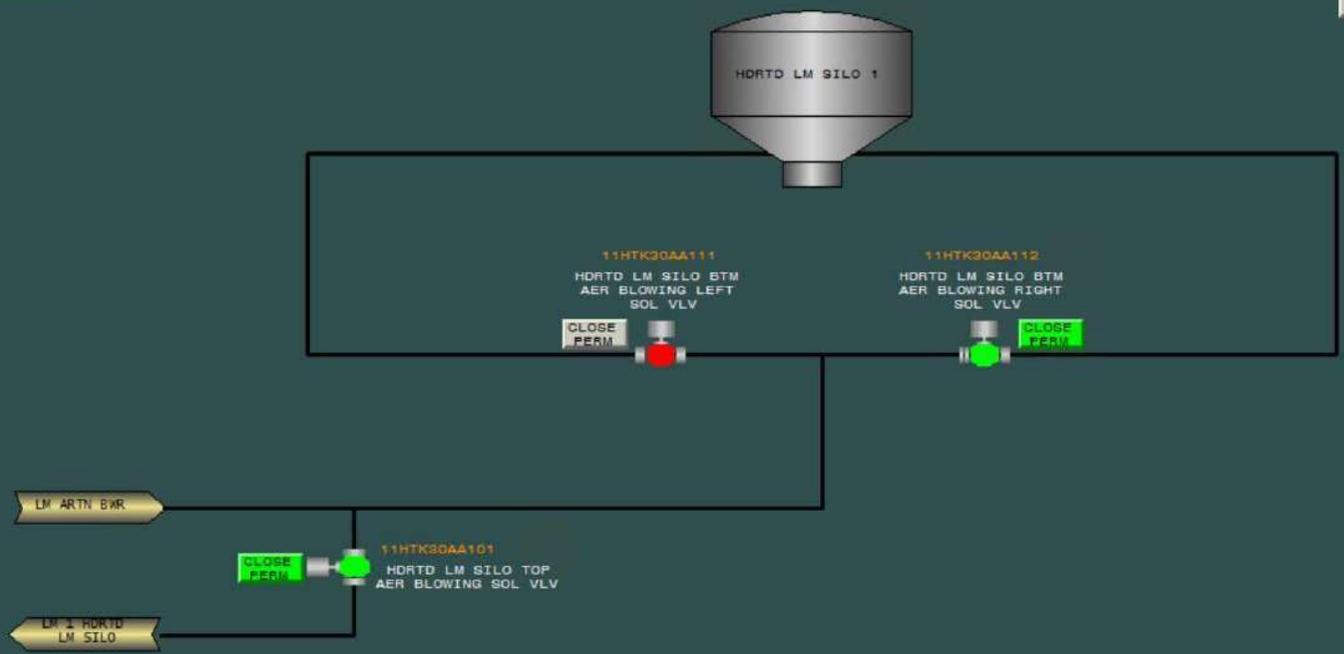


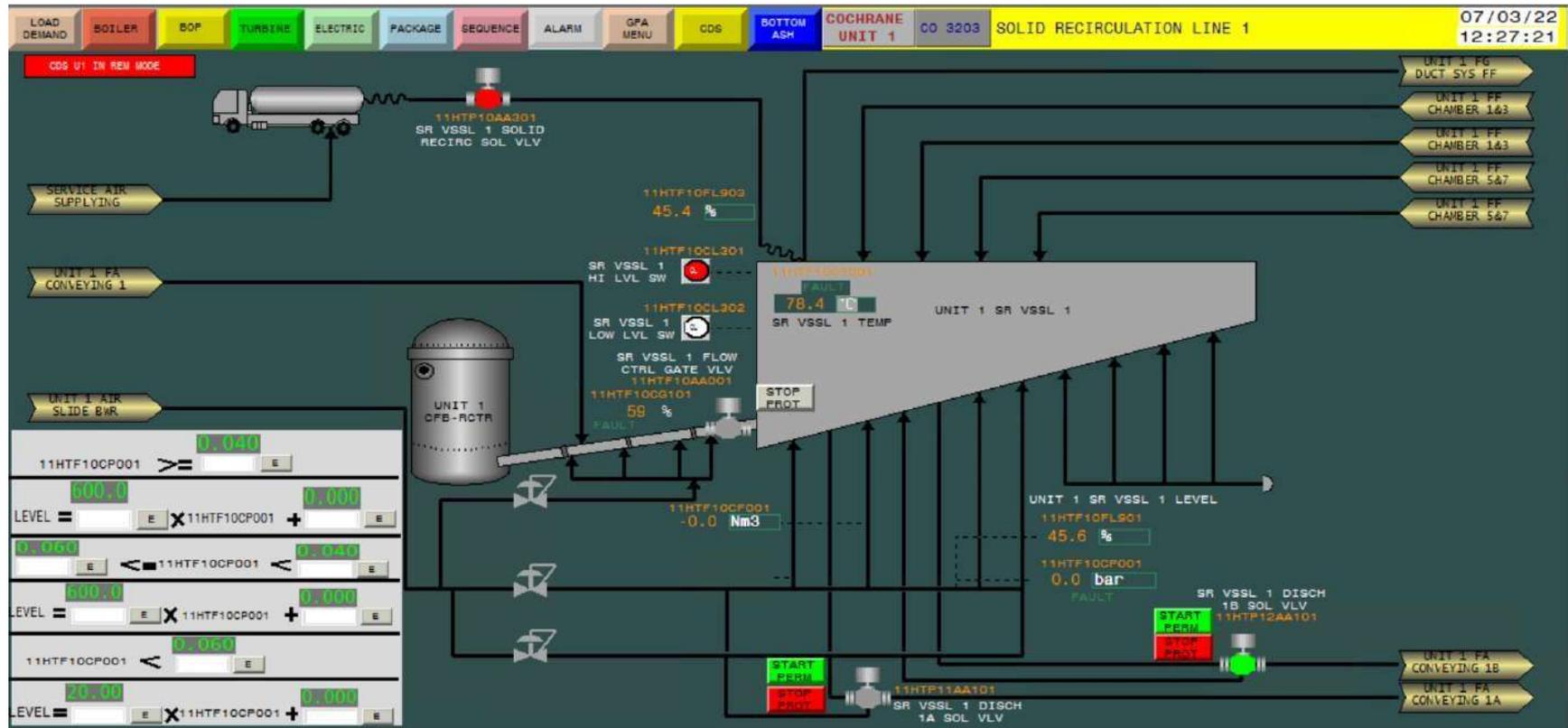


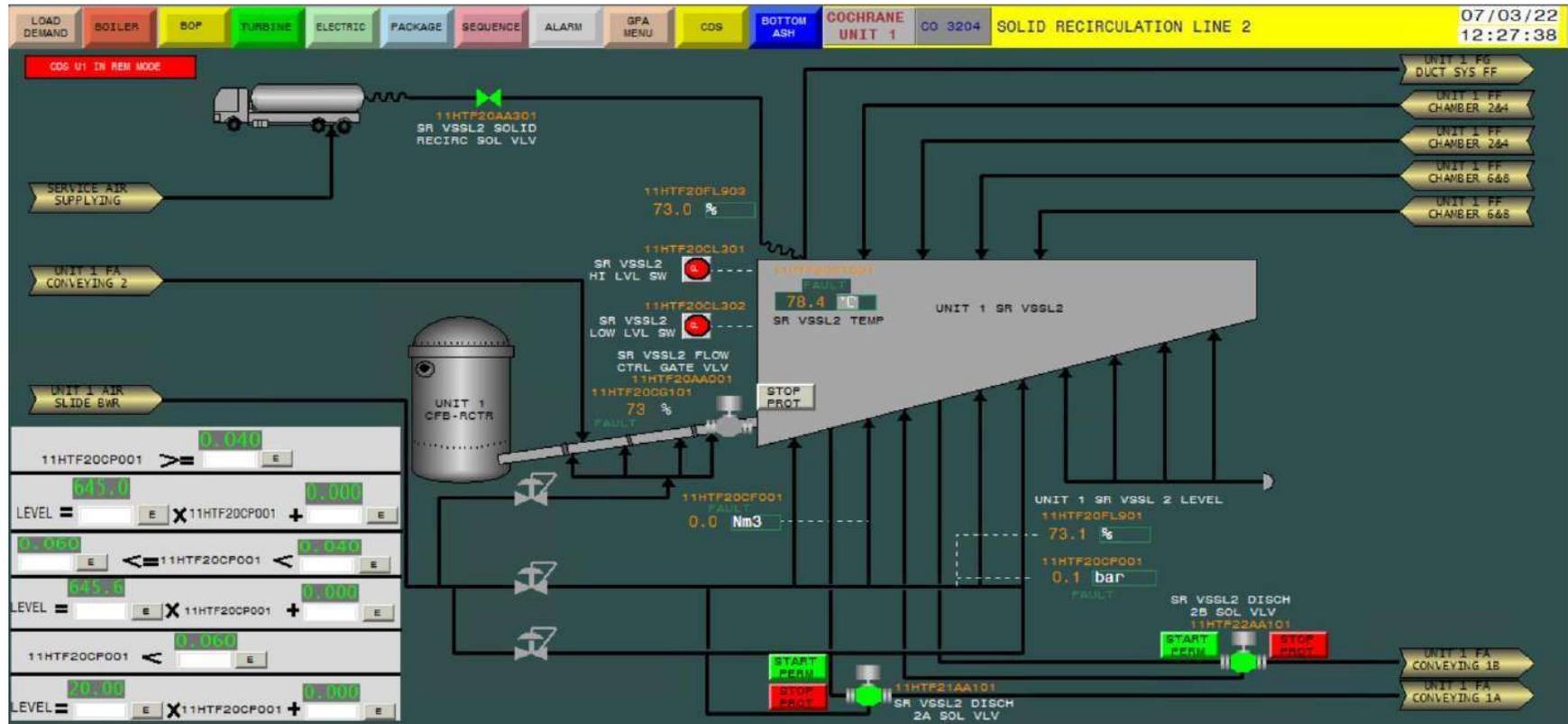


ODS U1 IN RUN MODE

STEP AER VLV HYDR SILO

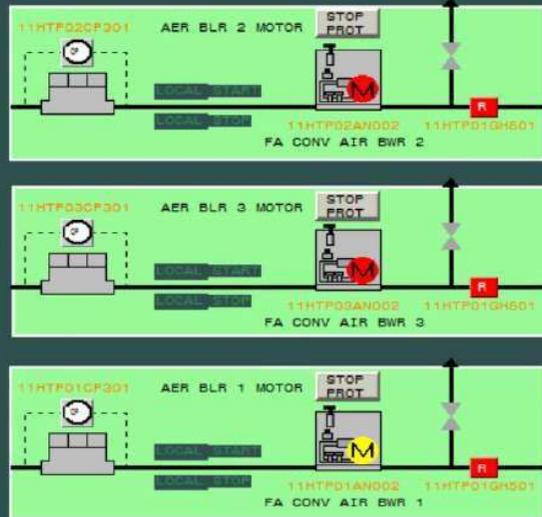


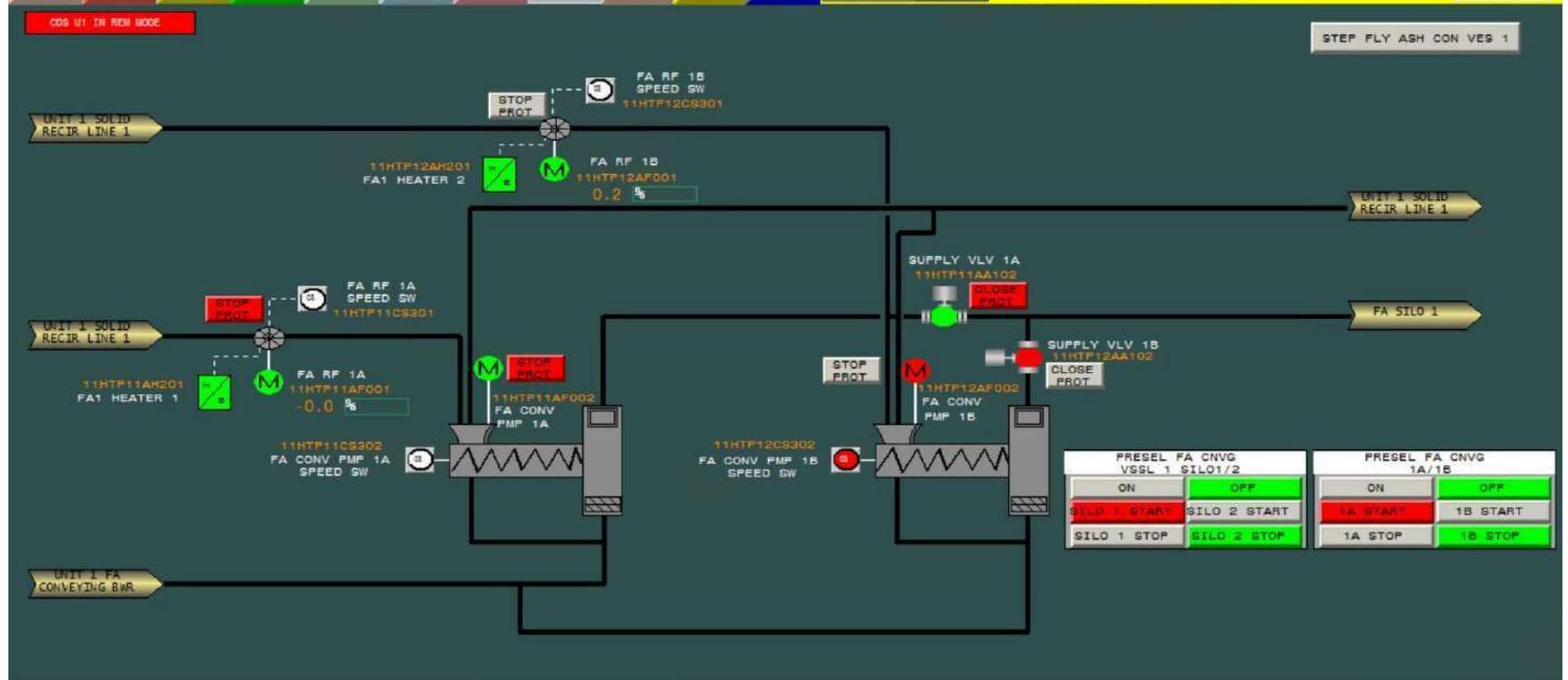


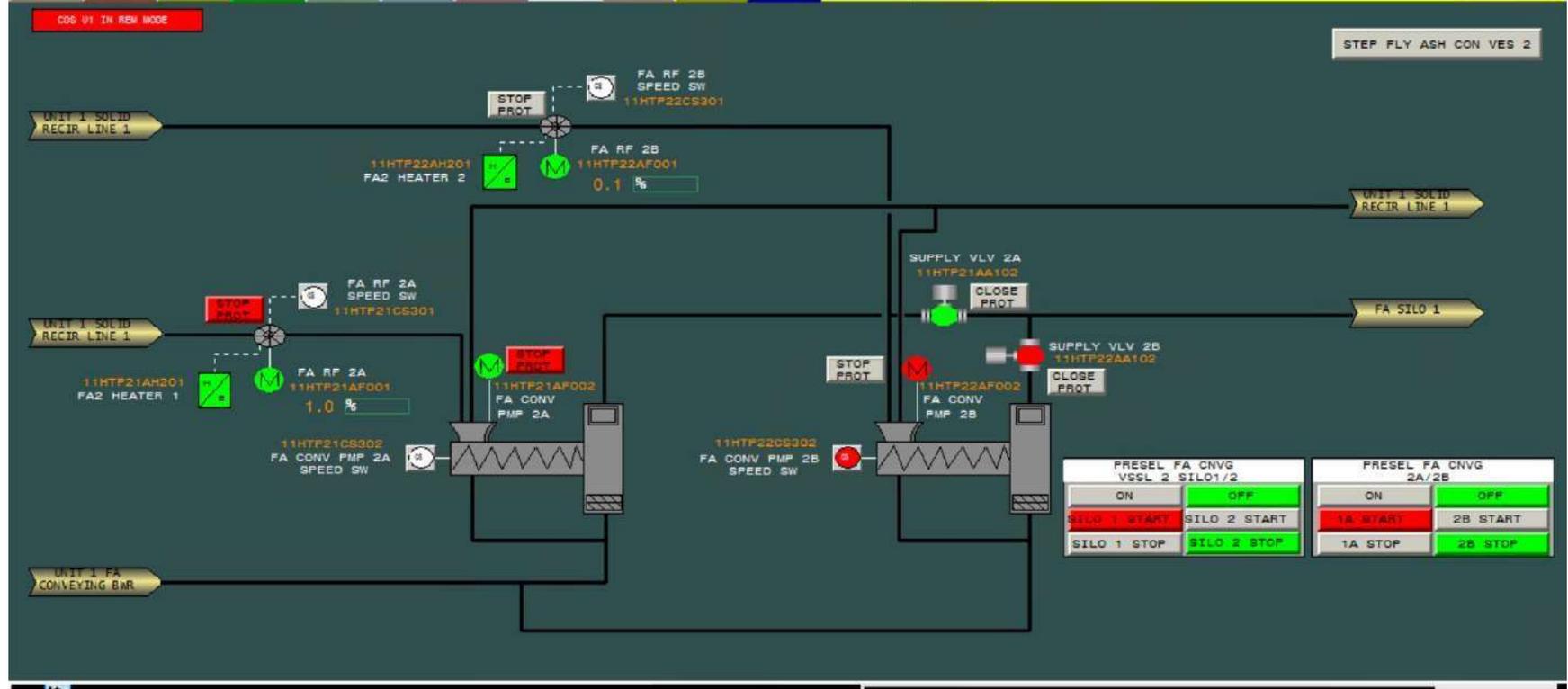


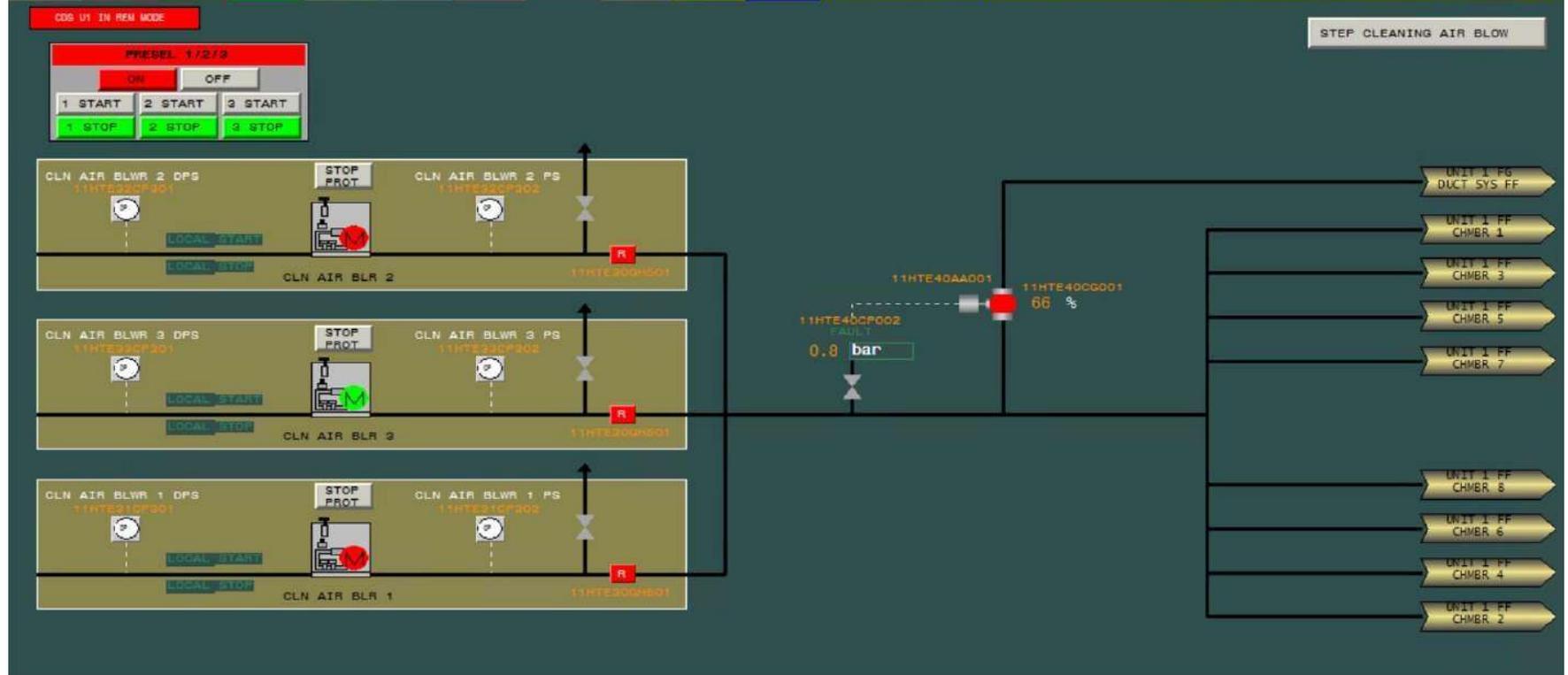
COS 01 IN REM MODE

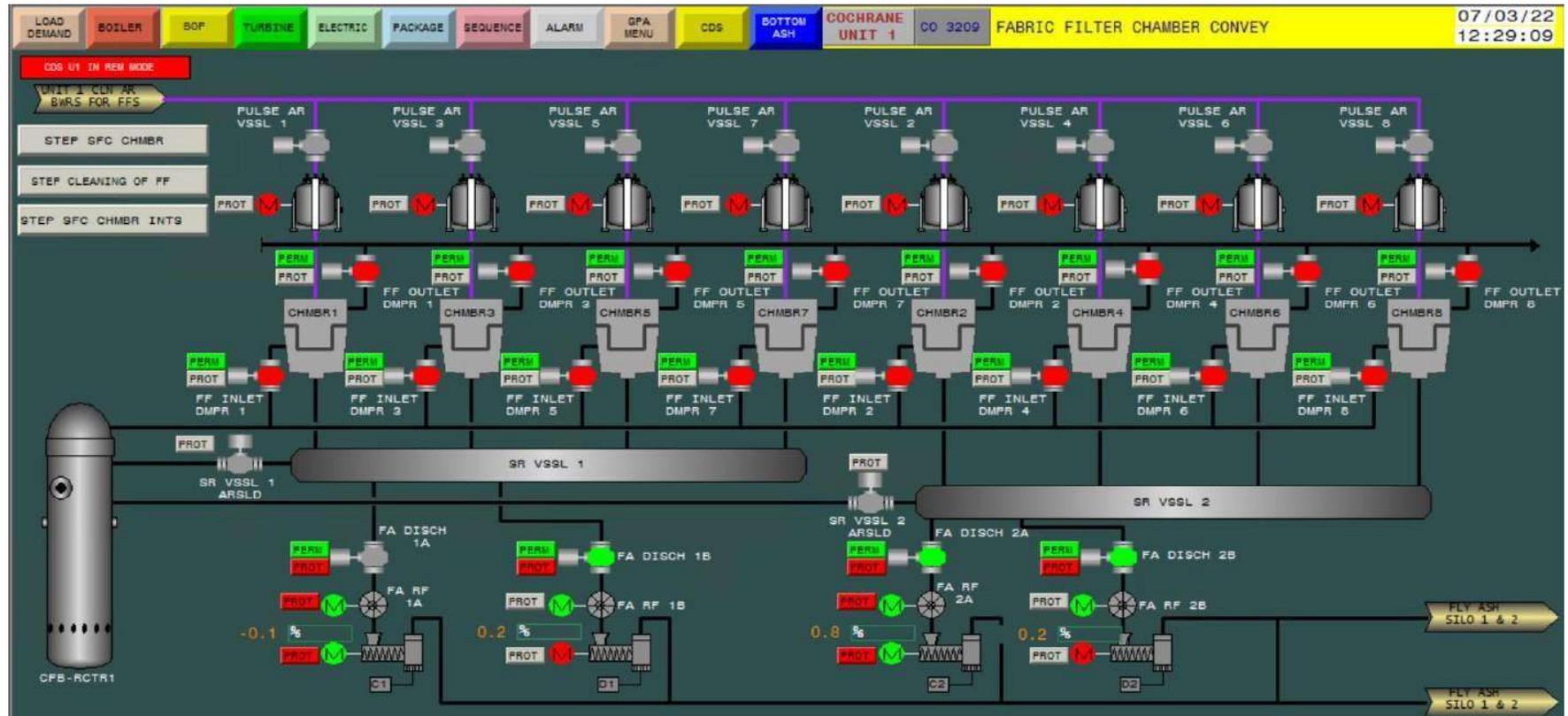
PRESEL 1/3		PRESEL 2/3	
ON	OFF	ON	OFF
START	3 START	2 START	3 START
1 STOP	3 STOP	2 STOP	3 STOP

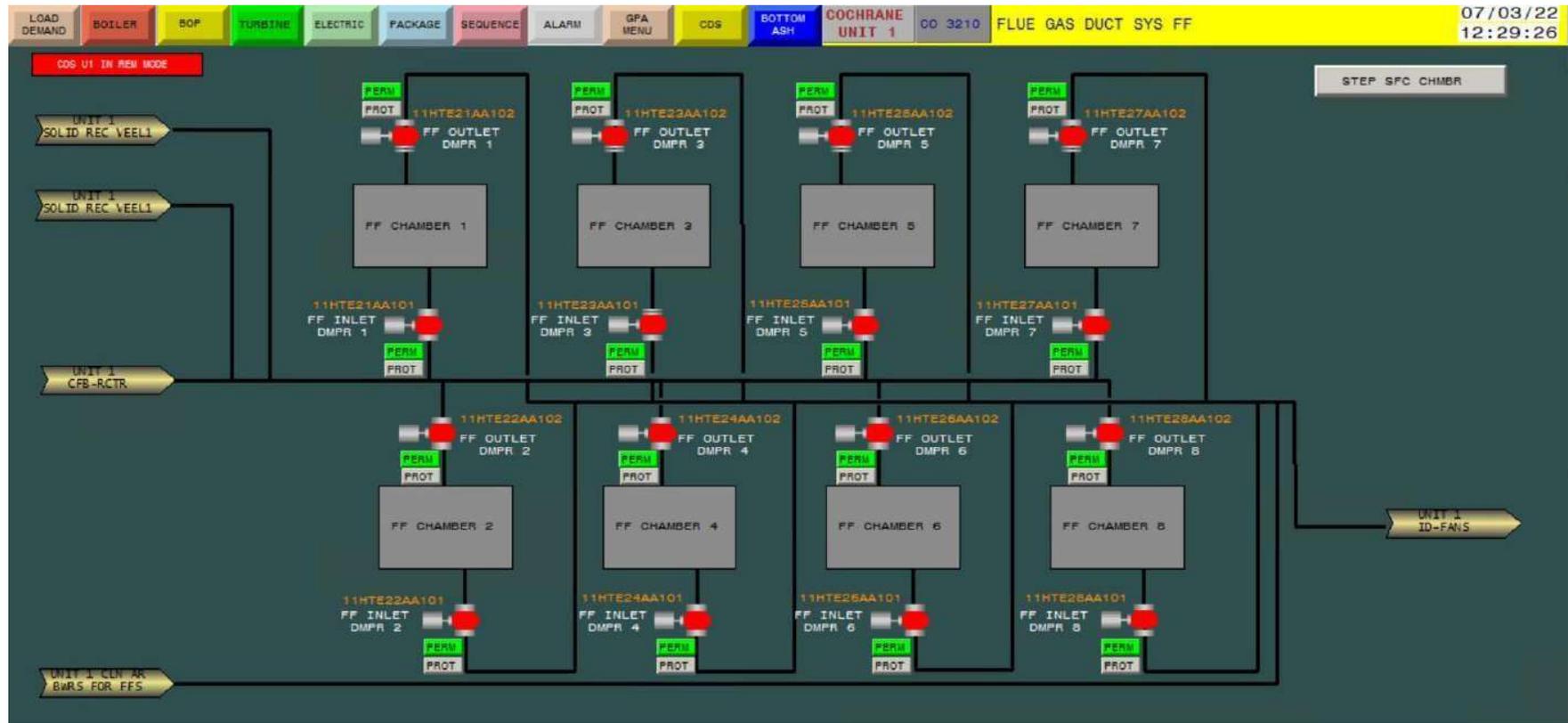


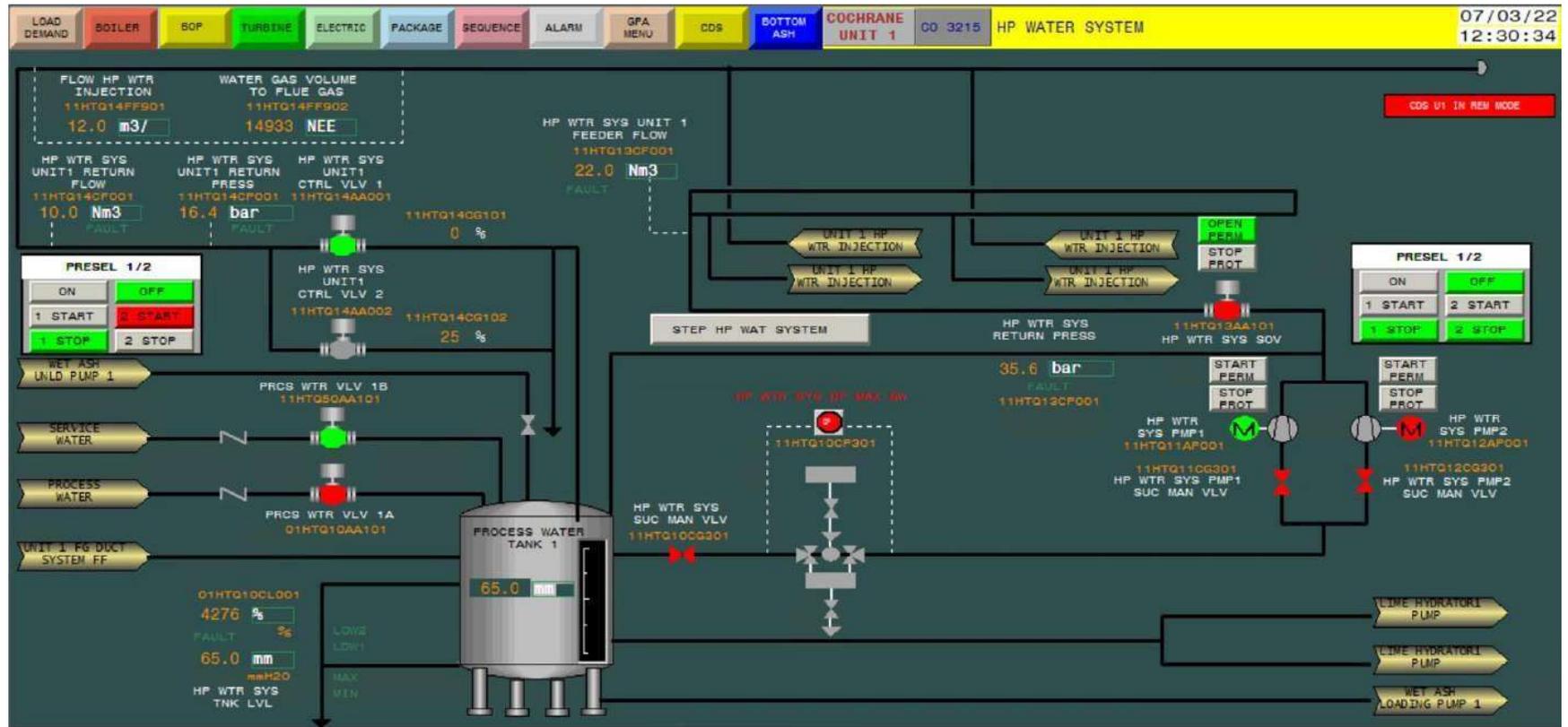


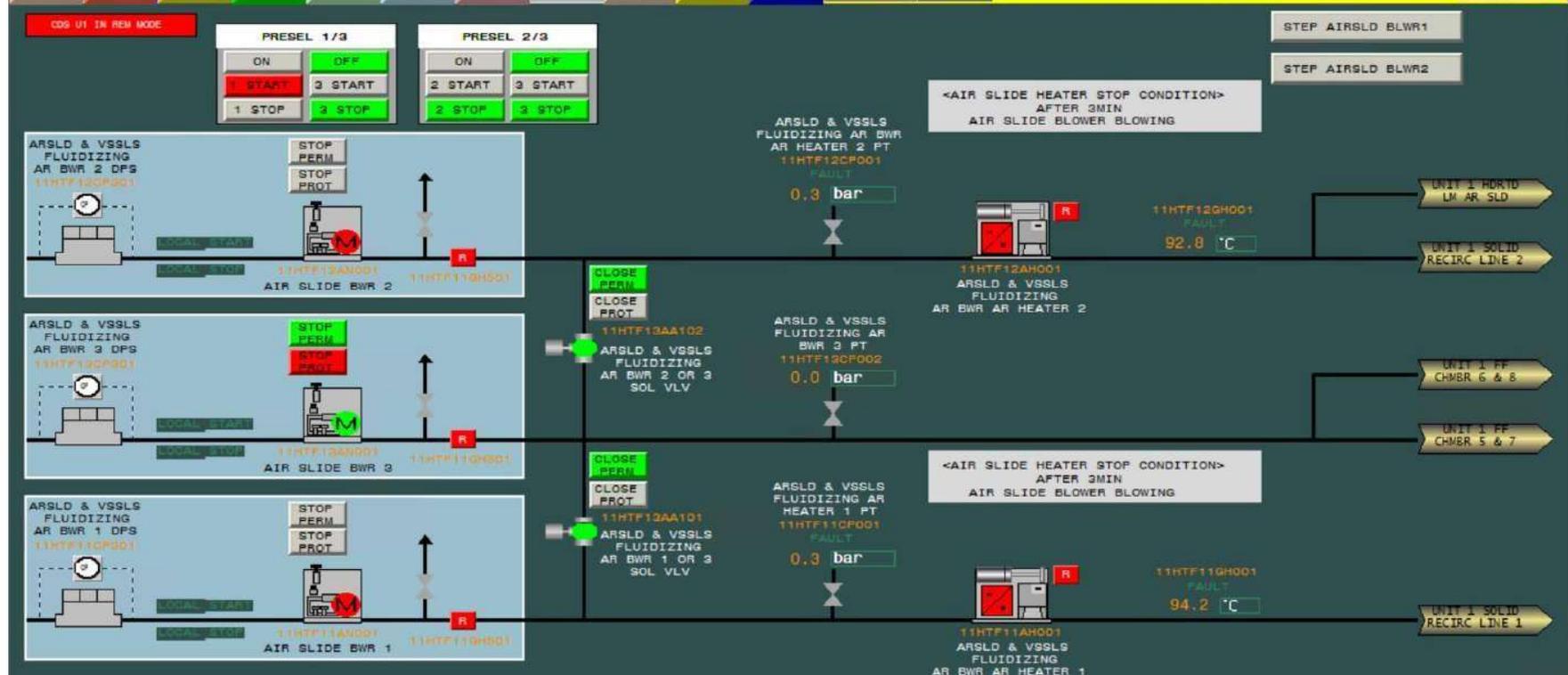


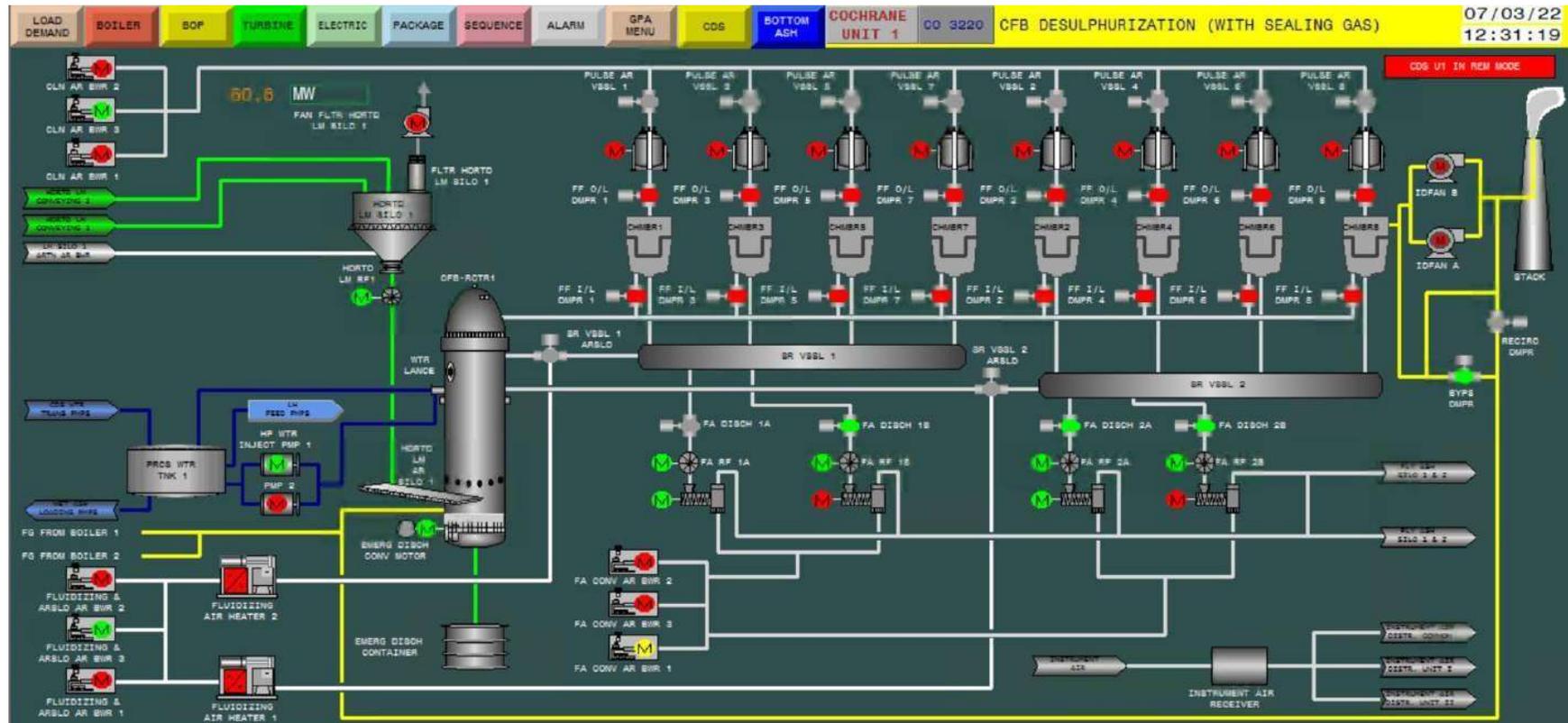


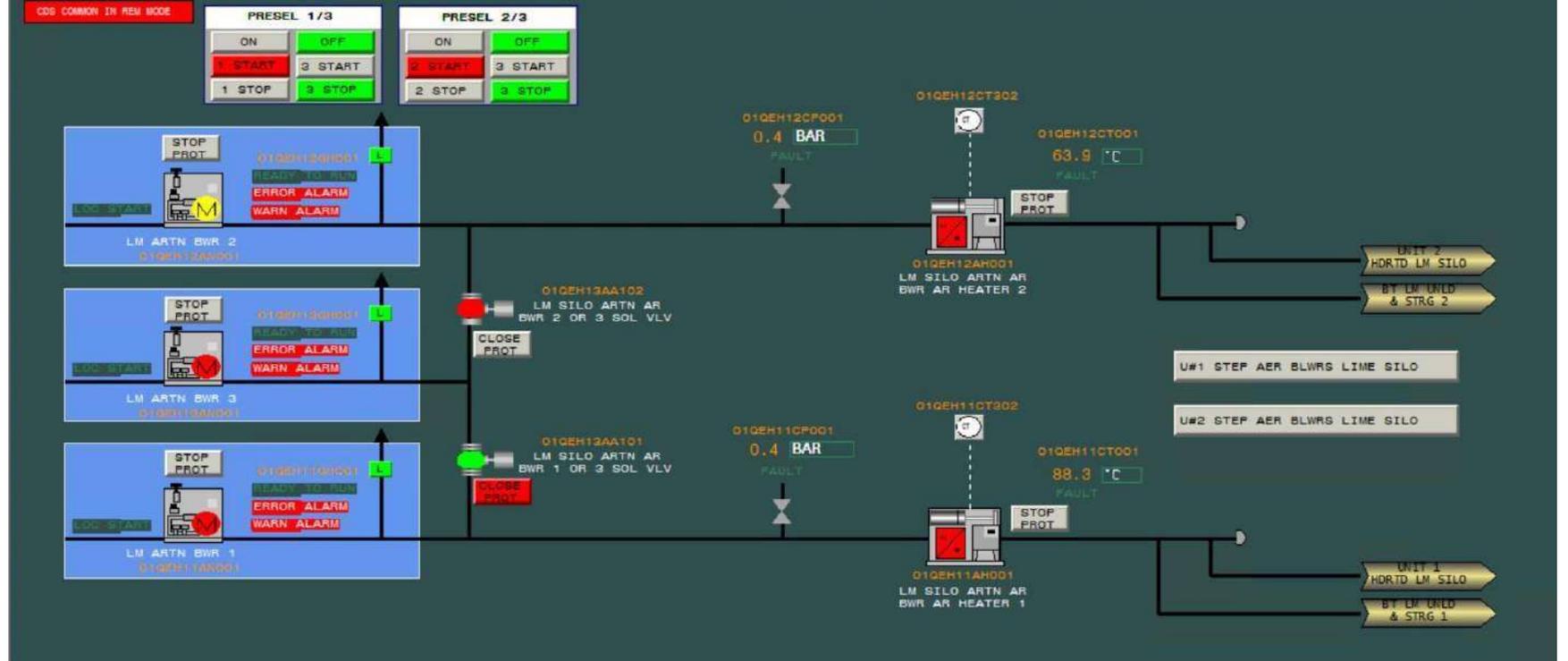


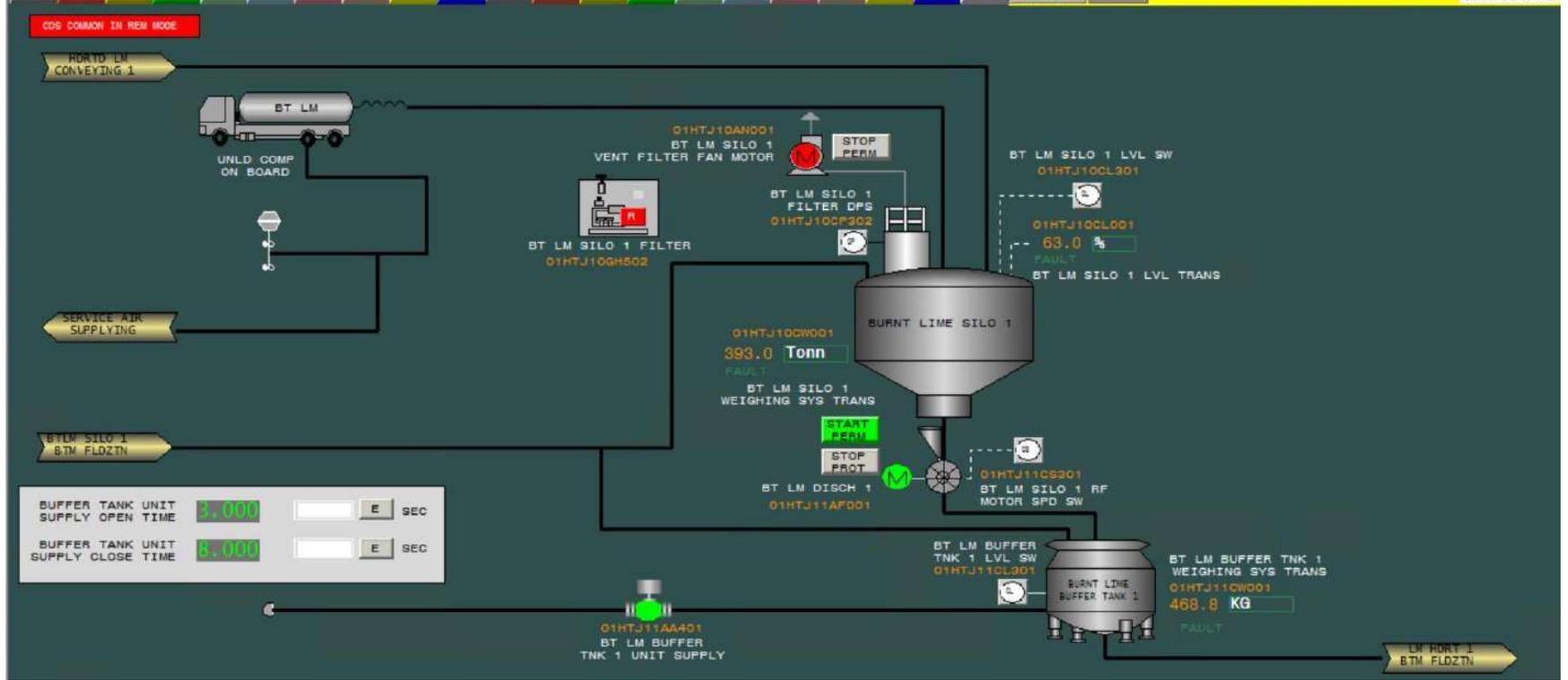


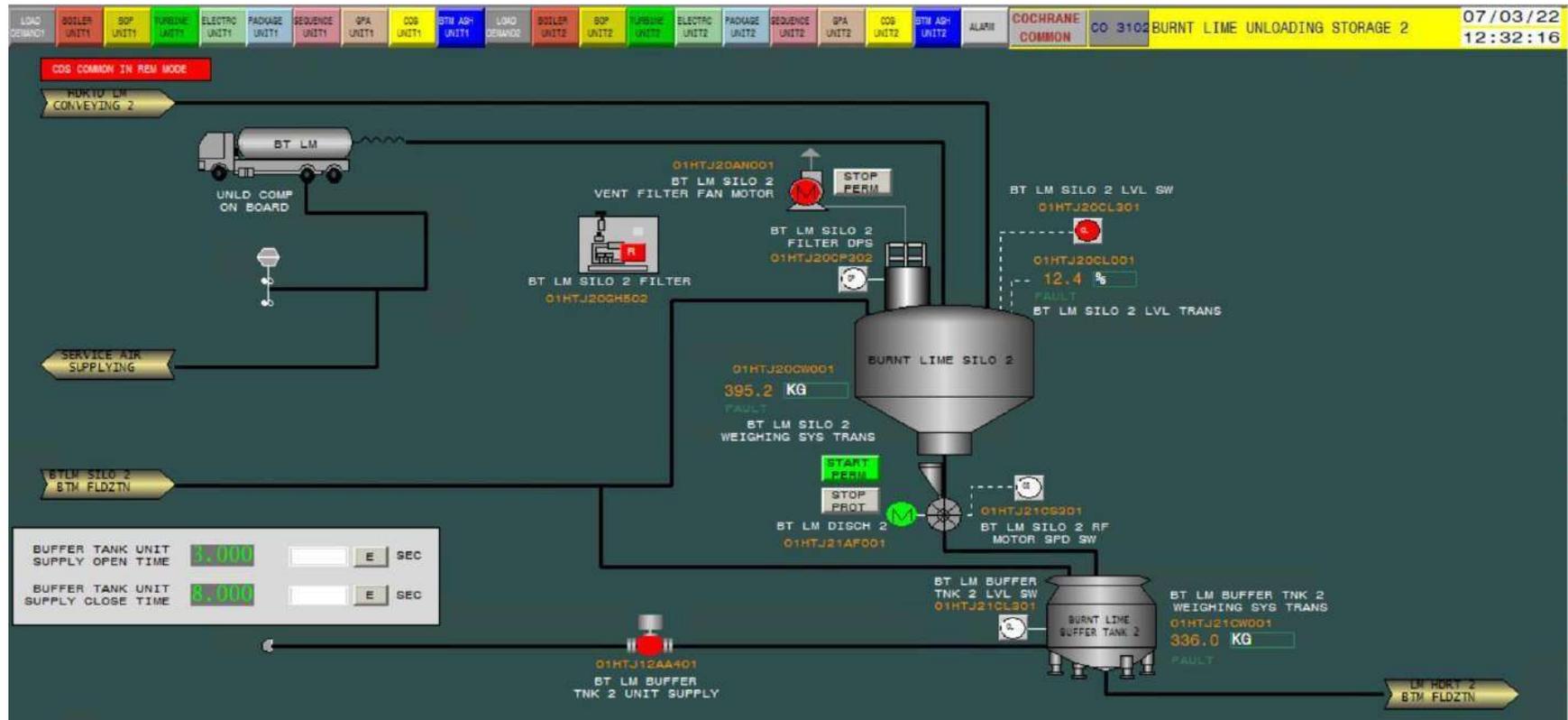






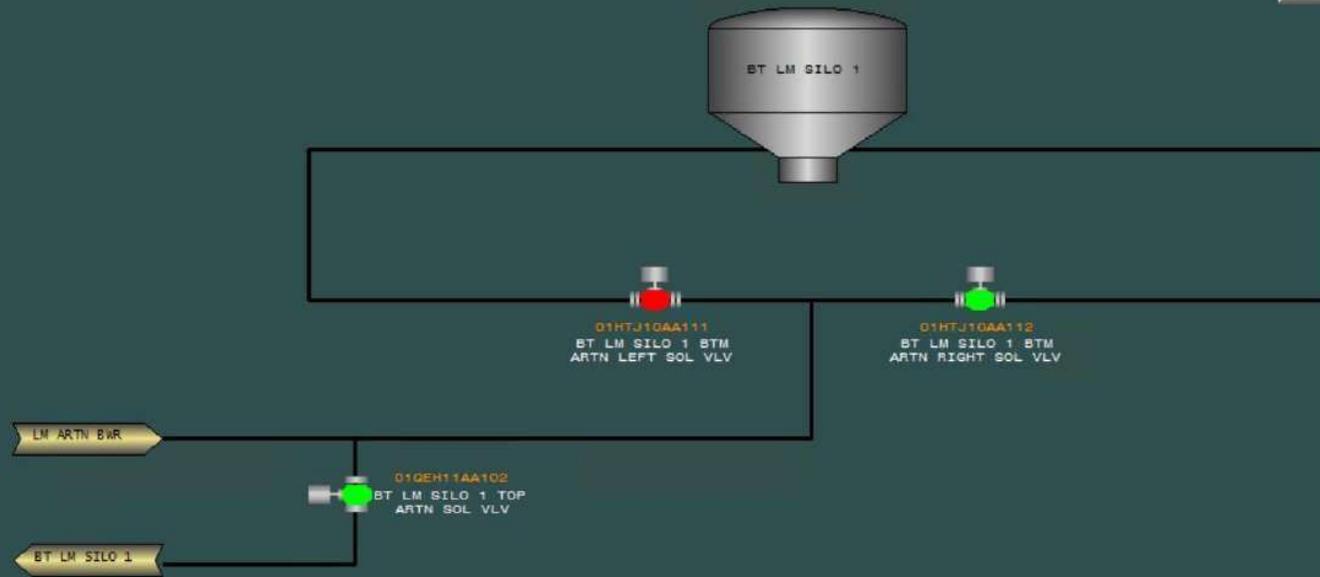






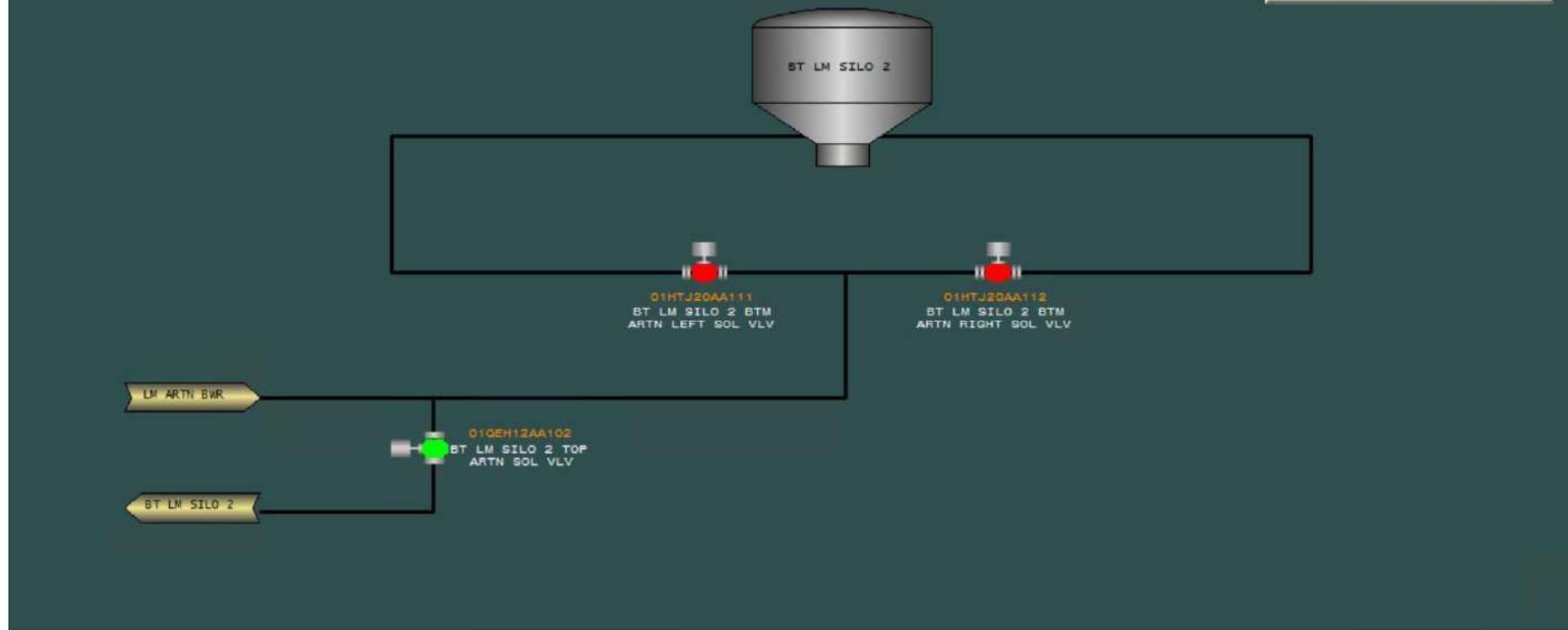
CO2 COMMON IN REM MODE

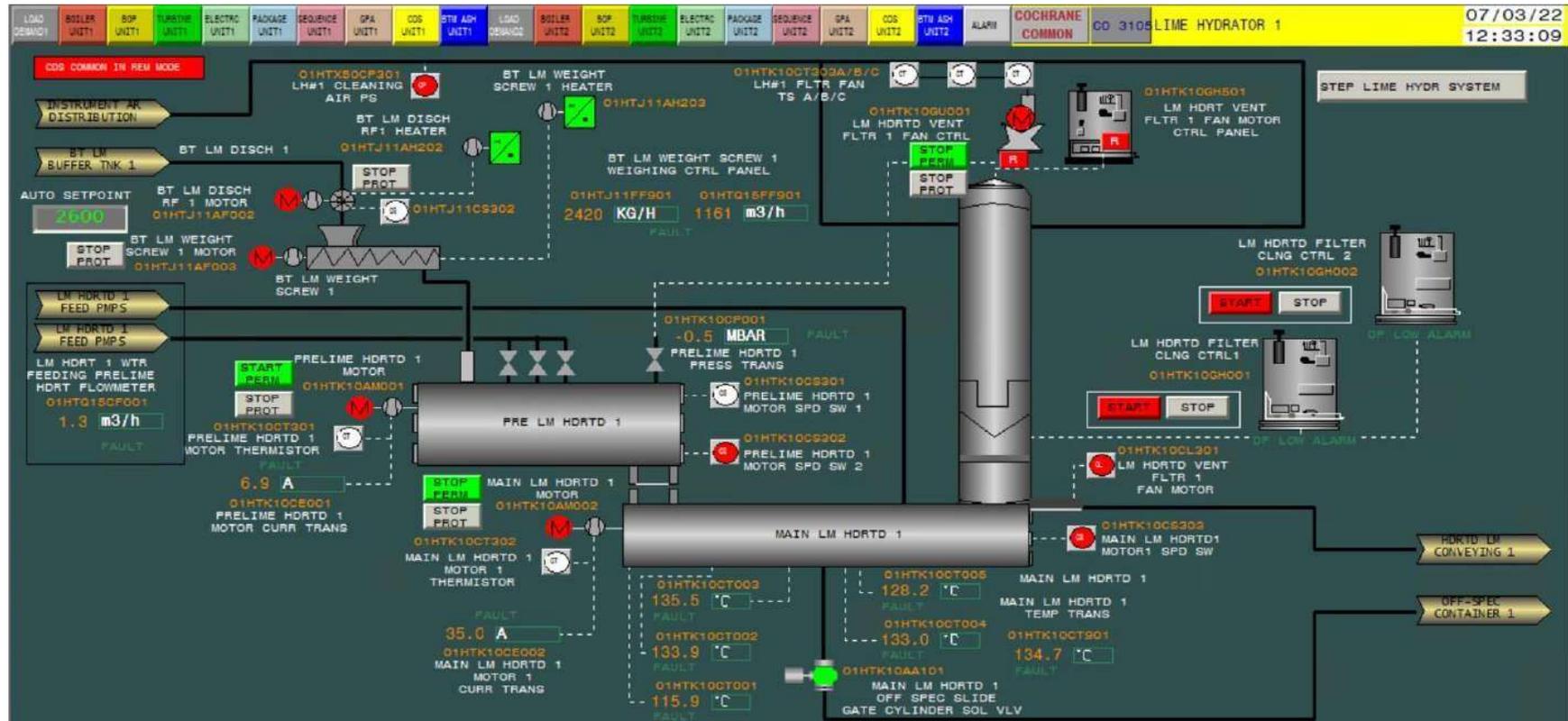
STEP AER VLV BURN SILO1

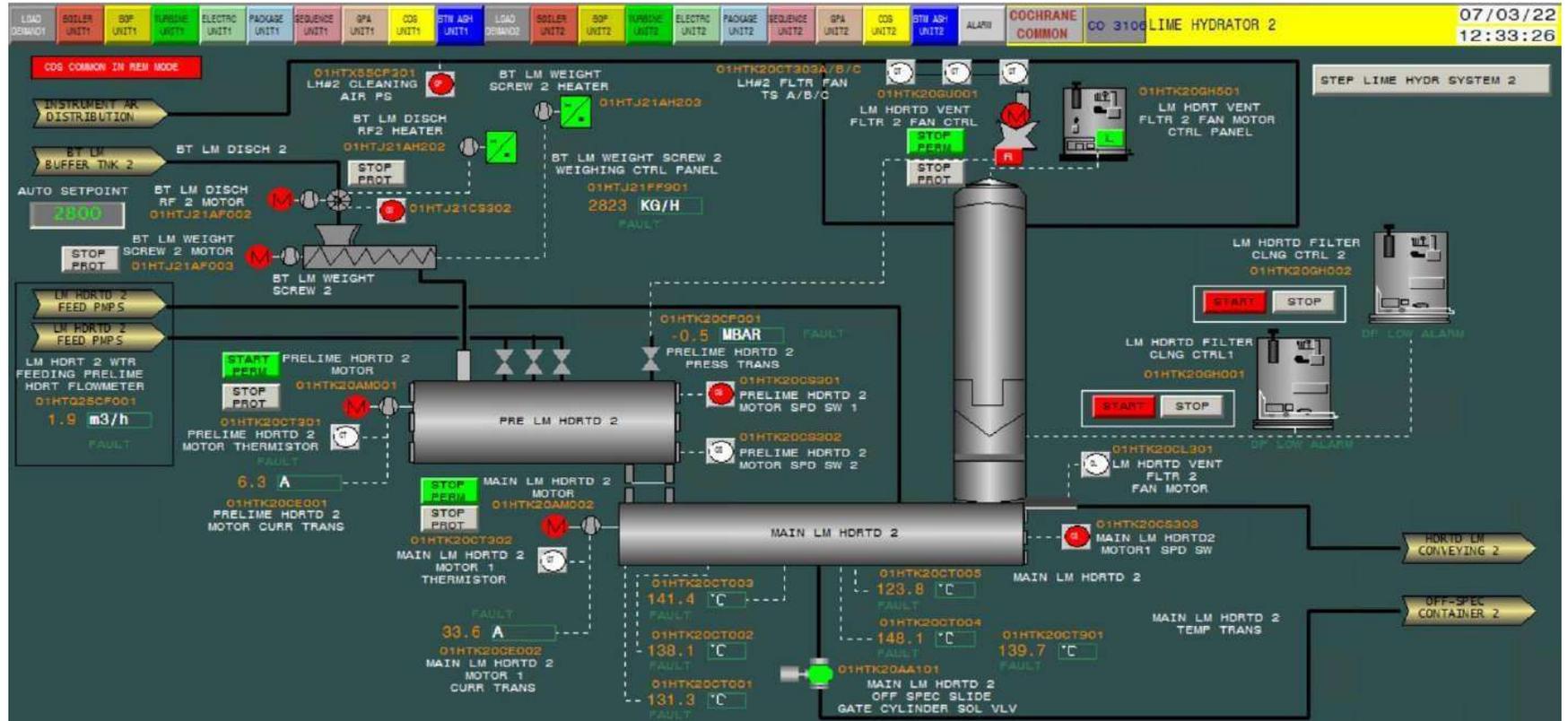


CO2 COMMON IN REB MODE

STEP AER VLV BURN SILO2

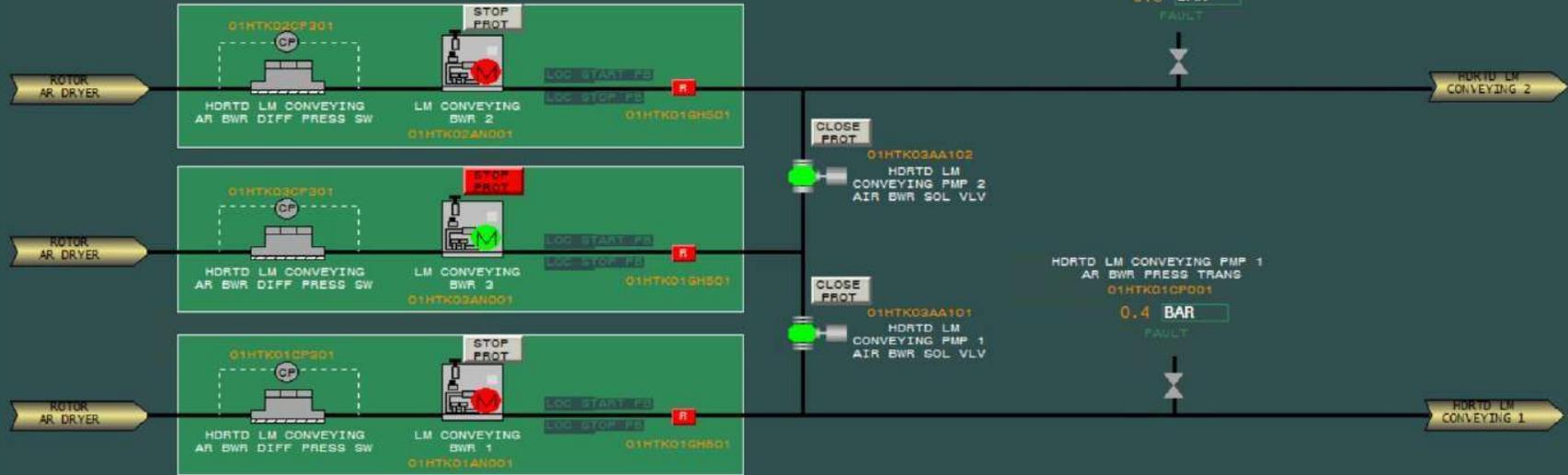


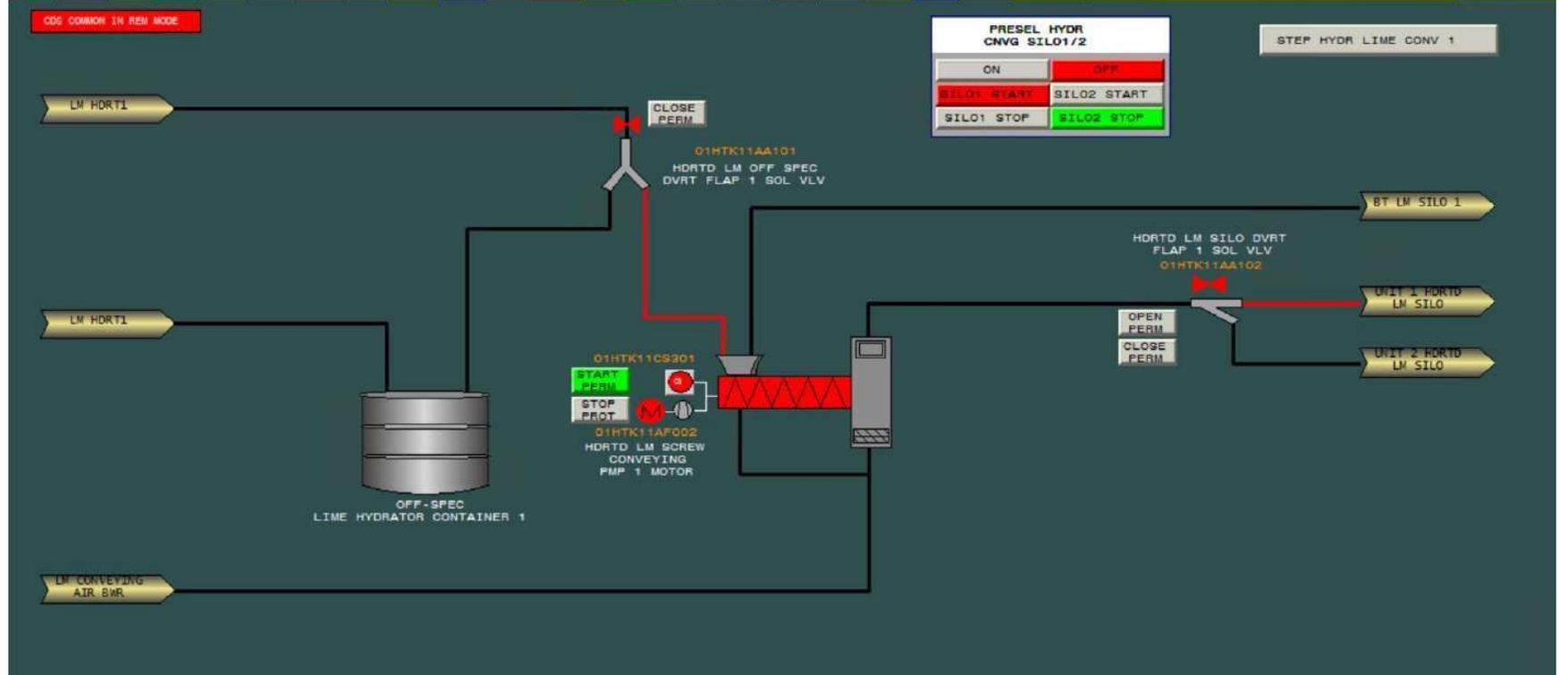


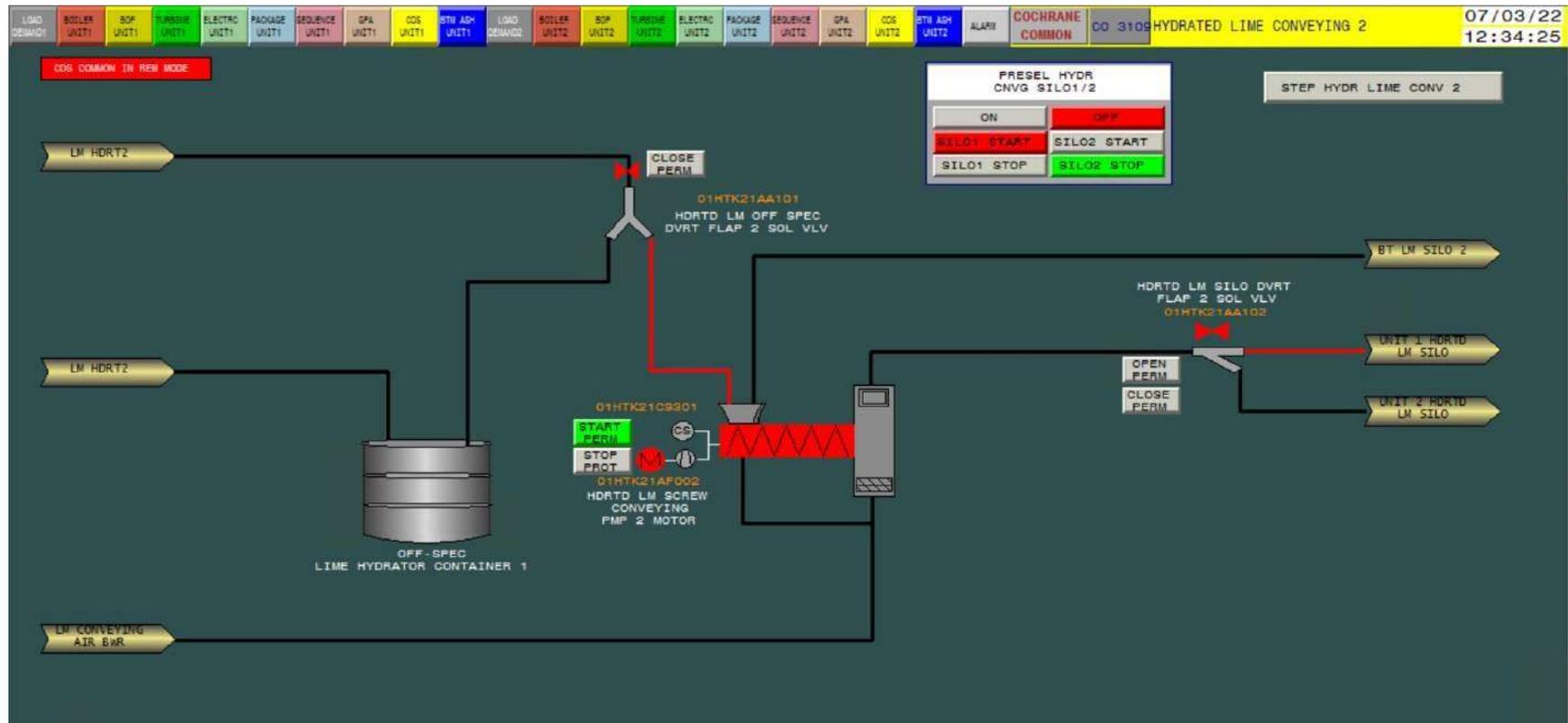


CDS COMMON IN REM MODE

PRESEL 1/3		PRESEL 2/3	
ON	OFF	ON	OFF
1 START	3 START	2 START	3 START
1 STOP	3 STOP	2 STOP	3 STOP



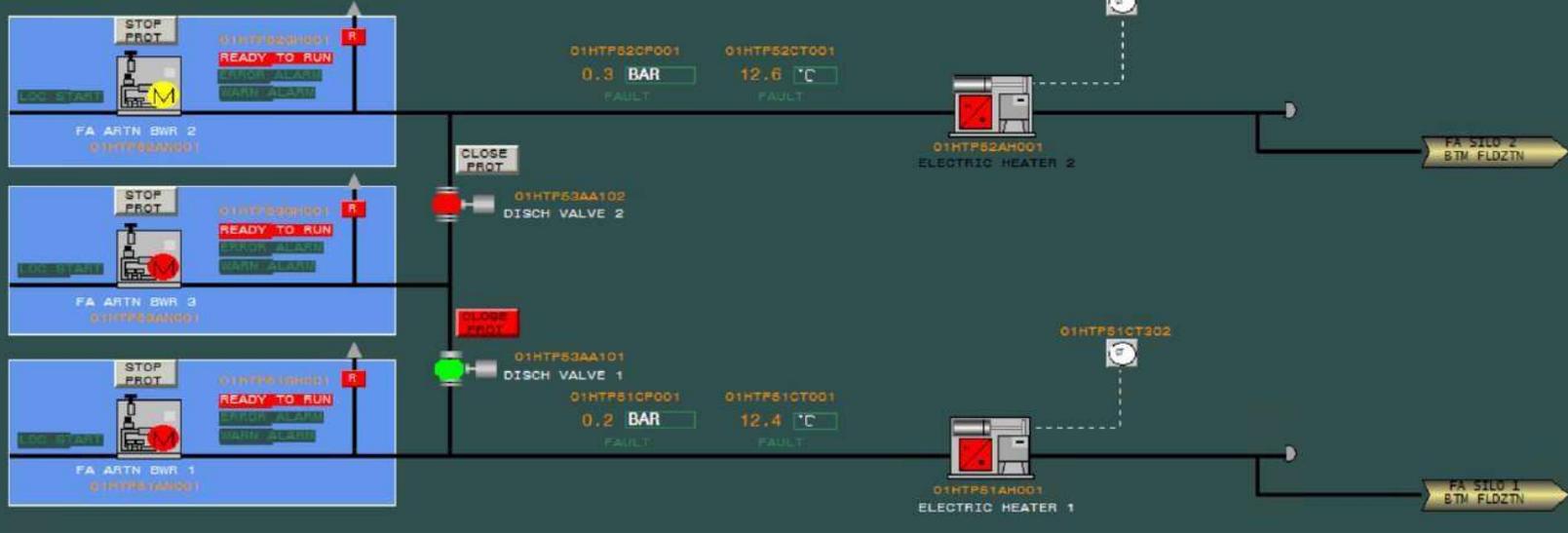


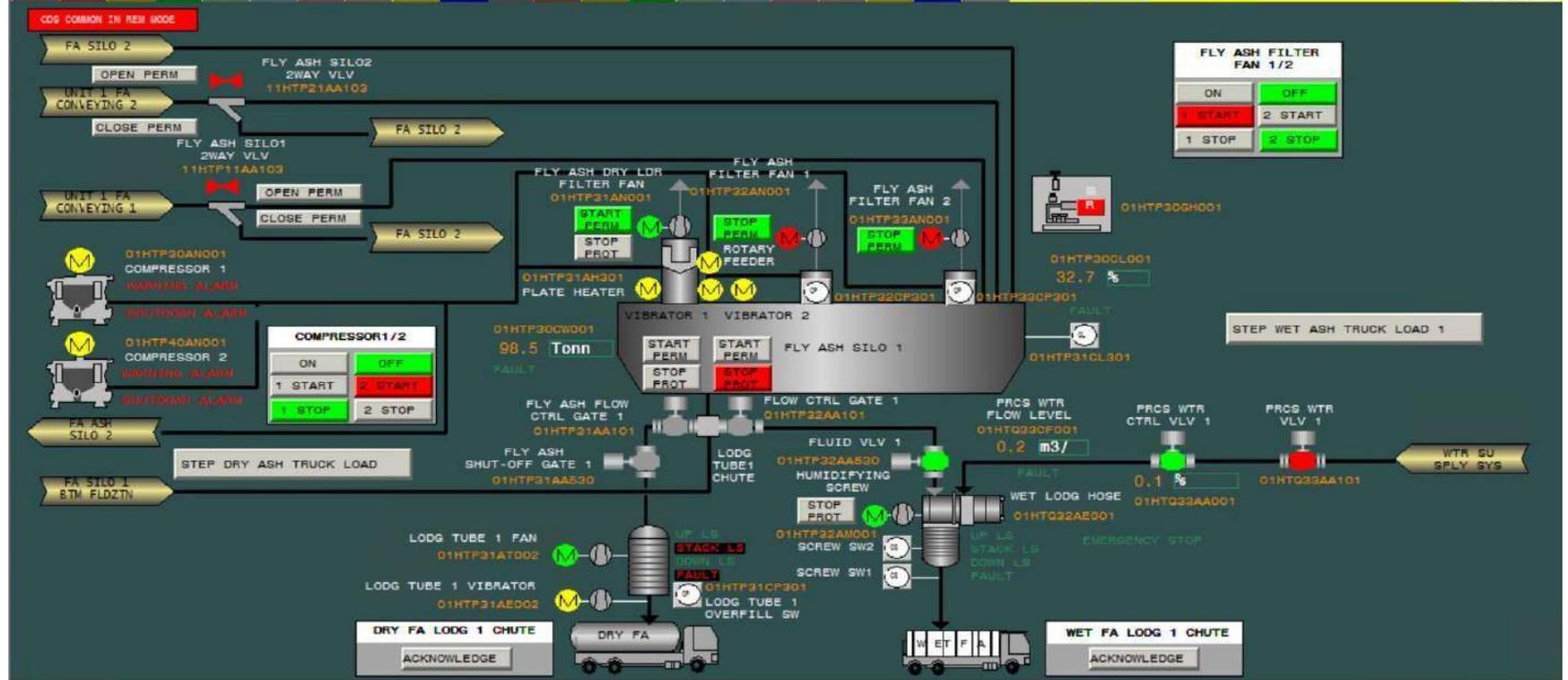


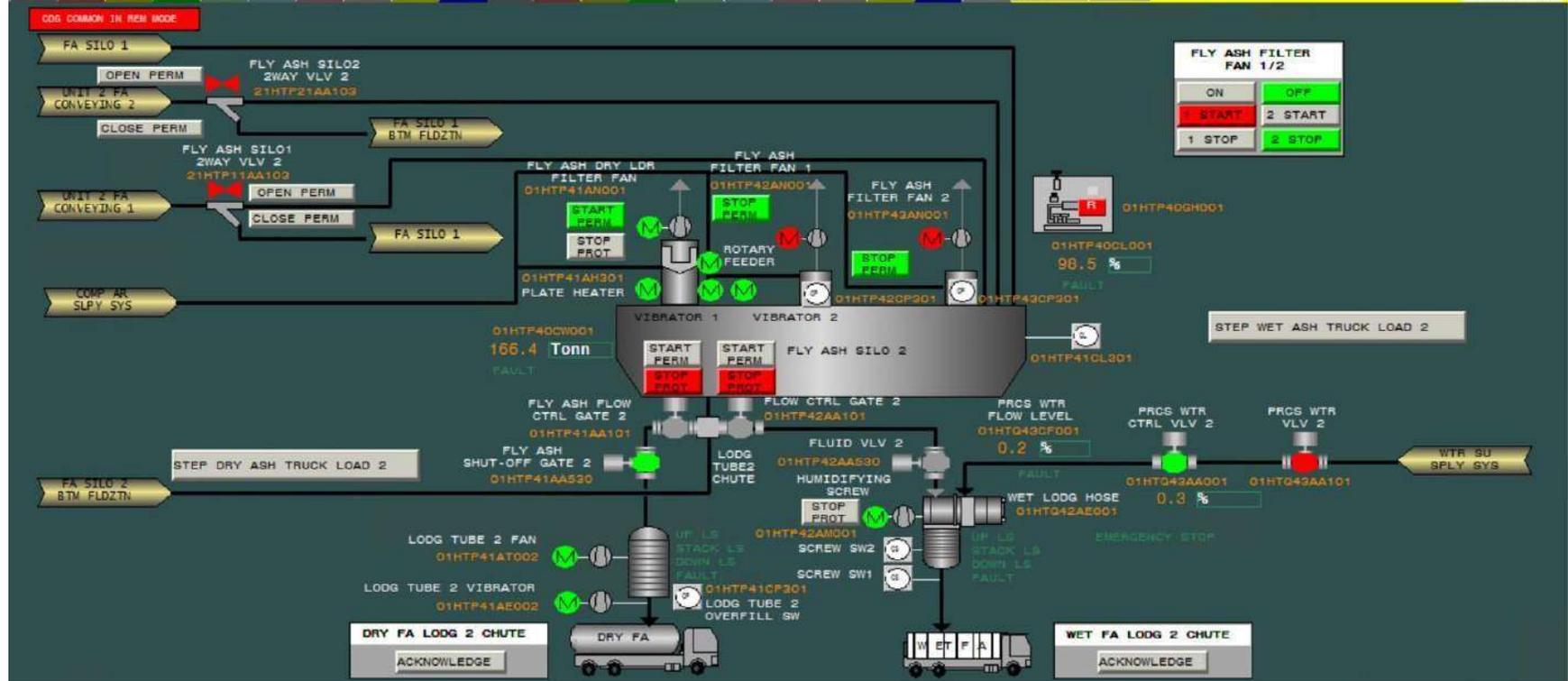
CO2 COMMON IN REM MODE

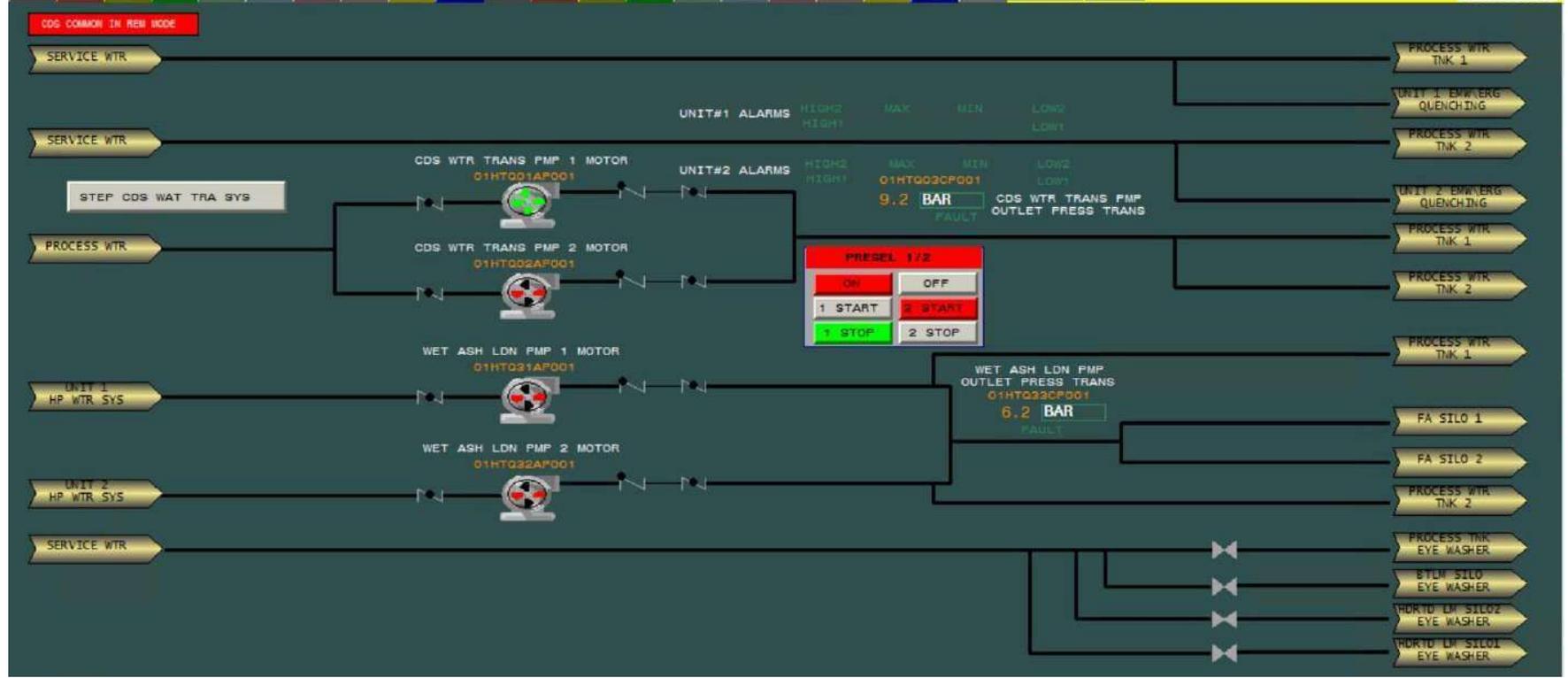
PRESEL 1/3		PRESEL 2/3	
ON	OFF	ON	OFF
1 START	2 START	2 START	3 START
1 STOP	3 STOP	2 STOP	3 STOP

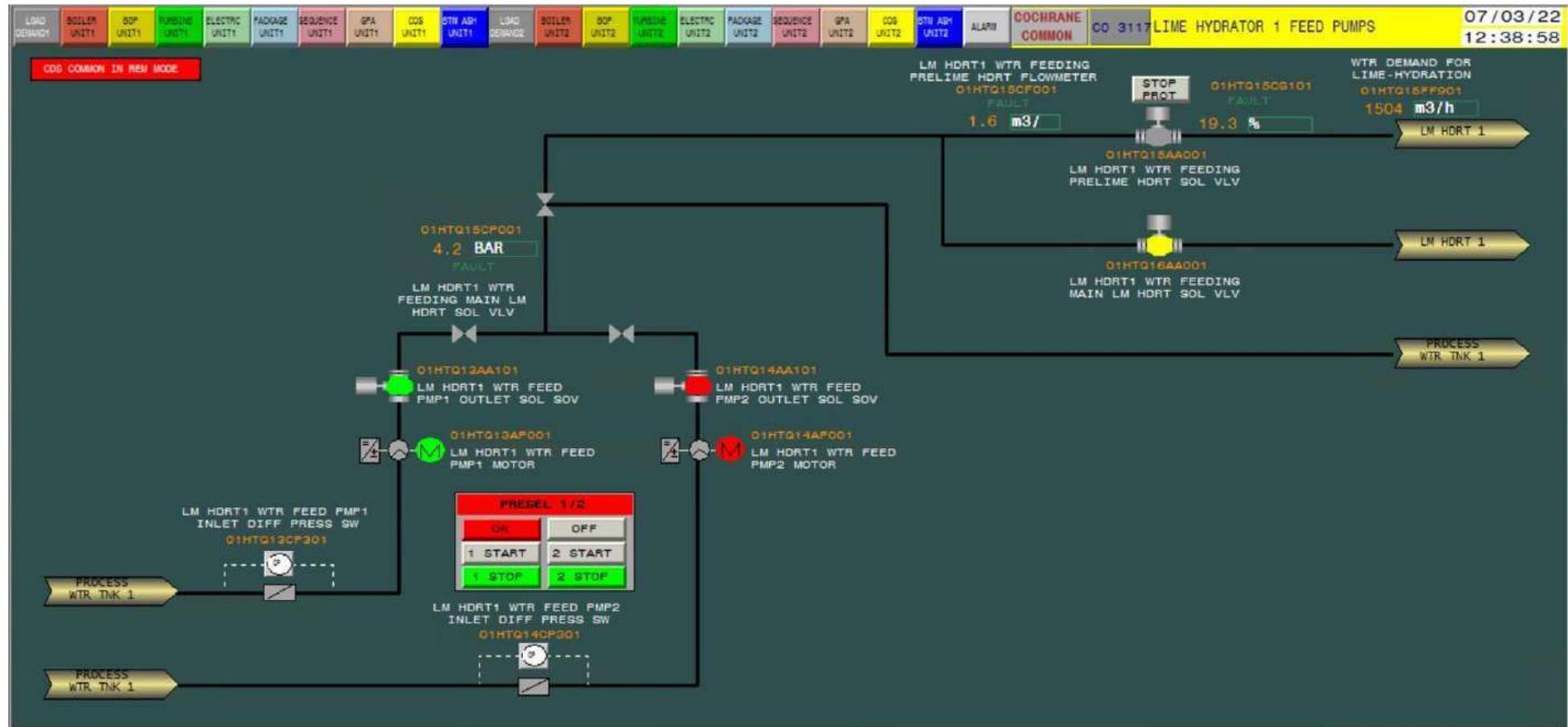
STEP FA AER BLWRG SILO1      STEP FA AER BLWRG SILO2

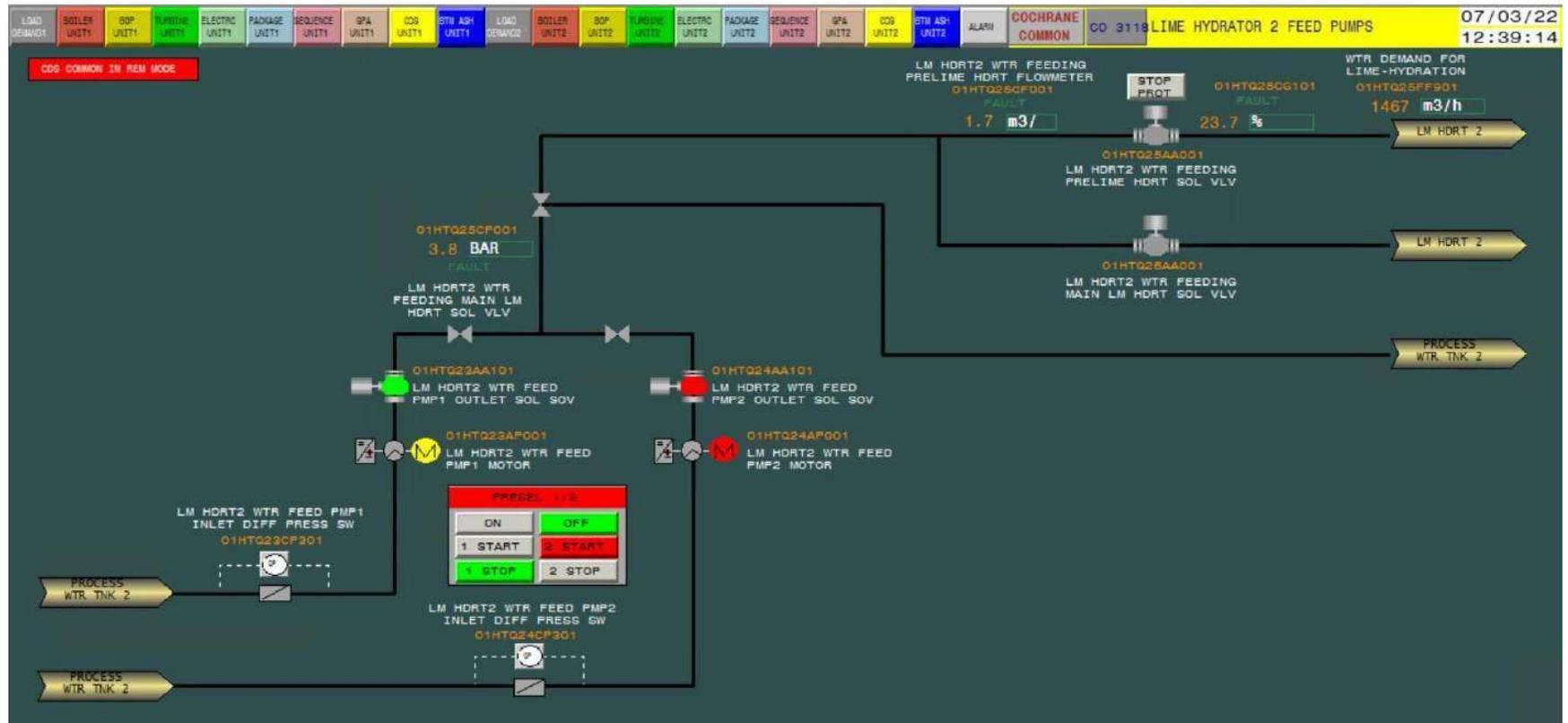


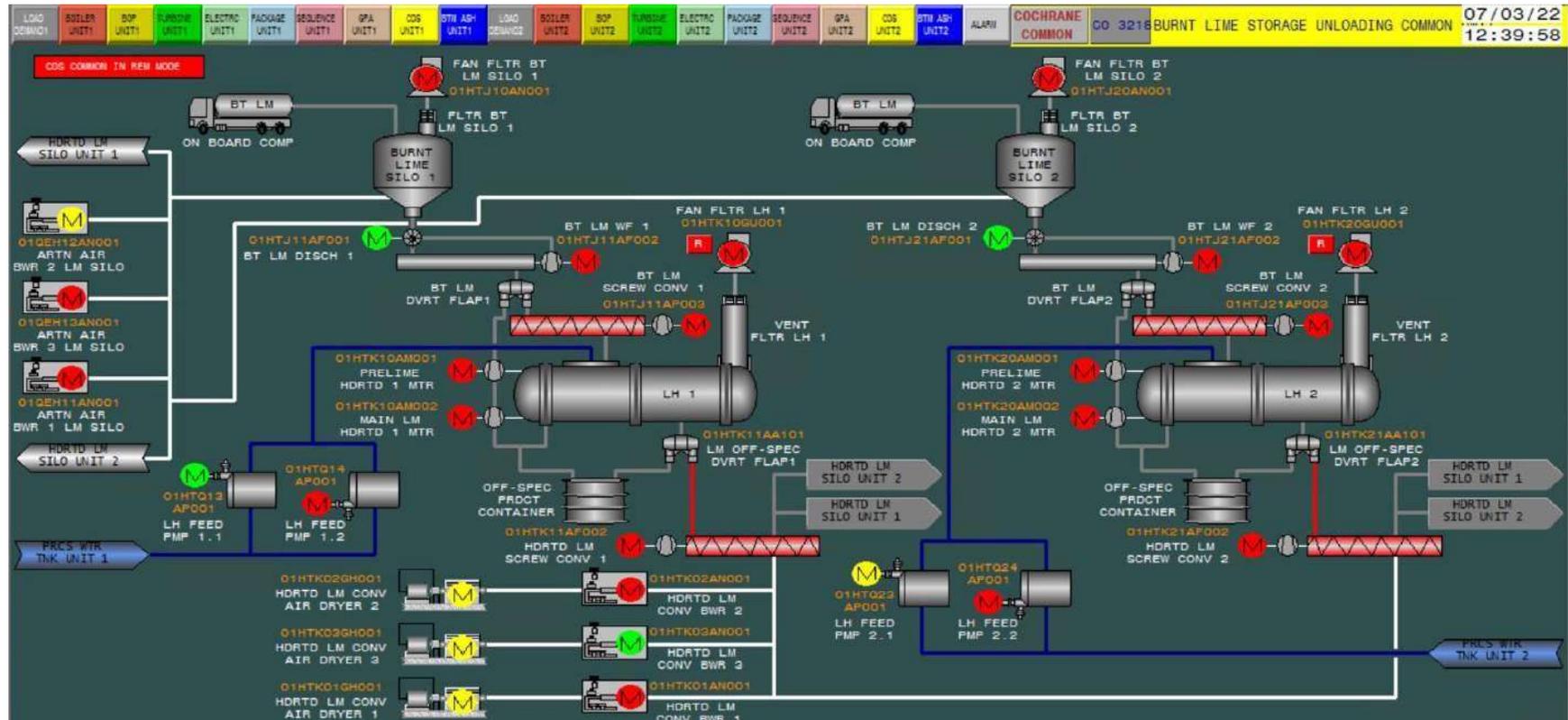


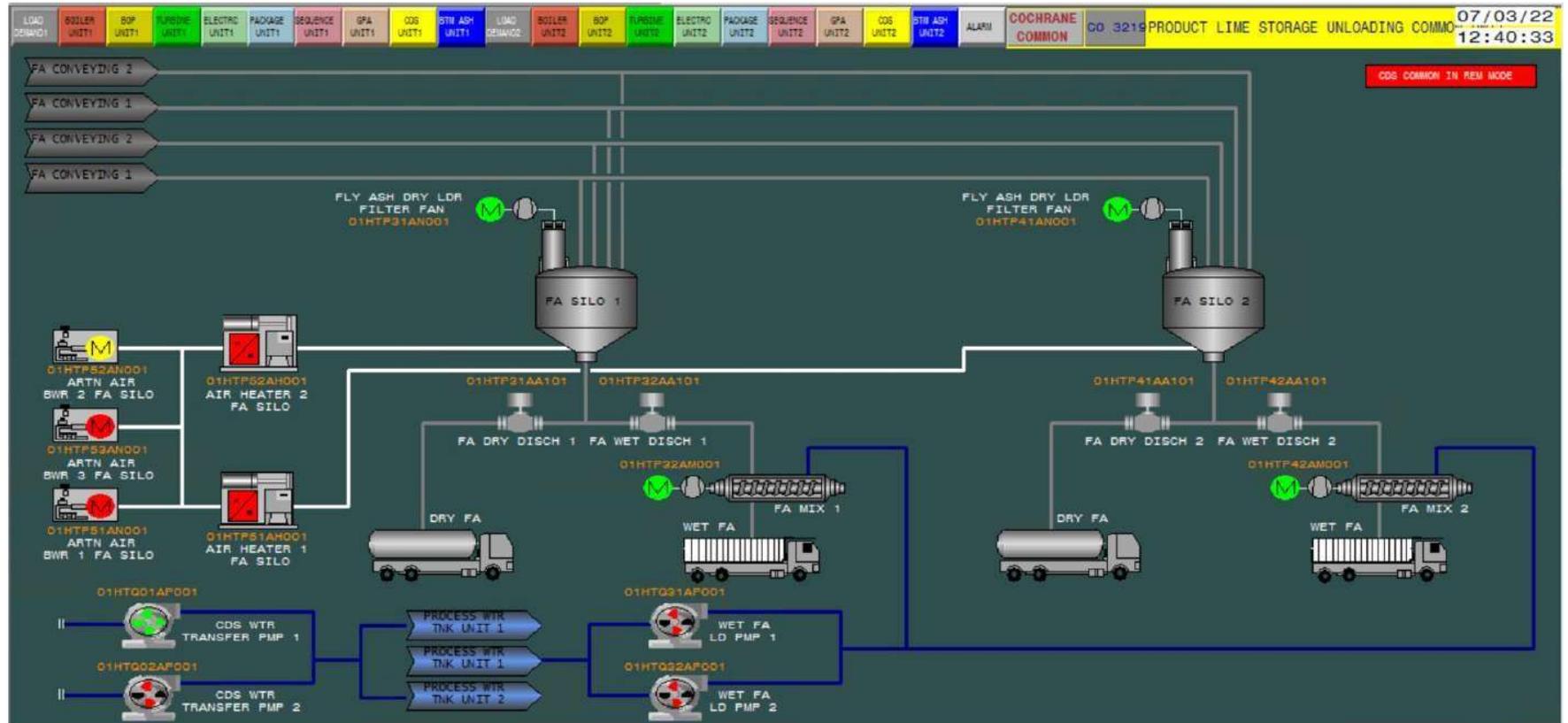




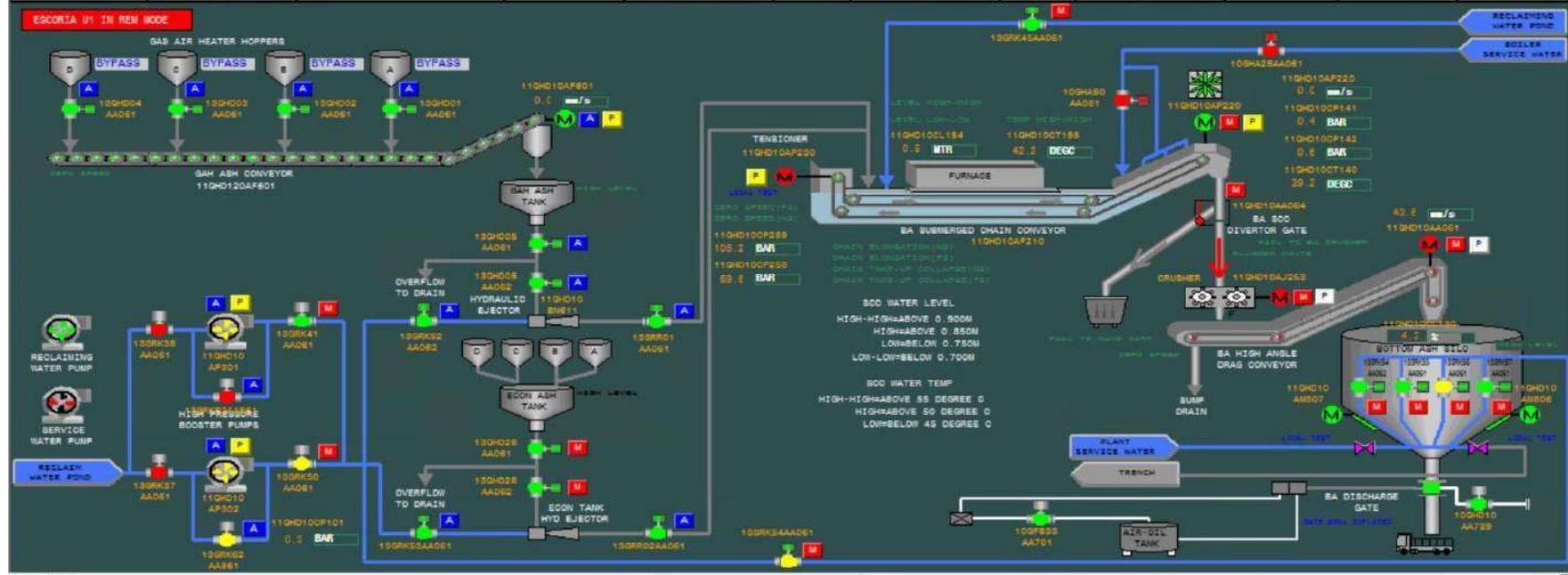




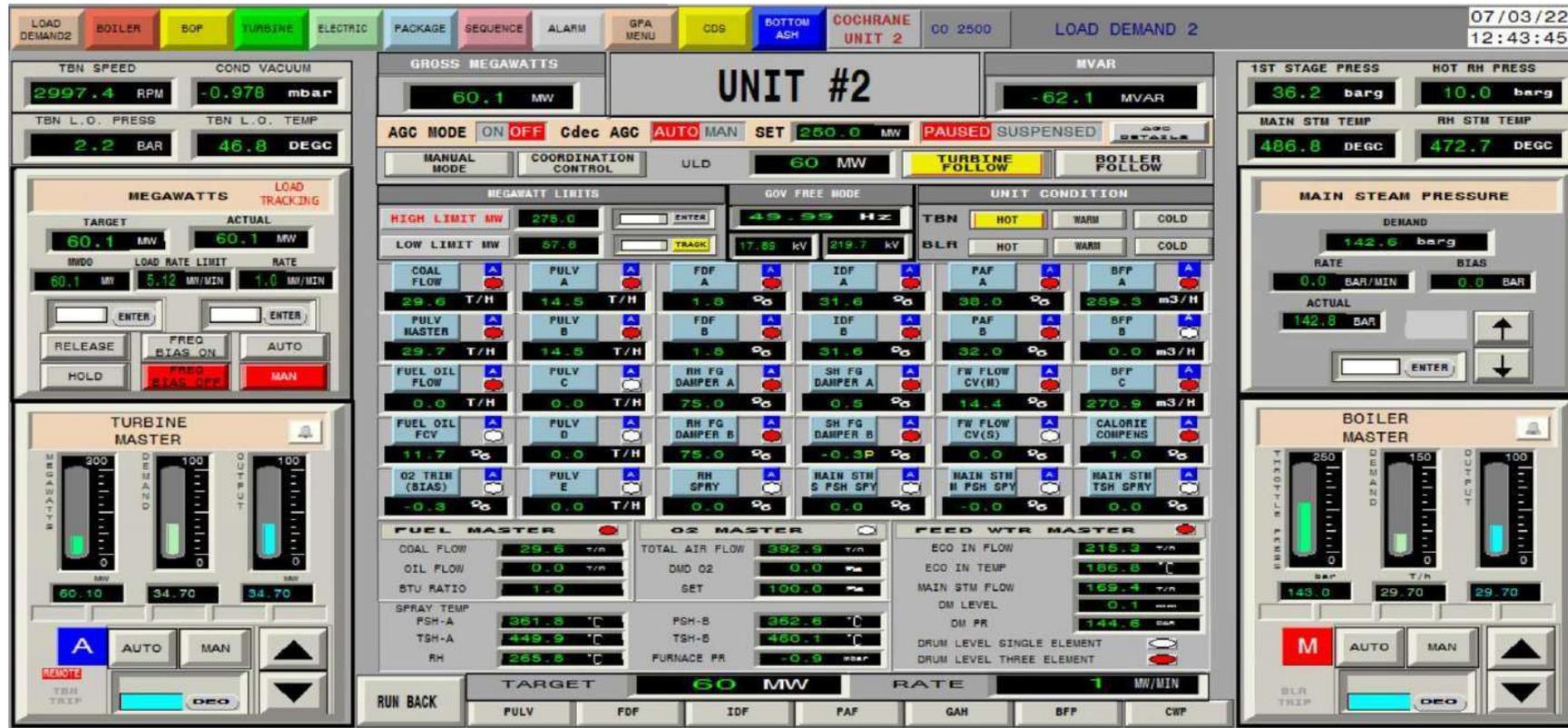


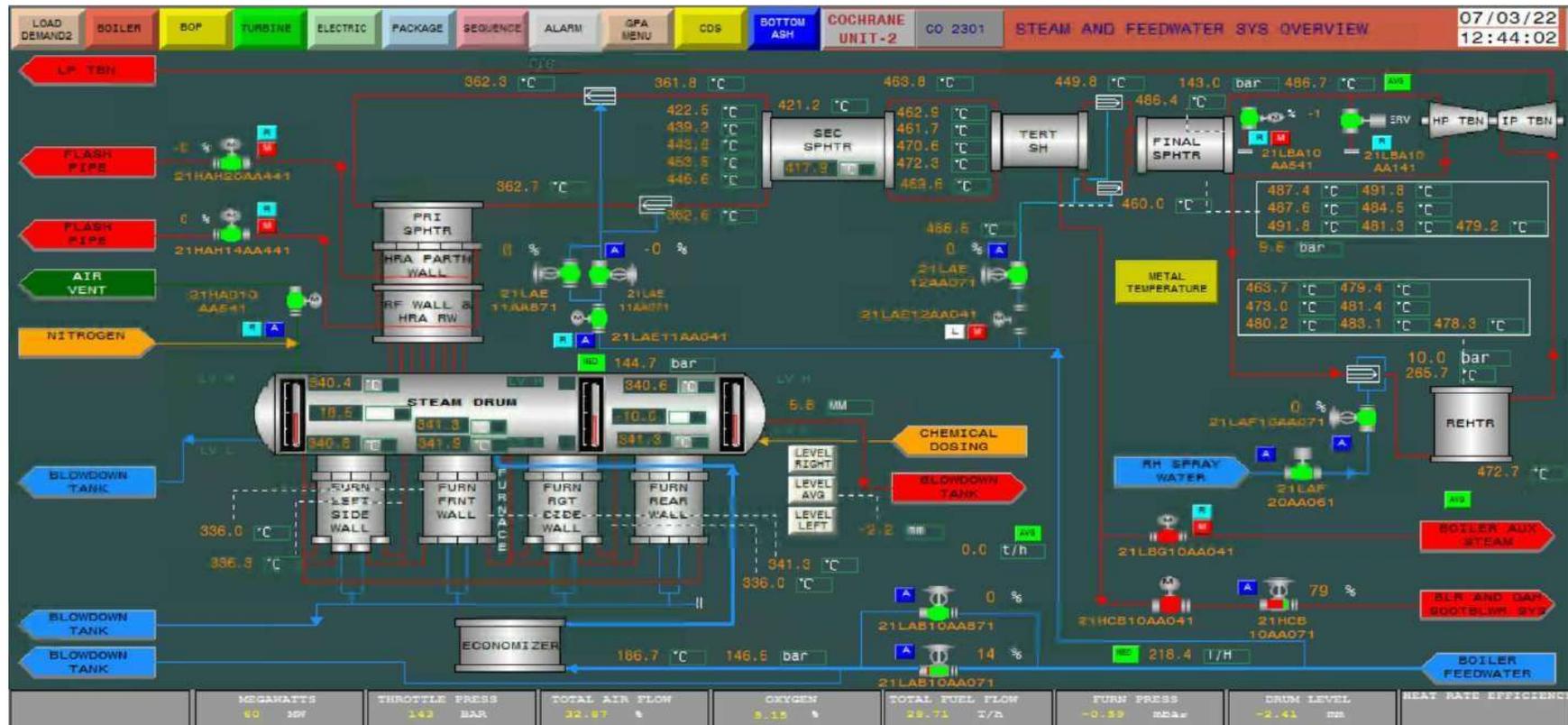


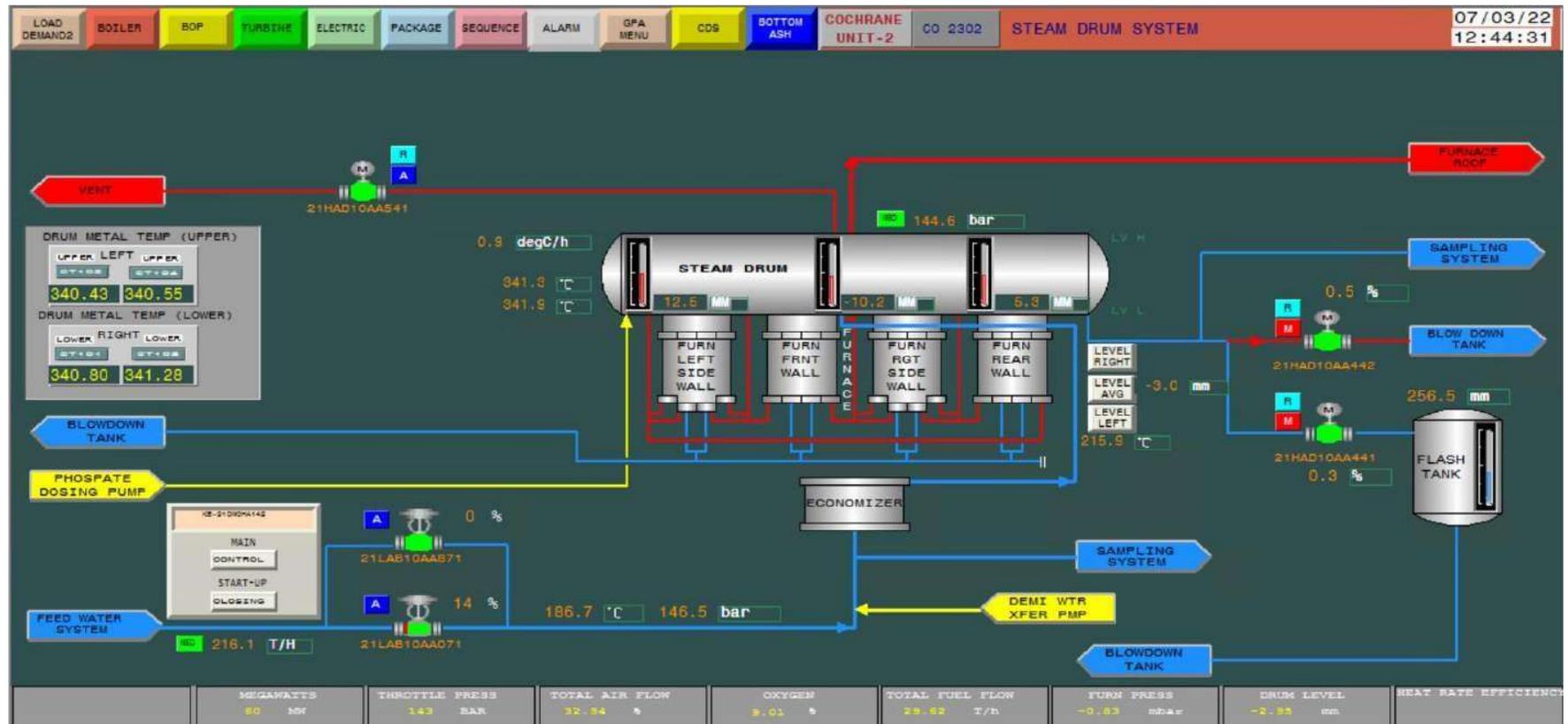
BOTTOM ASH REMOVAL & CONVEYING SYSTEM				GAS AIR HEATER ASH SYSTEM				ECONOMIZER ASH REMOVAL & SLUICE SYSTEM				HIGH PRESSURE BOOSTER PUMPS			
<input type="radio"/> DCS	<input type="radio"/> PERMIT	<input type="radio"/> SA SOC ON	<input type="radio"/> DCS	<input type="radio"/> PERMIT	<input type="radio"/> DCS	<input type="radio"/> PERMIT	<input type="radio"/> PERMIT	<input type="radio"/> DCS	<input type="radio"/> PERMIT	<input type="radio"/> ON	<input type="radio"/> ON	<input type="radio"/> ON	<input type="radio"/> ON		
<input checked="" type="radio"/> HMI	<input type="radio"/> E-STOPPED	<input type="radio"/> HIGH ANGLE CONVEYOR ON	<input checked="" type="radio"/> HMI	<input type="radio"/> E-STOPPED	<input checked="" type="radio"/> HMI	<input type="radio"/> E-STOPPED	<input type="radio"/> E-STOPPED	<input checked="" type="radio"/> HMI	<input type="radio"/> E-STOPPED	<input type="radio"/> E-STOPPED	<input type="radio"/> AUTO	<input type="radio"/> AUTO	<input type="radio"/> AUTO		
<input type="radio"/> LOCAL CONTROL	<input type="radio"/> OPERATING	<input type="radio"/> SA CRUSHER ON	<input type="radio"/> LOCAL TEST	<input type="radio"/> OPERATING	<input type="radio"/> OPERATING	<input type="radio"/> OPERATING	<input type="radio"/> OPERATING	<input type="radio"/> LOCAL TEST	<input type="radio"/> OPERATING	<input type="radio"/> OPERATING	<input type="radio"/> MANUAL	<input type="radio"/> MANUAL	<input type="radio"/> MANUAL		
<input type="radio"/> LOCAL TEST	<input type="radio"/> PURGING			<input type="radio"/> PURGING	<input type="radio"/> PURGING	<input type="radio"/> PURGING	<input type="radio"/> PURGING	<input type="radio"/> LOCAL TEST	<input type="radio"/> STOP INITIATED	<input type="radio"/> STOP INITIATED	<input type="radio"/> LOCAL TEST	<input type="radio"/> LOCAL TEST	<input type="radio"/> LOCAL TEST		
	<input type="radio"/> STOP INITIATED			<input type="radio"/> STOP INITIATED											

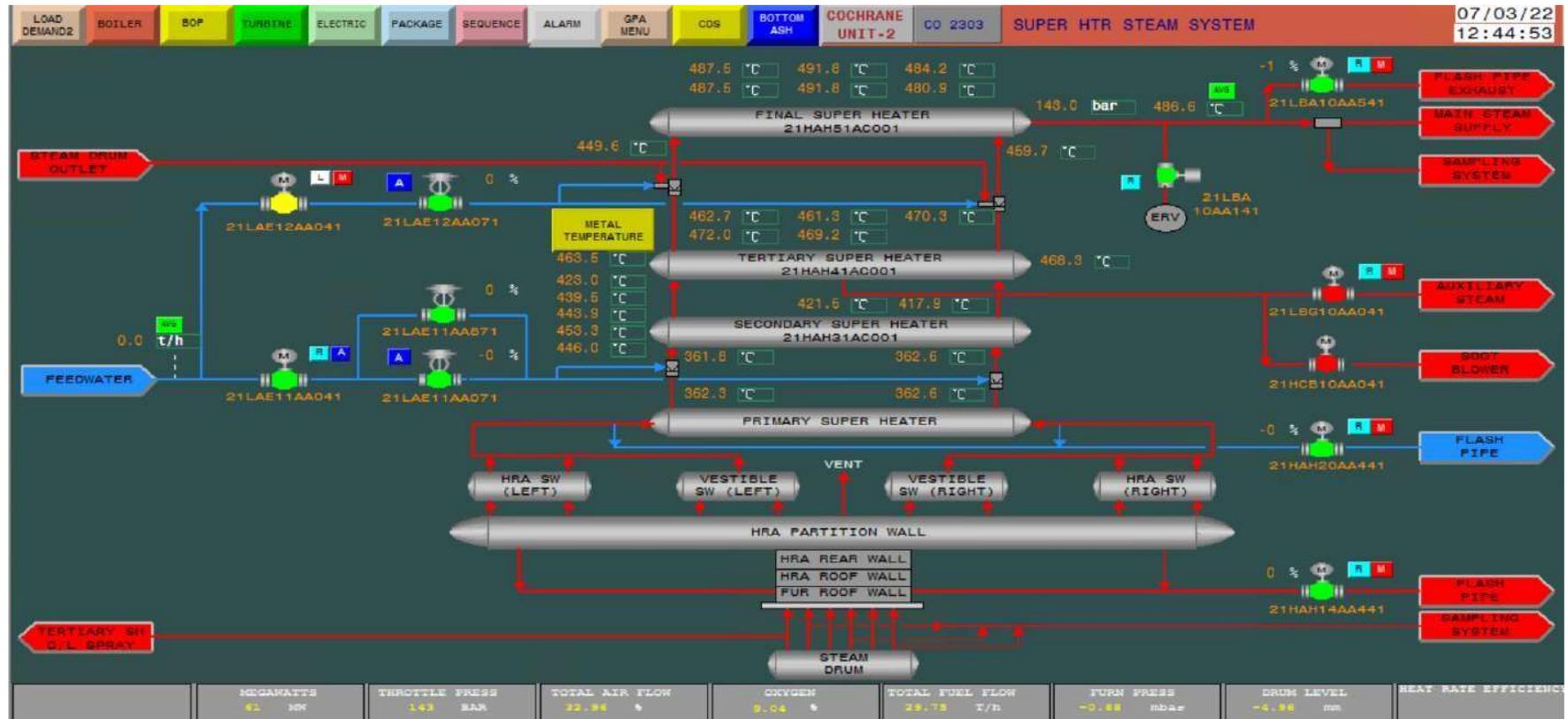


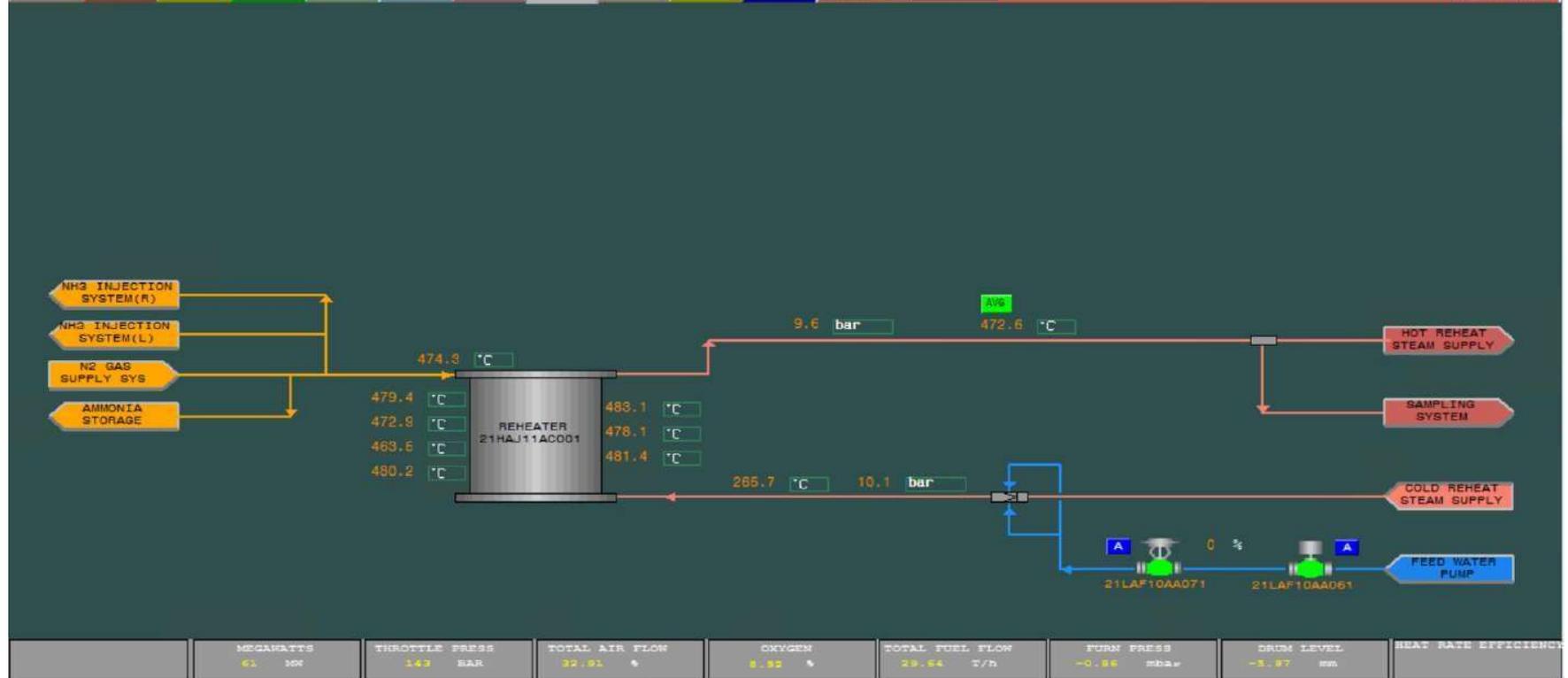
Anexo 3: Capturas de DCS Cochrane U2 en 60 MW

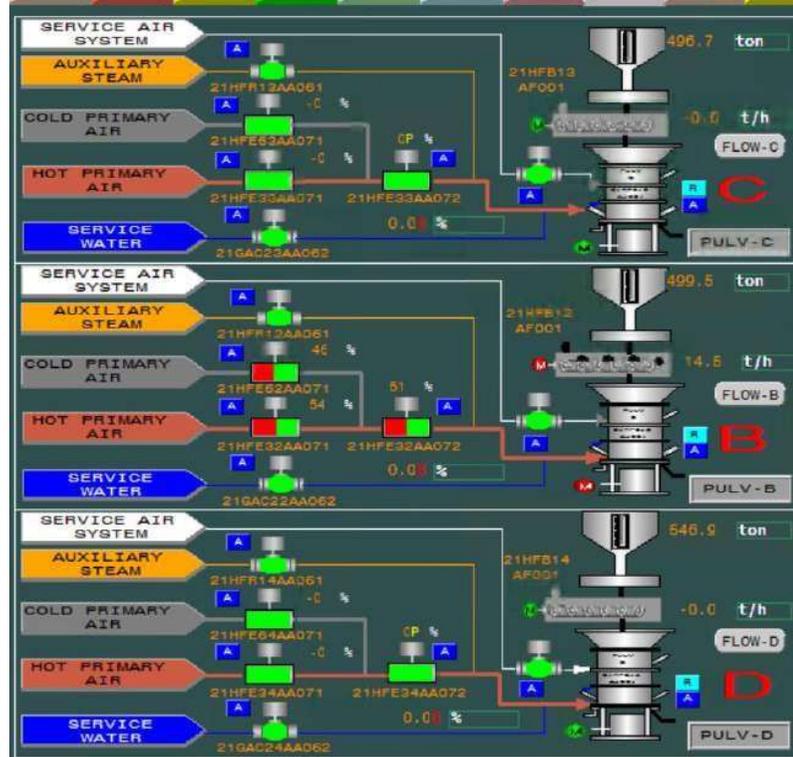




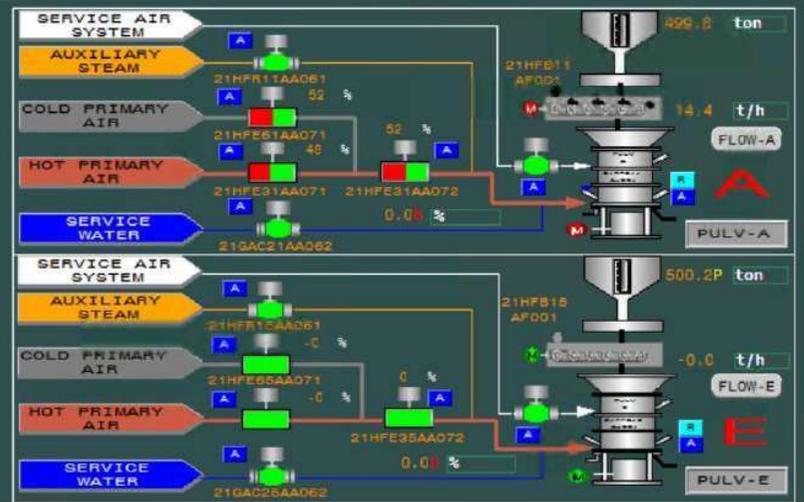


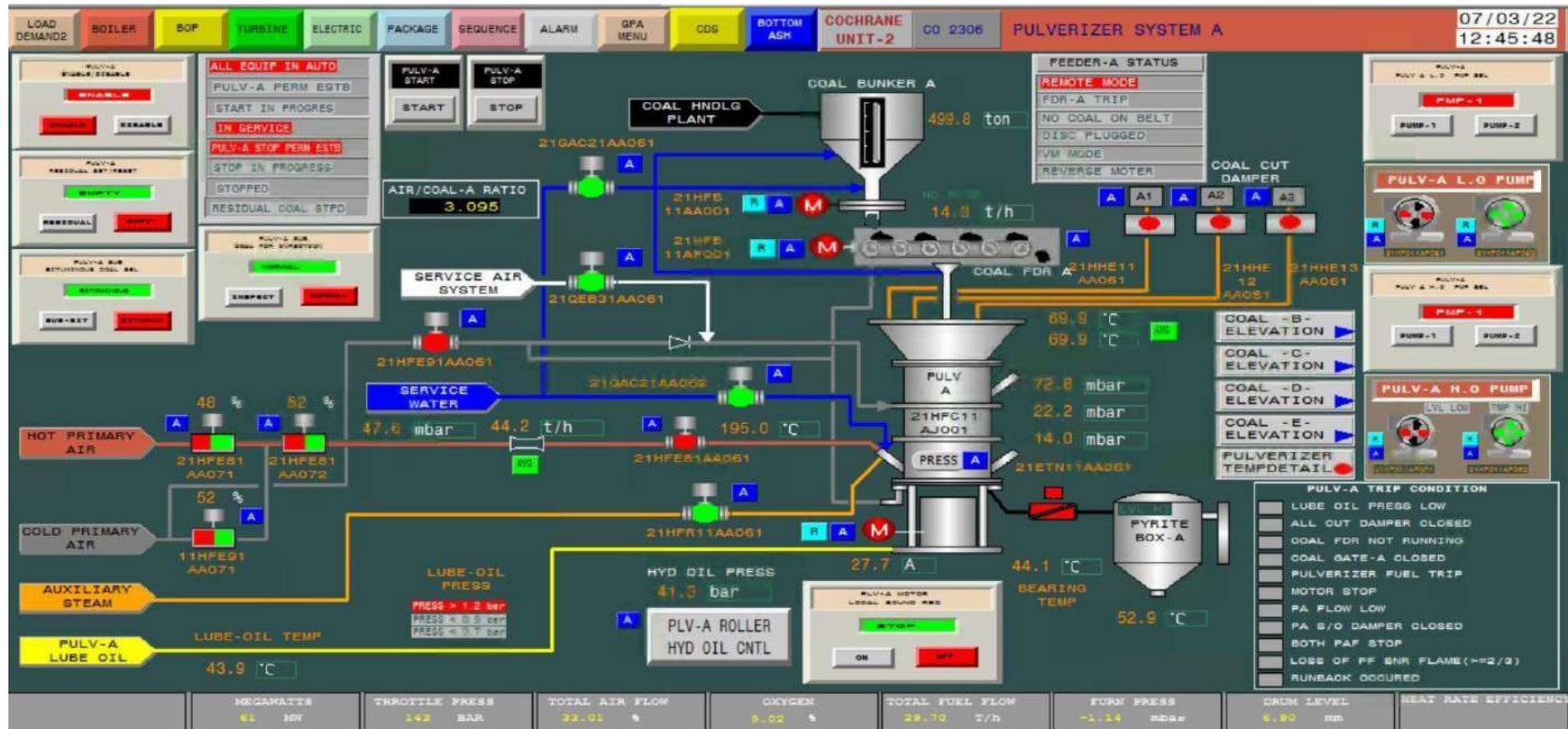


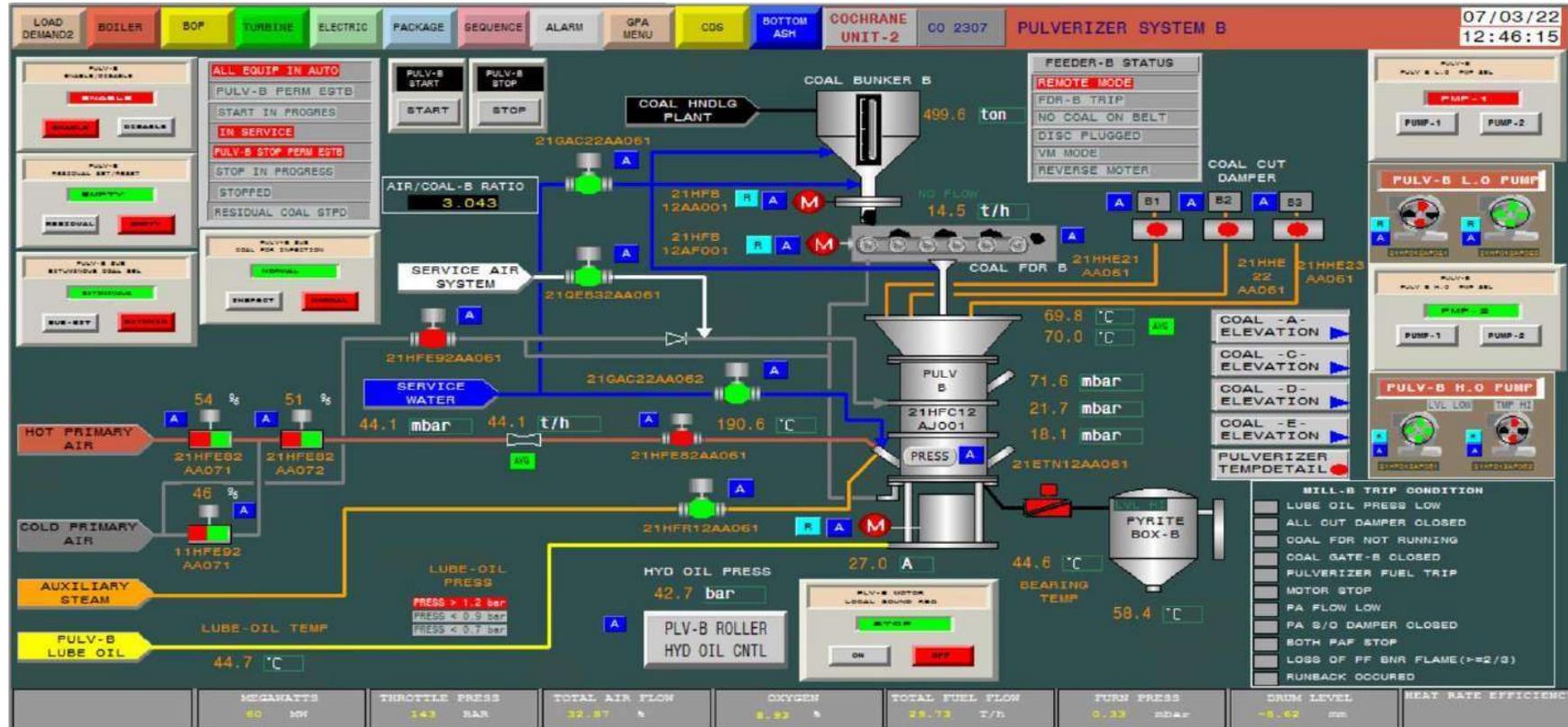


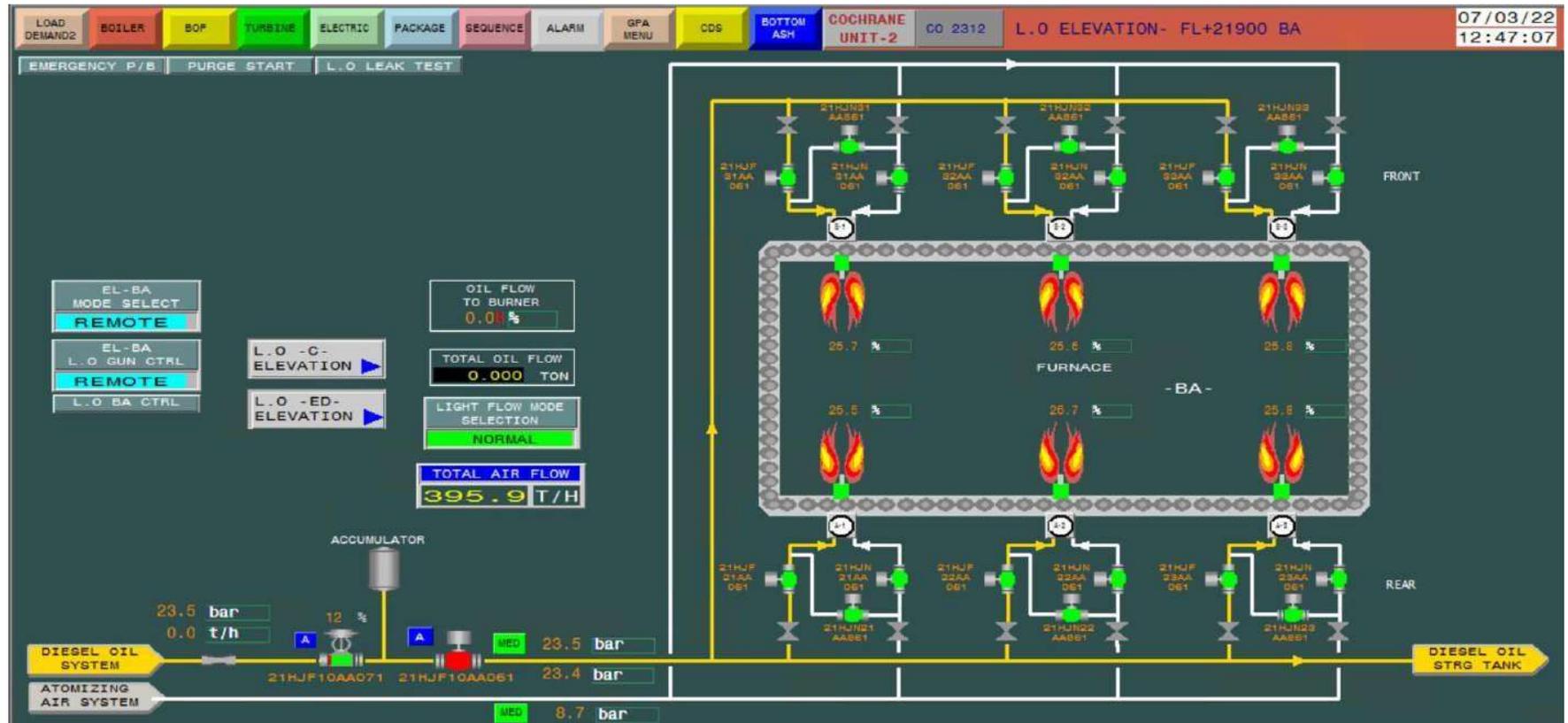


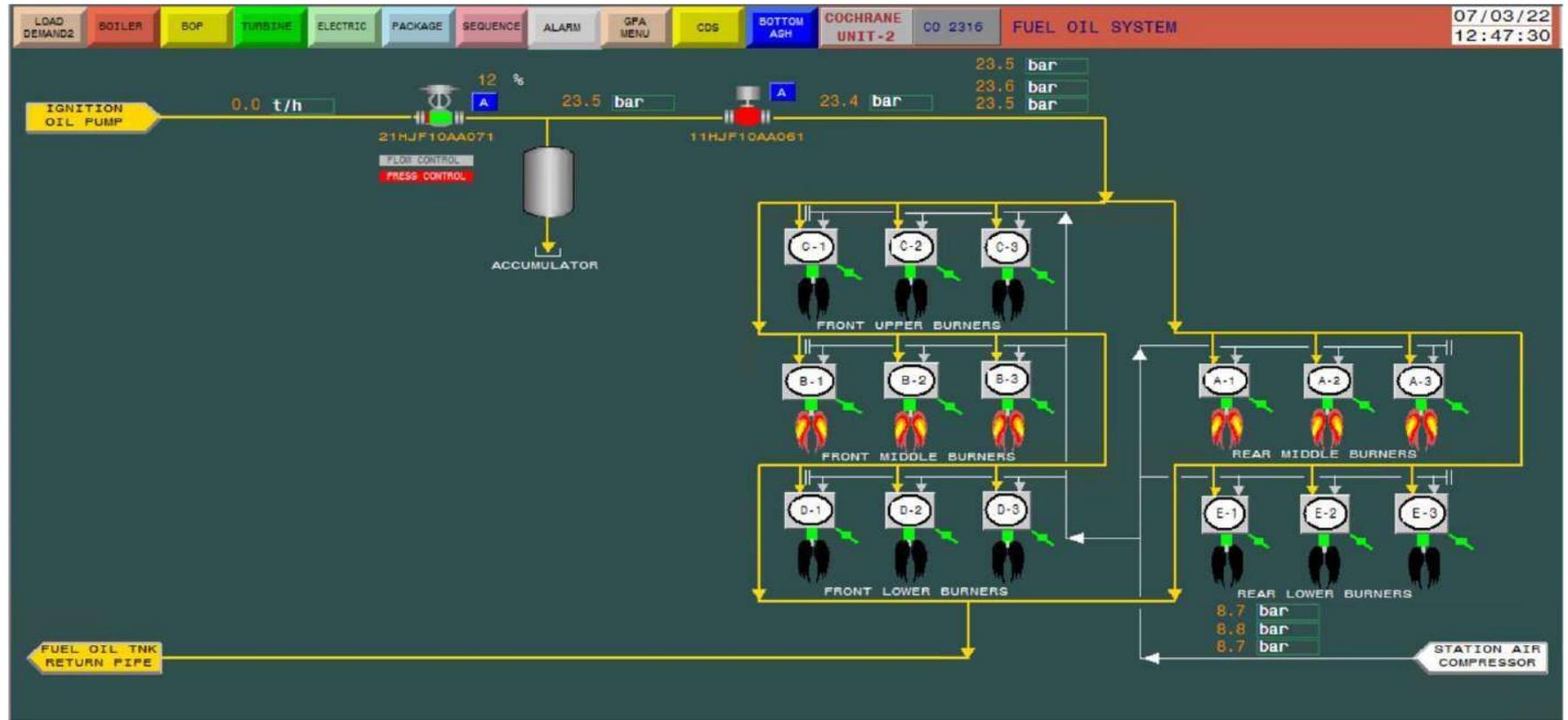
	PULV-A	PULV-B	PULV-C	PULV-D	PULV-E
COAL FLOW	14.4 t/h	14.5 t/h	-0.0 t/h	-0.0 t/h	-0.0 t/h
PA INLET AIR FLOW	43.7 t/h	43.9 t/h	0.0 t/h	0.0 t/h	0.0 t/h
PA INLET AIR TEMP	194.9 °C	190.6 °C	83.6 °C	82.0 °C	70.9 °C
PULV OUTLET TEMP	69.9 °C	69.9 °C	26.7 °C	38.0 °C	36.6 °C
MILL DIFF P	21.8 mbar	21.5 mbar	0.0 mbar	0.4 mbar	-0.1 mbar
HYD THRUST TEMP	44.0 °C	44.6 °C	27.8 °C	35.9 °C	36.4 °C
BEARING TEMP	44.0 °C	44.6 °C	27.8 °C	35.9 °C	36.4 °C
CURRENT	27.6 A	26.2 A	0.0 A	0.0 A	-0.0 A
SILLO LEVEL	496.8 ton	499.5 ton	496.7 ton	546.8 ton	500.2P ton

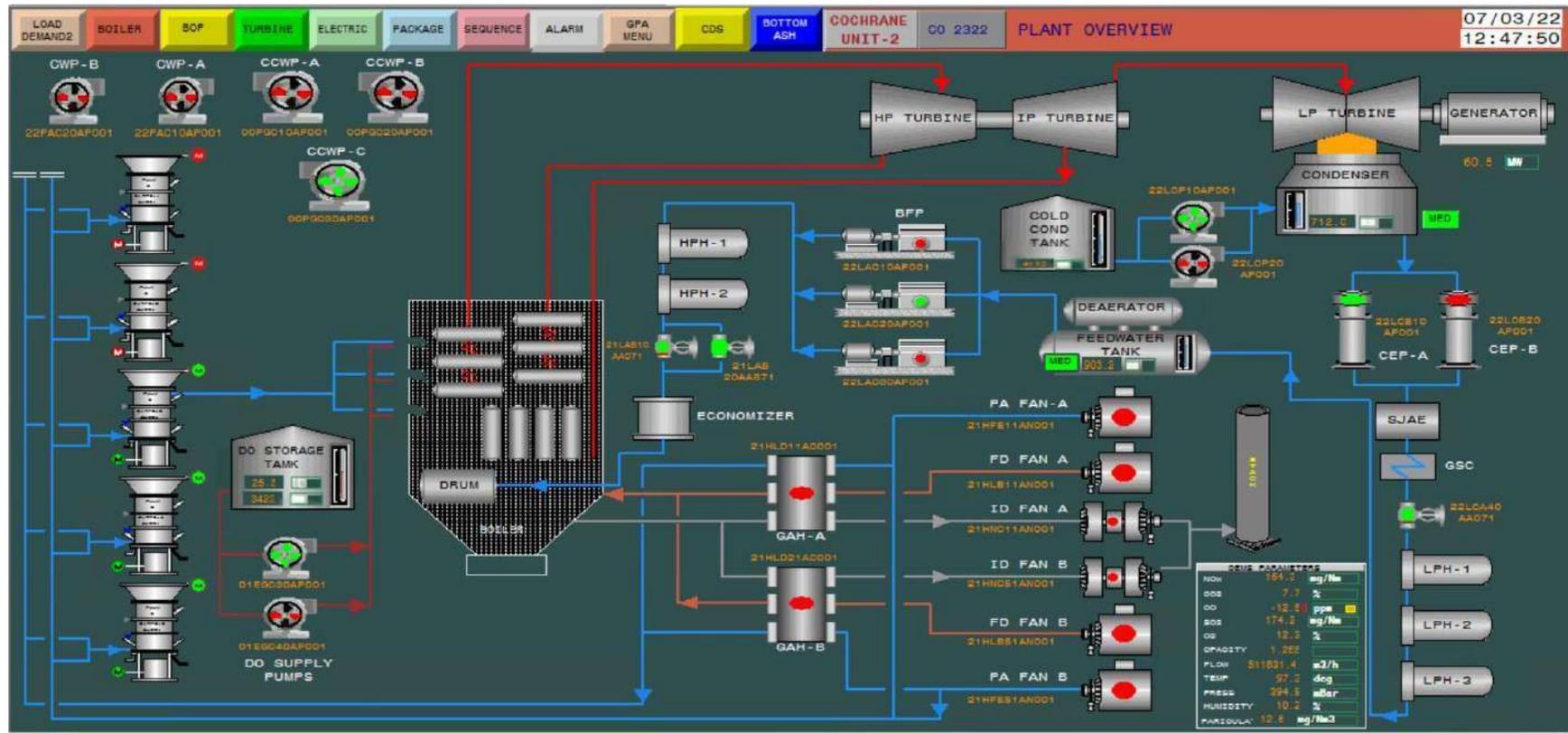


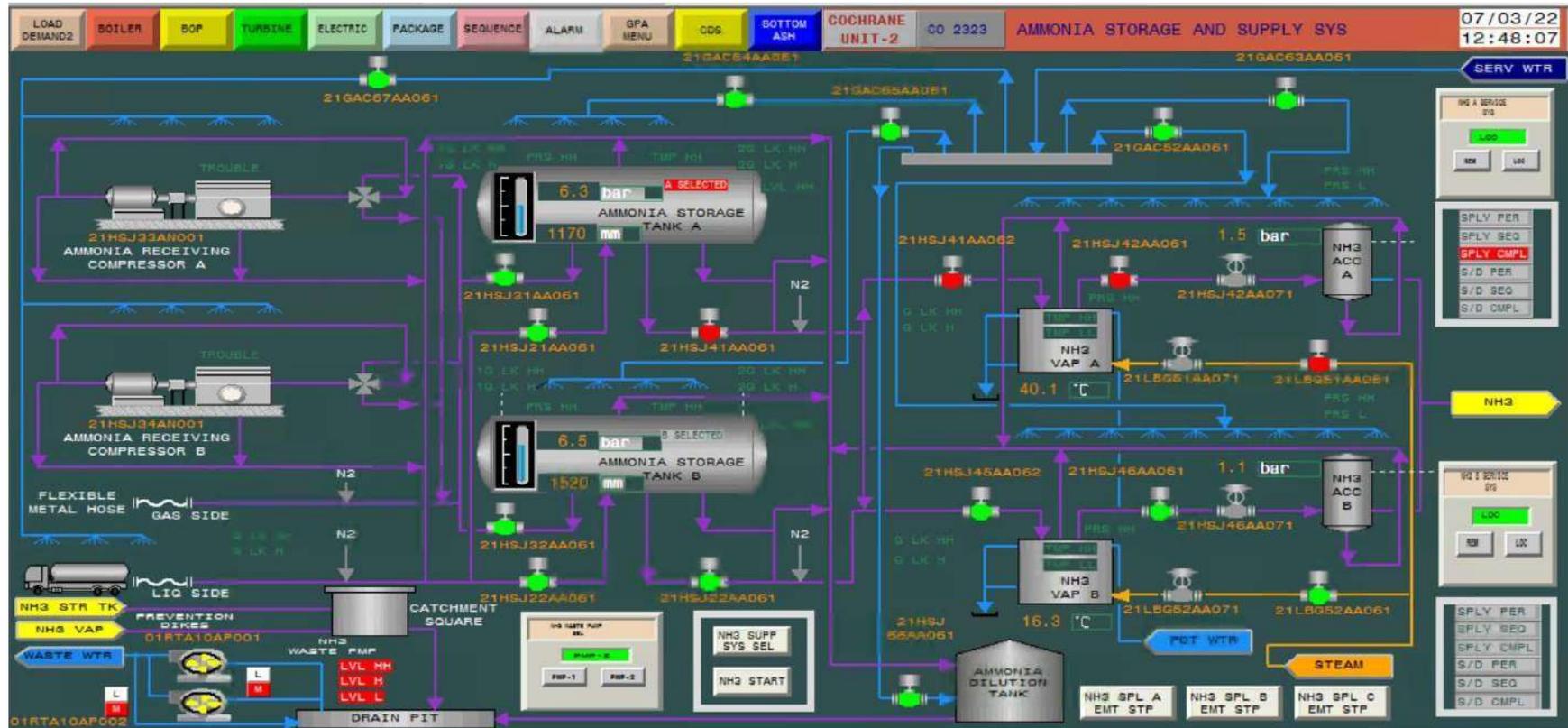


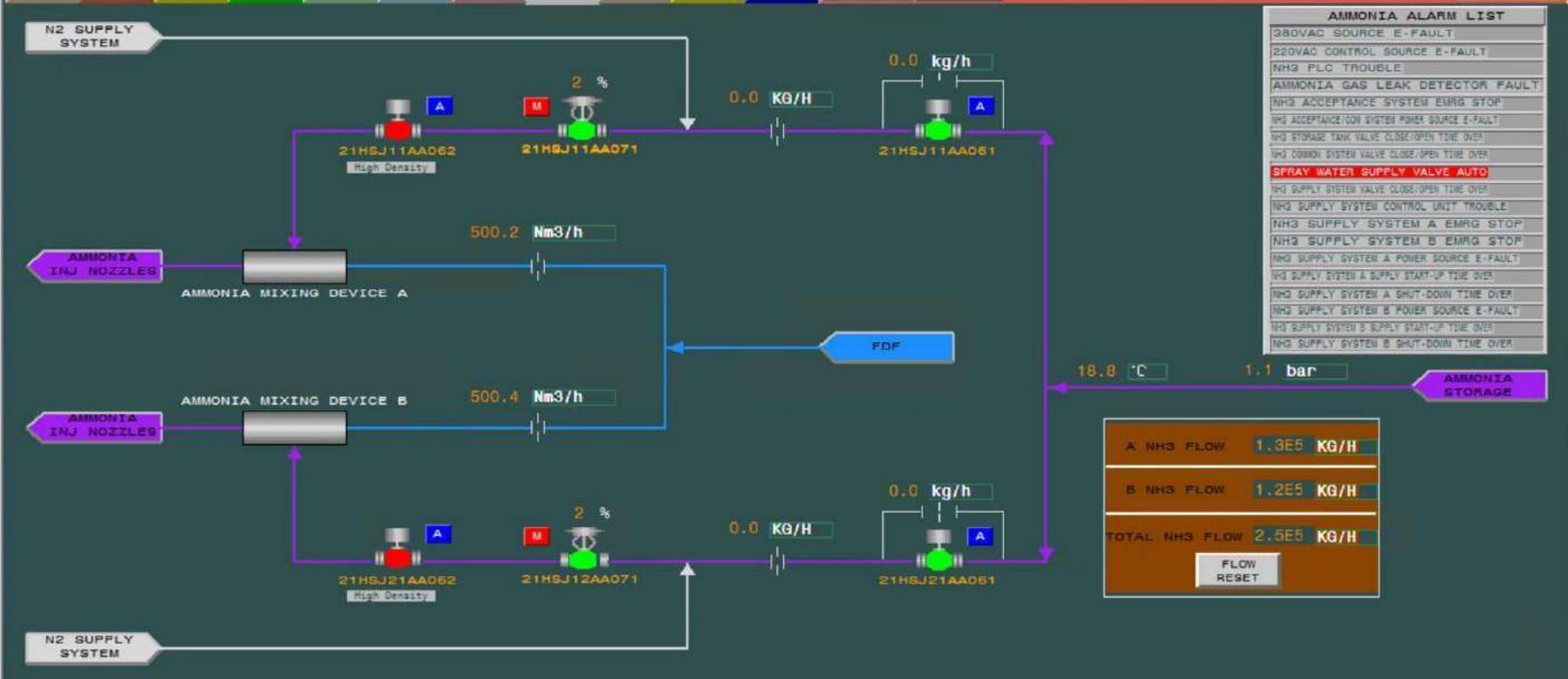


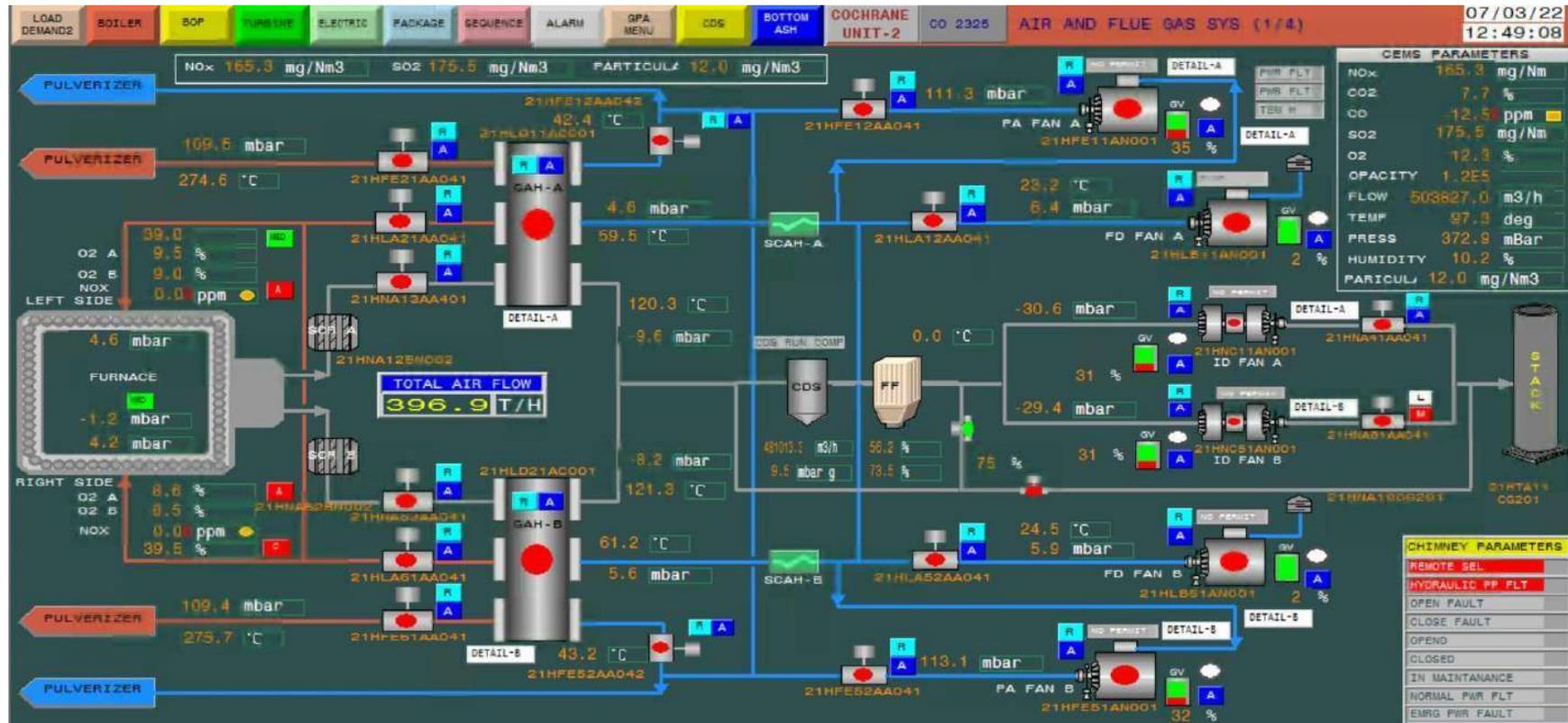


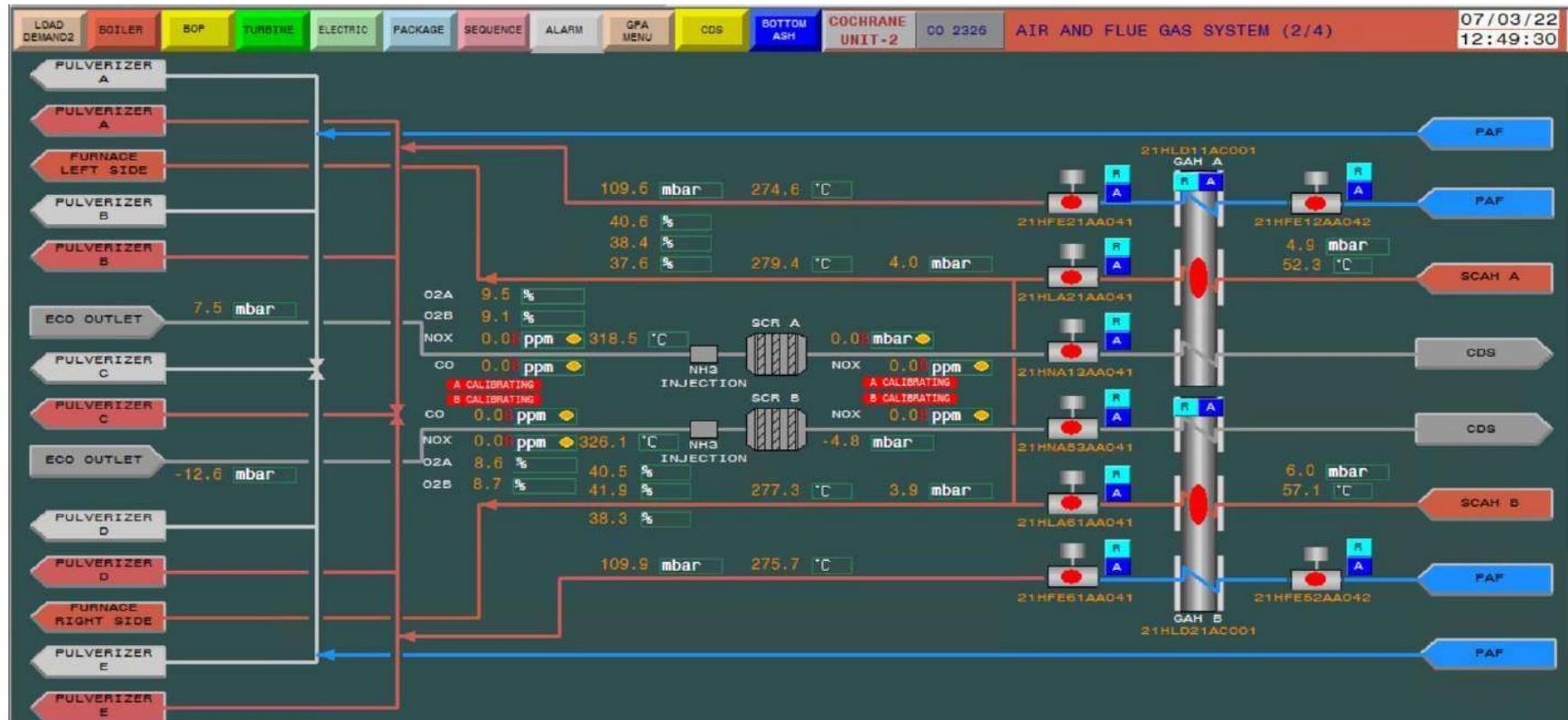


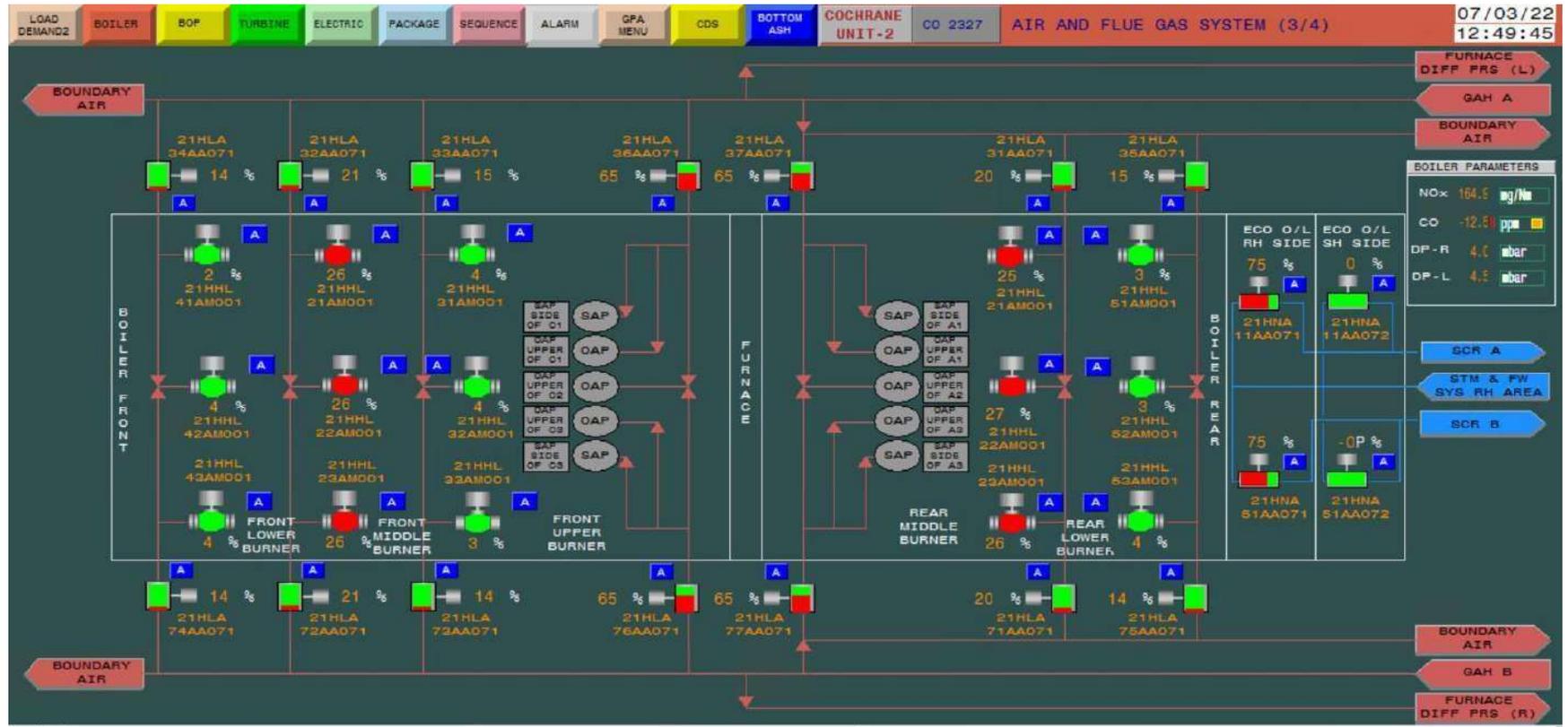


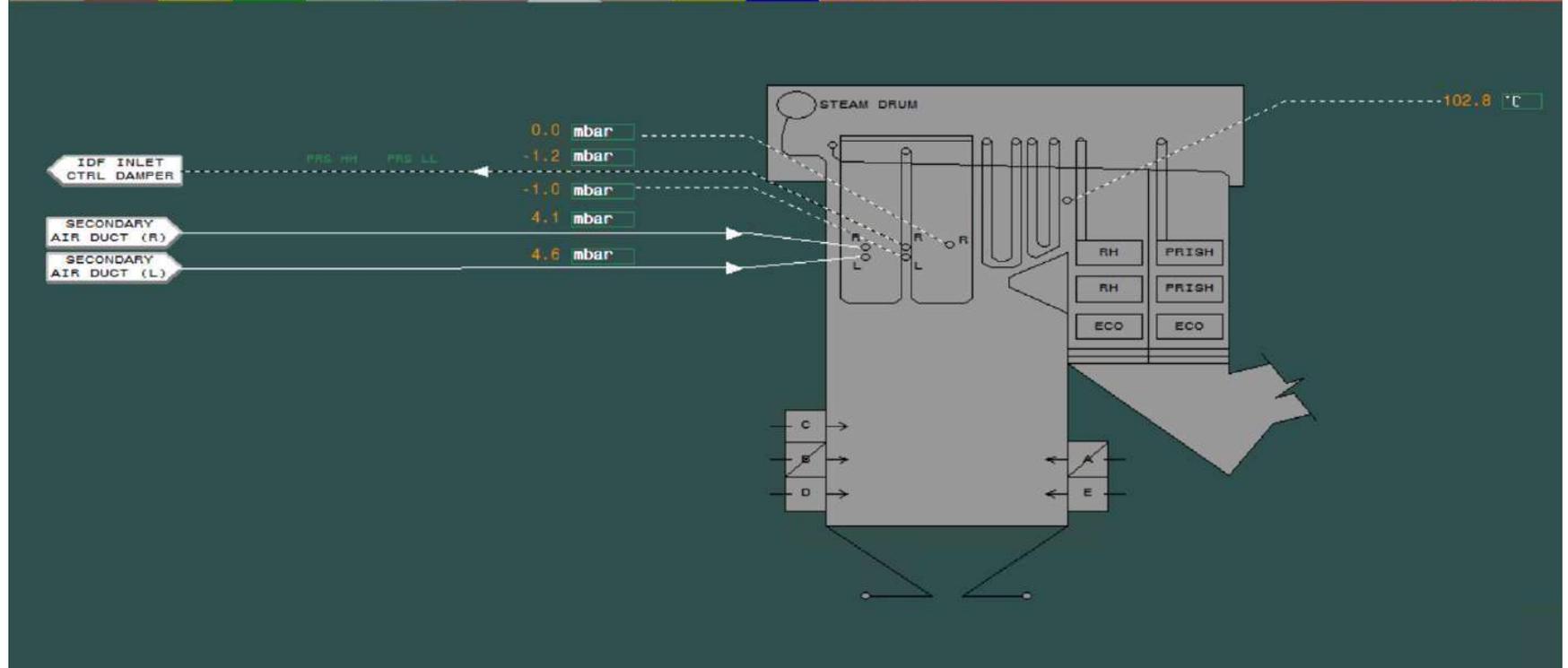


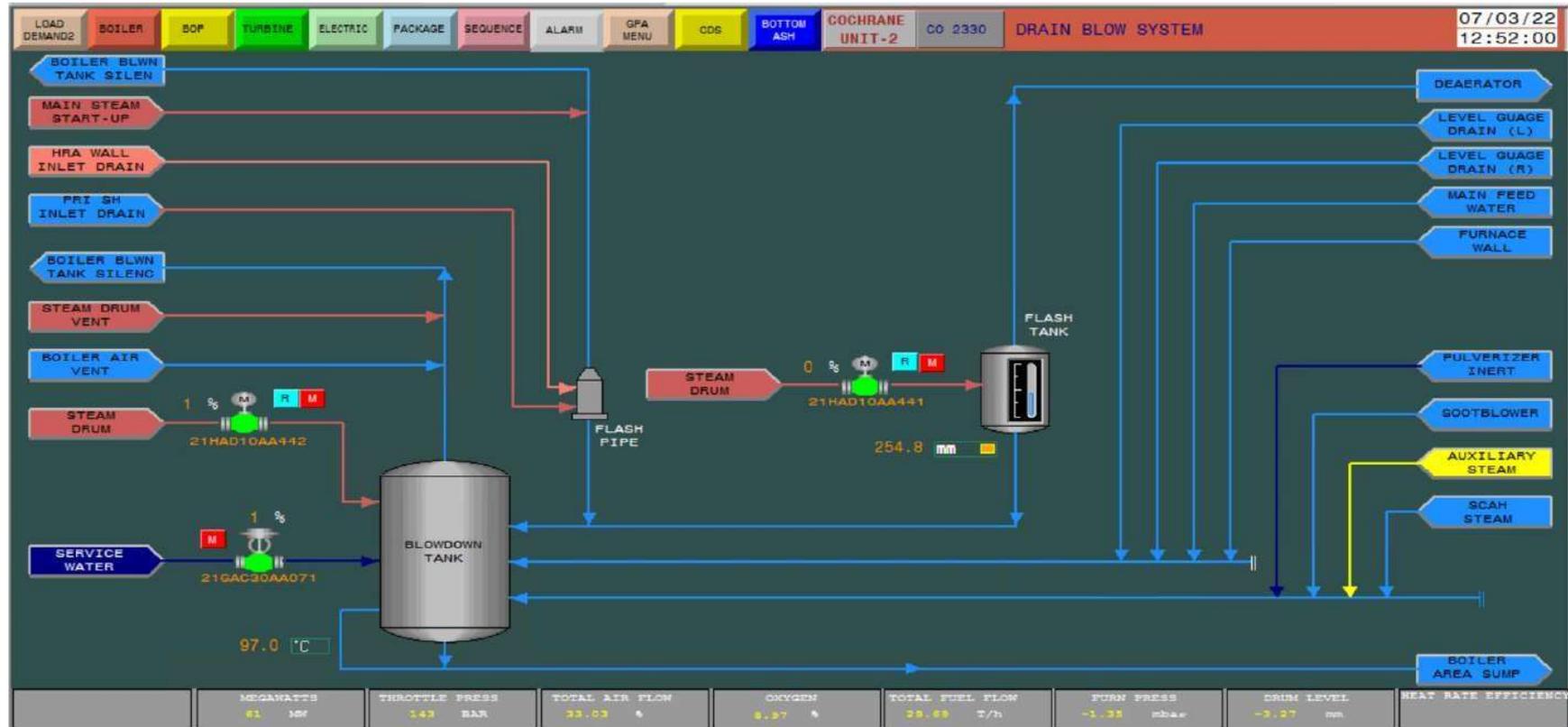


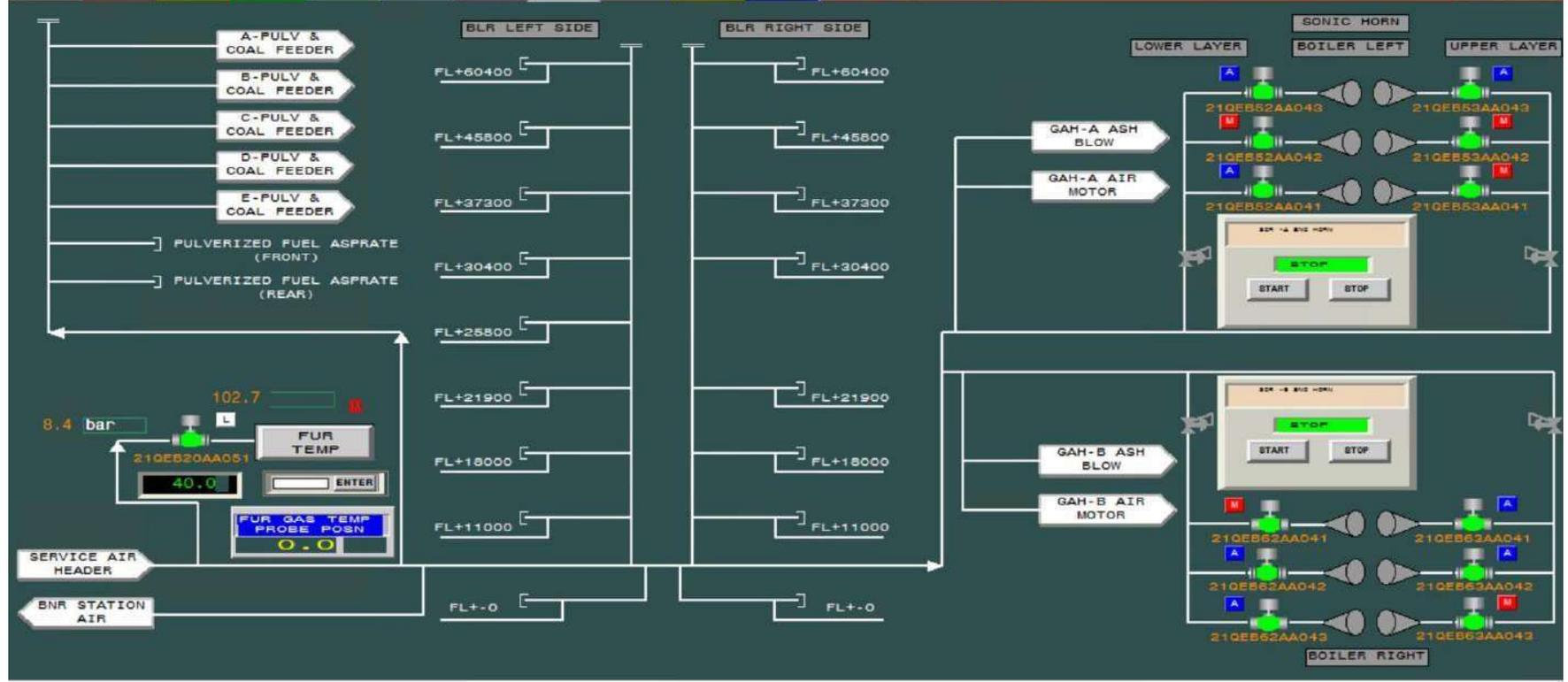


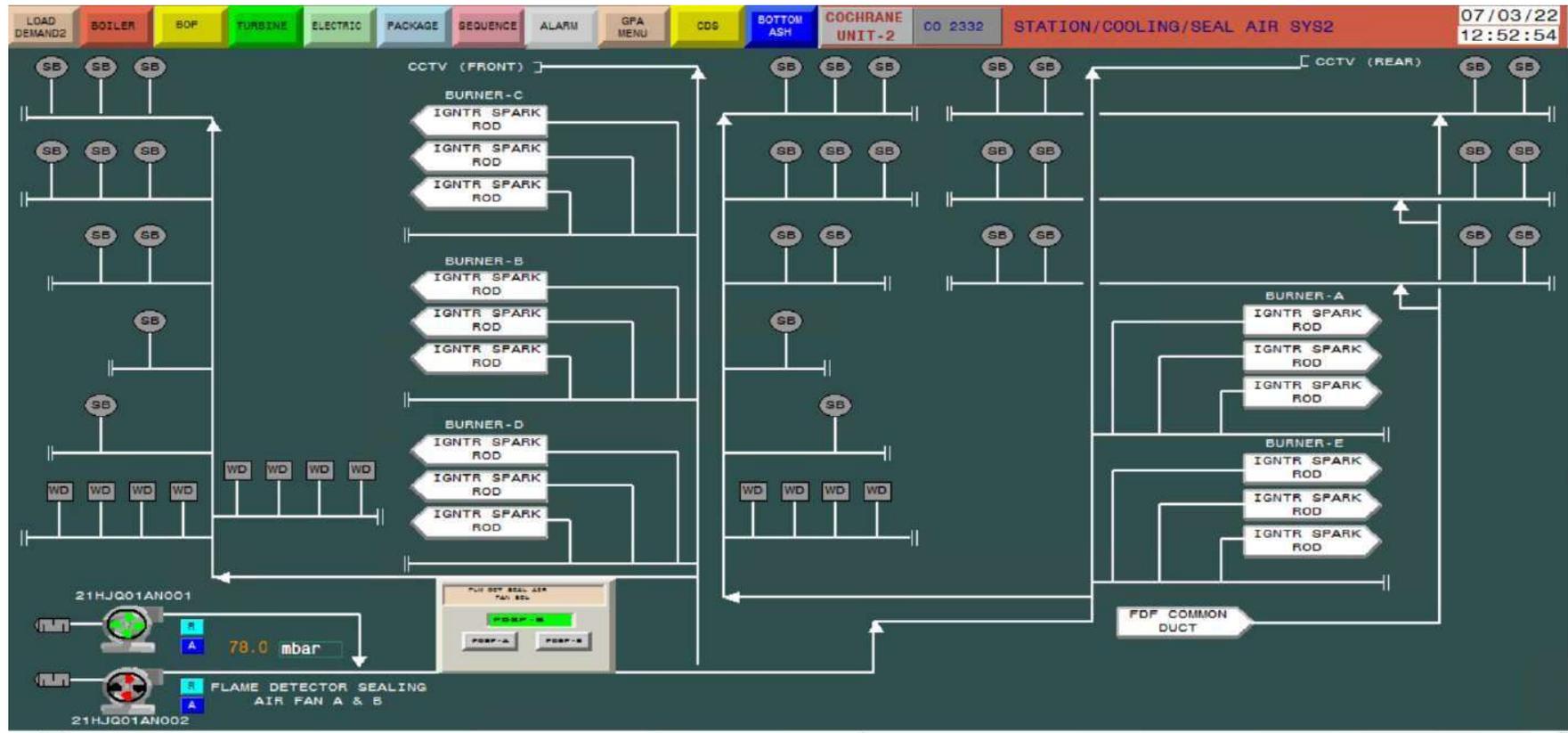


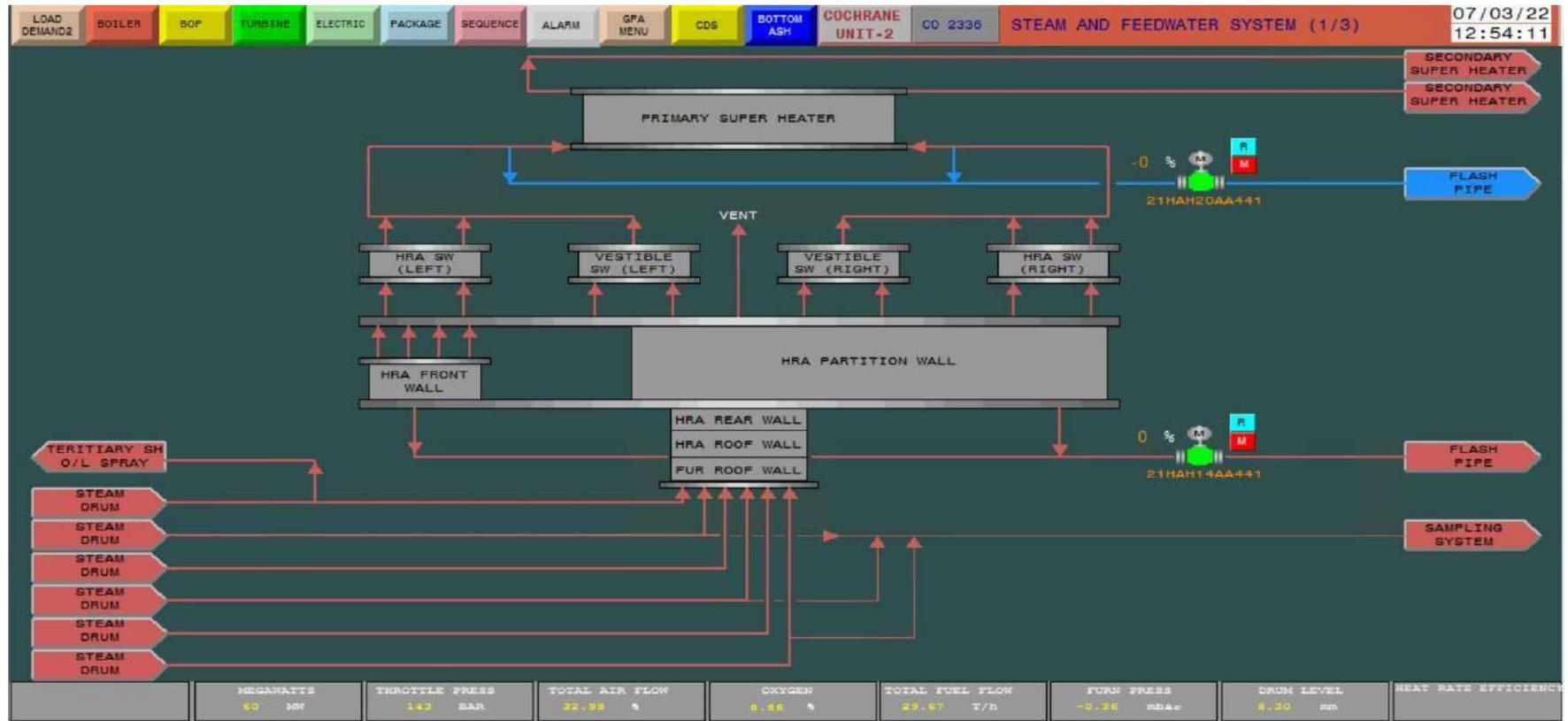


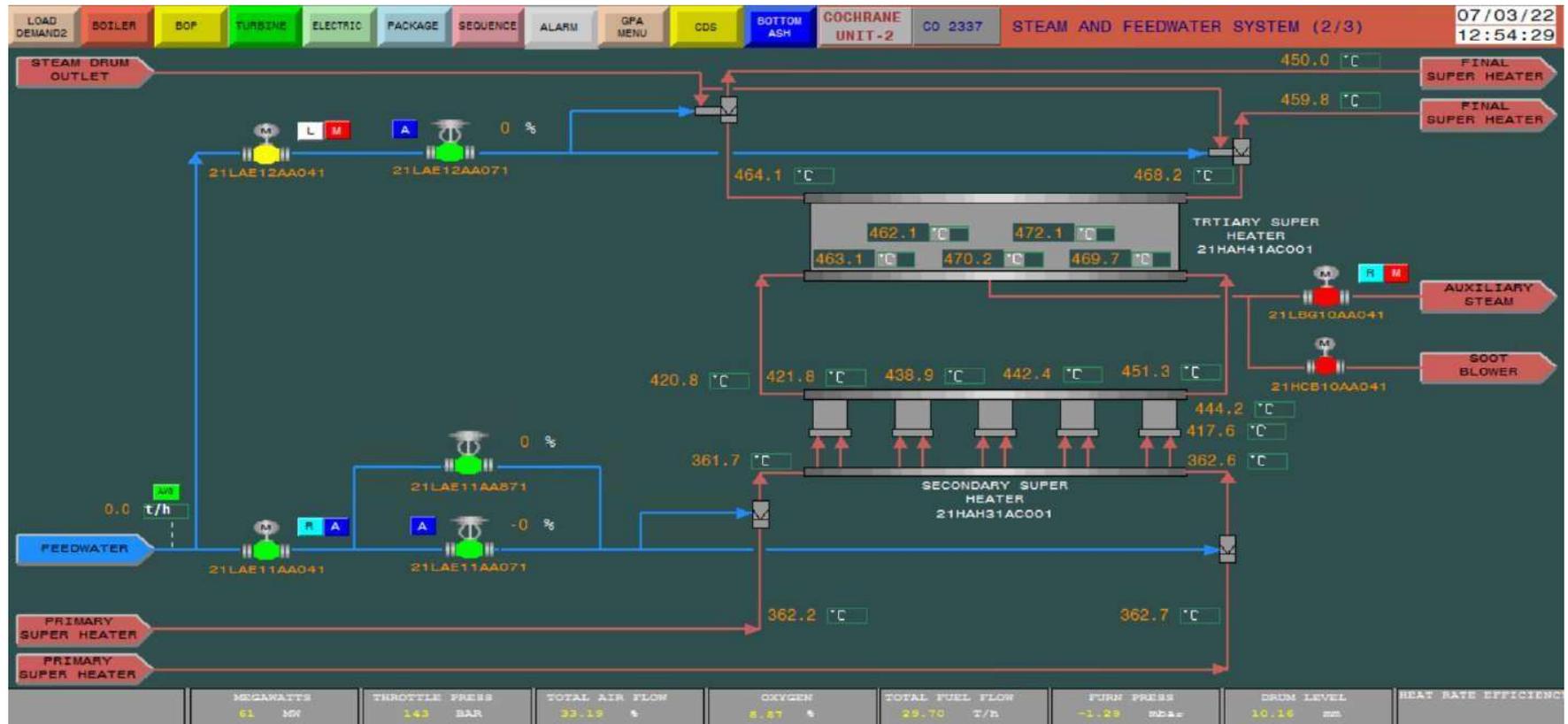


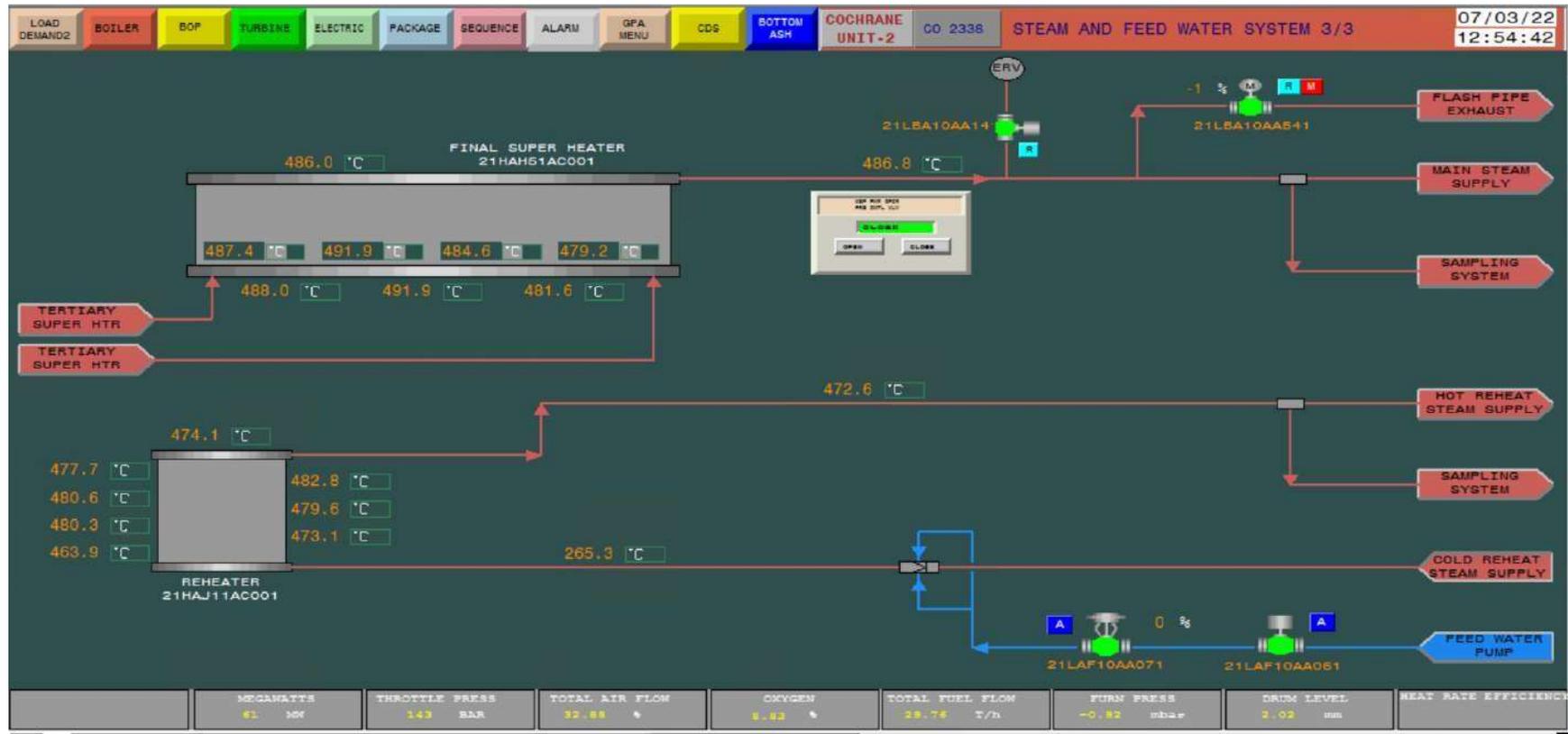


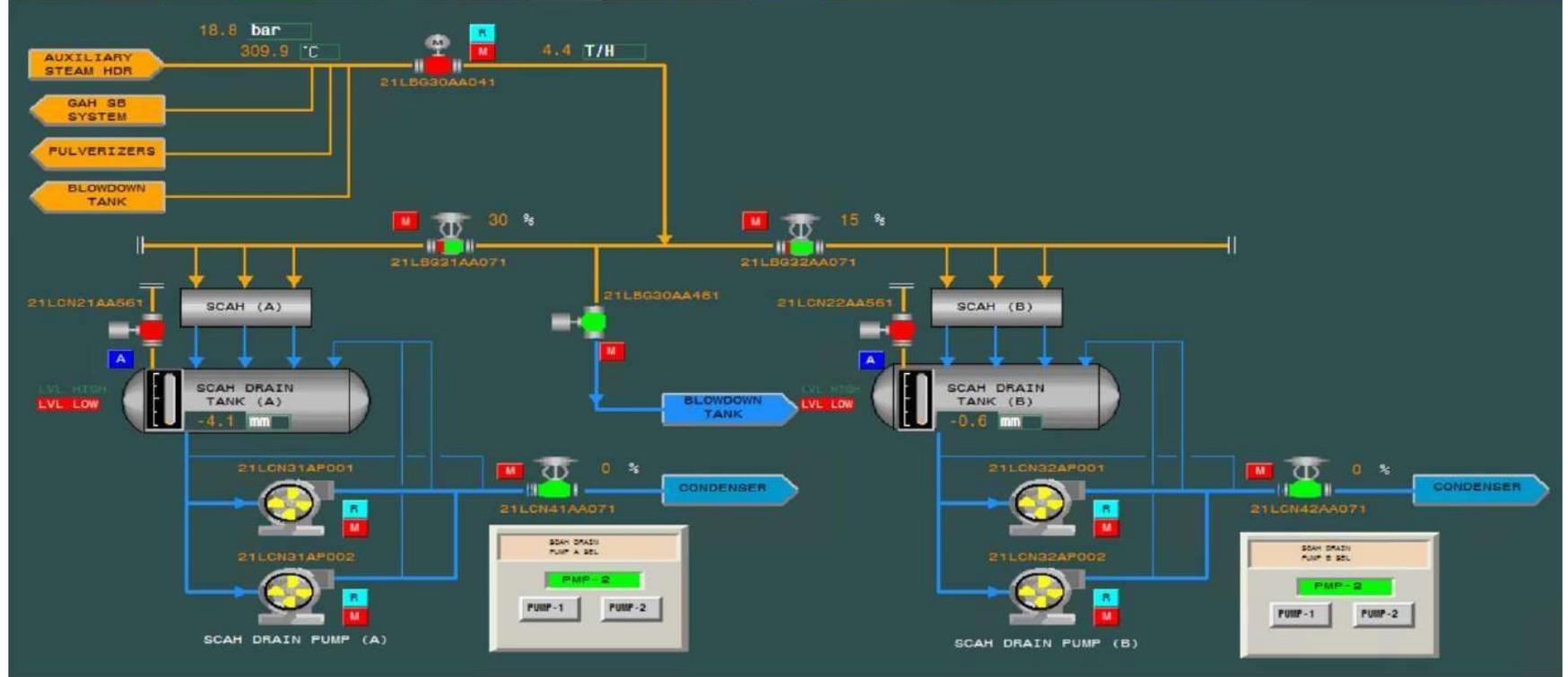


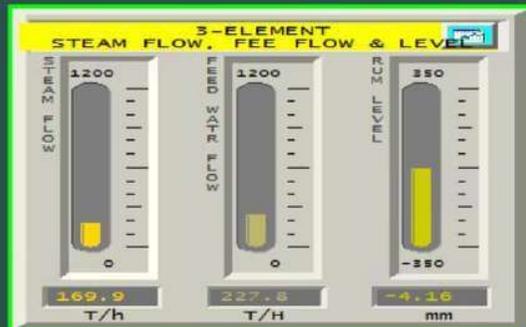












MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
60 MW	143 BAR	32.82 %	8.92 %	23.82 T/h	-0.11 mbar	-4.17 mm	

**FURN PRESS MASTER**

Pressure: -1.06 mbar  
 Differential Pressure: 0.000  
 Differential Temperature: 24.64

AUTO MAN

**ID #A ID FAN-A 21HCN11AN001**

Speed: 31.23  
 Differential Pressure: 0.000  
 Differential Temperature: 55.48  
 Differential Temperature: 31.23

AUTO MAN

**ID #B ID FAN-B 21HCN51AN001**

Speed: 31.23  
 Differential Pressure: 0.000  
 Differential Temperature: 55.49  
 Differential Temperature: 31.23

AUTO MAN

**SECONDARY AIR MASTER**

Speed: 32.03  
 Differential Pressure: 0.000  
 Differential Temperature: 32.98  
 Differential Temperature: 2.064

AUTO MAN

**FD #A FD FAN-A 21HLB11AN001**

Speed: -0.01  
 Differential Pressure: 0.000  
 Differential Temperature: 2.002  
 Differential Temperature: 2.064

AUTO MAN

**FD #B FD FAN-B 21HLB51AN001**

Speed: -0.01  
 Differential Pressure: 0.000  
 Differential Temperature: 1.976  
 Differential Temperature: 2.064

AUTO MAN

MEGAWATTS	THRUSTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
61 MW	143 BAR	32.92 %	8.53 %	29.76 T/h	-1.06 mbar	-3.20 mm	

**PRIMARY AIR MASTER**

Four gauges are displayed: two on the left (0 to 100 scale) and two on the right (0 to 100 scale). The left gauges show values of 32.12 and 0.000. The right gauges show values of 0.000 and 32.12. A central gauge shows 0.000 BAR. Below the gauges are buttons for 'DES', an up arrow, and a down arrow.

**#A PA FAN-A GV CTL 21HFE11AN001**

Four gauges are displayed: two on the left (0 to 100 scale) and two on the right (0 to 100 scale). The left gauges show values of 32.12 and 0.000. The right gauges show values of 86.56 and 32.12. Below the gauges are buttons for 'AUTO', 'MAN', an up arrow, and a down arrow.

**OXYGEN CONTROL**

Four gauges are displayed: two on the left (0 to 25 scale) and two on the right (0 to 100 scale). The left gauges show values of 0.000 and 0.001. The right gauges show values of -0.30 and 1.000. Below the gauges are buttons for 'AUTO', 'MAN', and two empty slots.

**#B PA FAN-B GV CTL 21HFE51AN001**

Four gauges are displayed: two on the left (0 to 100 scale) and two on the right (0 to 100 scale). The left gauges show values of 32.12 and 0.000. The right gauges show values of 87.99 and 32.12. Below the gauges are buttons for 'AUTO', 'MAN', an up arrow, and a down arrow.

MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIEN
61 MW	142 BAR	32.12 %	8.81 %	29.67 T/h	-1.44 MPa	-7.49 mm	

The interface displays several control panels for fuel management:

- FUEL OIL MASTER CONTROL:** Shows two gauges for oil flow with values 0.016 and 0.015. Includes AUTO/MAN buttons.
- FUEL MASTER CONTROL:** Shows two gauges with values 29.66 and 29.66. Includes AUTO/MAN buttons.
- BTU CONTROL:** Shows three gauges with values 11.95, 29.66, and 1.033. Includes AUTO/MAN buttons.
- #A COAL FLOW - A CONTROL:** Shows three gauges with values 14.45, 0.000, and 14.45. Includes AUTO/MAN buttons and a DES button with up/down arrows.
- #B COAL FLOW - B CONTROL:** Shows three gauges with values 14.45, 0.000, and 14.45. Includes AUTO/MAN buttons and a DES button with up/down arrows.
- FUEL OIL FLOW CONTROL:** Shows two gauges with values 12.00 and 12.00. Includes AUTO/MAN buttons.
- PULV MASTER CONTROL:** Shows three gauges with values 25.66, 0.000, and 14.44. Includes AUTO/MAN buttons.
- #C COAL FLOW - C CONTROL:** Shows three gauges with values 14.45, 0.000, and 0.000. Includes AUTO/MAN buttons and a DES button with up/down arrows.
- #D COAL FLOW - D CONTROL:** Shows three gauges with values 14.45, 0.000, and 0.000. Includes AUTO/MAN buttons and a DES button with up/down arrows.
- #E COAL FLOW - E CONTROL:** Shows three gauges with values 14.45, 0.000, and 0.000. Includes AUTO/MAN buttons and a DES button with up/down arrows.

Summary bar at the bottom:

MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
61 MW	143 BAR	33.05 %	8.85 %	29.73 T/h	-1.06 mba	-10.97 mm	



MEGAWATTS 61 MW	THRUSTLE PRESS 1.43 BAR	TOTAL AIR FLOW 22.98 %	OXYGEN 9.05 %	TOTAL FUEL FLOW 29.66 T/h	FURN PRESS -1.10 mbar	DRUM LEVEL -4.10 mm	HEAT RATE EFFICIENCY
--------------------	----------------------------	---------------------------	------------------	------------------------------	--------------------------	------------------------	----------------------

**RH O/L TEMP CONTROL**  
RH/SH GAS DAMPER

DECC 475.7 525.3 0.000 100.0

DES

↑

↓

**RH GAS DAMPER A SIDE CONTROL**

DECC 475.7 525.3 76.00 0.000

AUTO

MAN

**RH GAS DAMPER B SIDE CONTROL**

DECC 475.7 525.3 0.00 100.0

AUTO

MAN

**RH/SH GAS DAMPER POSITION BIAS**

0.000

DES

↑

↓

**SH GAS DAMPER A SIDE CONTROL**

DECC 475.7 525.3 0.428 0.000

AUTO

MAN

**SH GAS DAMPER B SIDE CONTROL**

DECC 475.7 525.3 -0.29 0.000

AUTO

MAN

**RH O/L TEMP CONTROL**  
RH SPRAY C/V

DECC 475.7 1.000 574.0 0.000

AUTO

MAN

MEGAWATTS	THRUST PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
60 MW	143 BAR	32.46	2.14	28.66 T/h	-0.36 sbae	-6.53 mm	

#A PULV-A HOT PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
69.95	70.00	49.06	48.29

#B PULV-B HOT PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
70.01	70.00	53.61	53.84

#C PULV-C HOT PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
69.05	70.00	-0.10	0.000

#A PULV-A COLD PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
69.85	70.00	51.31	51.70

#B PULV-B COLD PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
70.01	70.00	46.90	48.15

#C PULV-C COLD PA TEMP CONTROL

TEMP	FLOW	TRACK	TEMP
69.85	70.00	-0.11	0.000

MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
59 MW	143 BAR	33.03 %	9.16 %	28.75 T/h	-1.43 mbarg	3.22 mm	

#D PULV-D HOT PA TEMP CONTROL

100 100 100 100  
 100 100 100 100  
 0 0 0 0  
 37.89 70.00 -0.15 0.000  
 AUTO MAN  
 DES  
 ↑ ↓

#E PULV-E HOT PA TEMP CONTROL

100 100 100 100  
 100 100 100 100  
 0 0 0 0  
 39.46 70.00 -0.14 0.000  
 AUTO MAN  
 DES  
 ↑ ↓

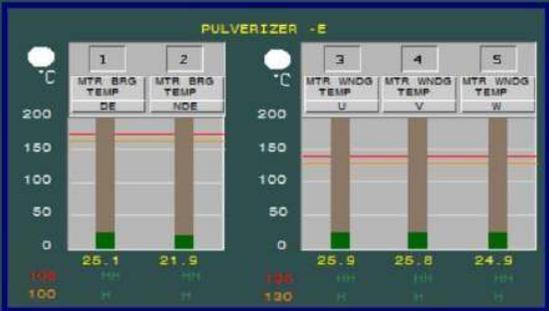
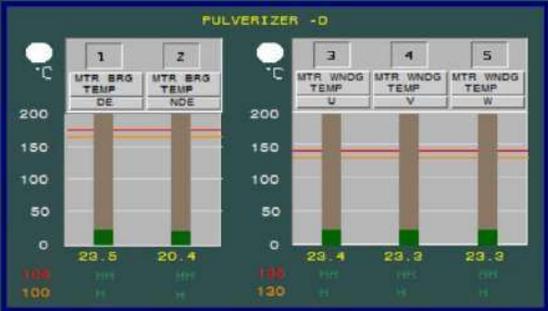
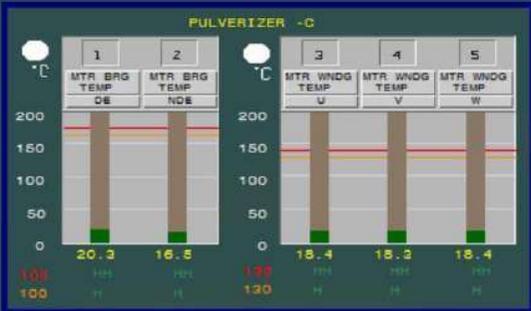
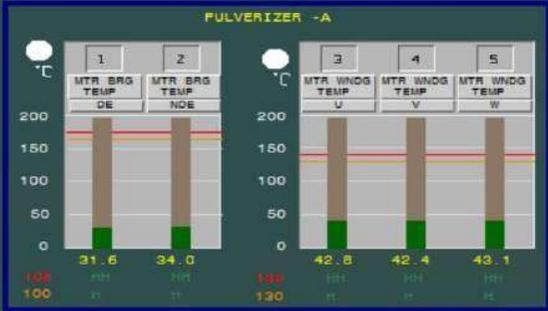
#D PULV-D COLD PA TEMP CONTROL

100 100 100 100  
 100 100 100 100  
 0 0 0 0  
 37.89 70.00 -0.06 0.000  
 AUTO MAN  
 DES  
 ↑ ↓

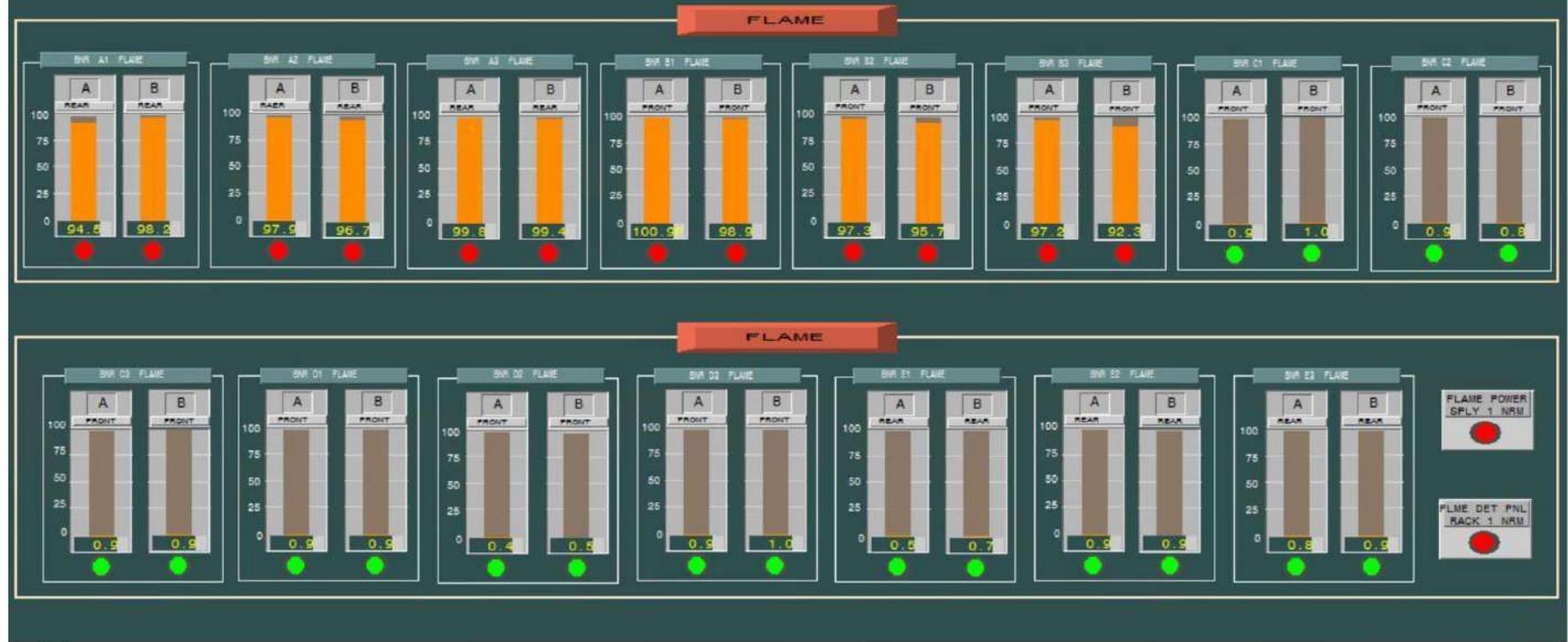
#E PULV-E COLD PA TEMP CONTROL

100 100 100 100  
 100 100 100 100  
 0 0 0 0  
 39.46 70.00 -0.14 0.000  
 AUTO MAN  
 DES  
 ↑ ↓

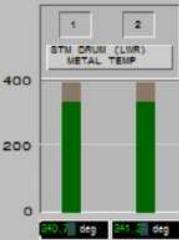
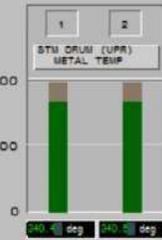
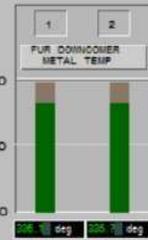
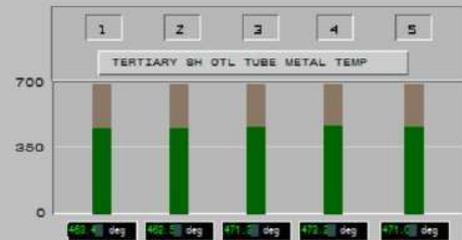
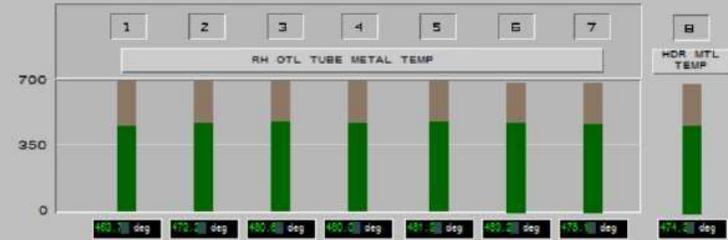
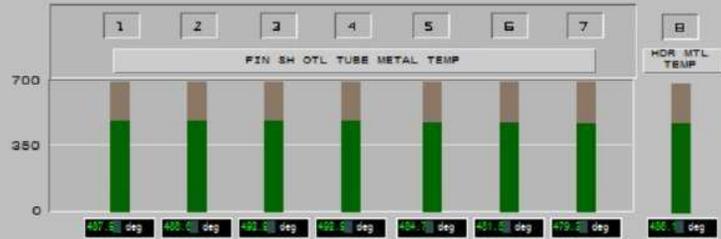
MEGAWATTS	THROTTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
60 MW	143 BAR	33.04 %	9.14 %	29.67 T/h	-0.31 mbars	2.50 mm	



- COAL -A- ELEVATION ▶
- COAL -B- ELEVATION ▶
- COAL -C- ELEVATION ▶
- COAL -D- ELEVATION ▶
- COAL -E- ELEVATION ▶



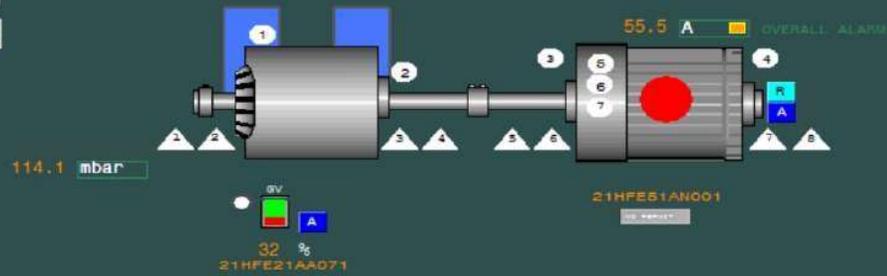
### METAL TEMPERATURE



MEGAWATTS 60 MW	THROTTLE PRESS 1.43 BAR	TOTAL AIR FLOW 32.92 %	OXYGEN 3.03 %	TOTAL FUEL FLOW 28.71 T/h	FURN PRESS -1.03 mbarg	DRUM LEVEL 2.37 mm	HEAT RATE EFFICIENCY
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PA FAN-B SEQUENCE  
SHUT DOWN SEQUENCE

RETURN

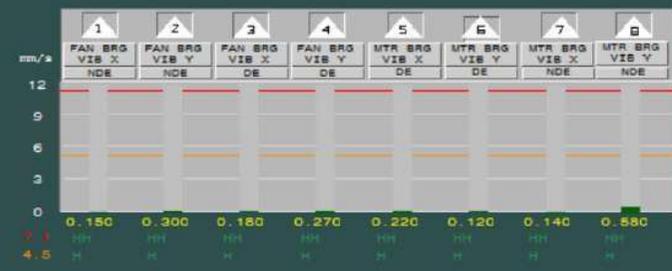
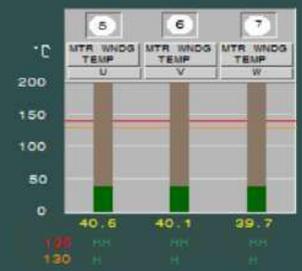
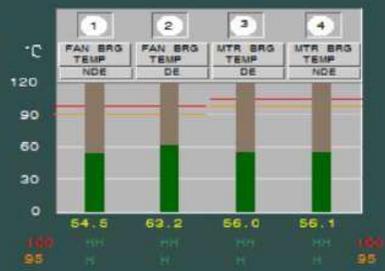


PA FAN-B LOCAL SOUND PRG

STOP

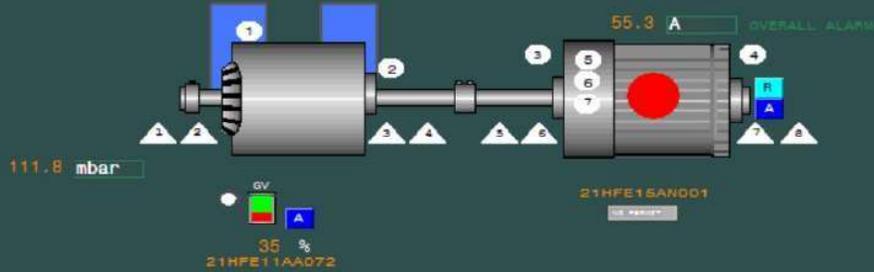
START STOP

- GAS AIR HEATER-A
- GAS AIR HEATER-B
- ID FAN-A DETAIL
- ID FAN-B DETAIL
- FD FAN-A DETAIL
- FD FAN-B DETAIL
- PA FAN-A DETAIL
- PA FAN-B DETAIL

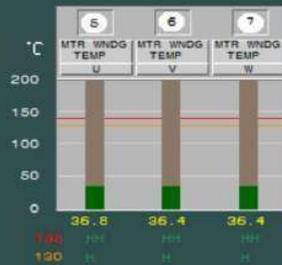
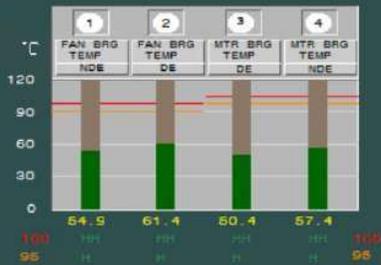


PA FAN-A SEQUENCE  
SHUT DOWN SEQUENCE

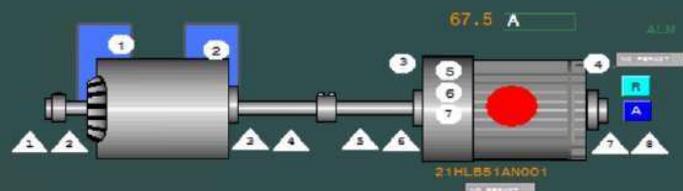
RESTART



- GAS AIR HEATER-A
- GAS AIR HEATER-B
- ID FAN-A DETAIL
- ID FAN-B DETAIL
- FD FAN-A DETAIL
- FD FAN-B DETAIL
- PA FAN-A DETAIL
- PA FAN-B DETAIL

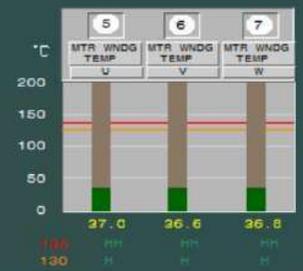
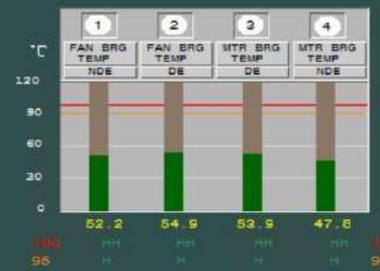


FD FAN-B SEQUENCE  
RETURN



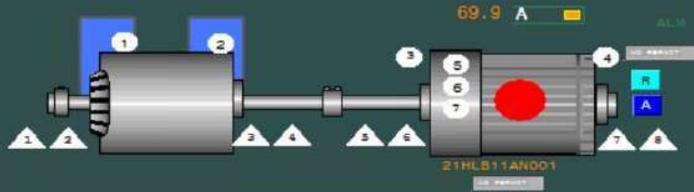
6.1 mbar  
24.8 °C  
2  
21HLB20AA071

- GAS AIR HEATER-A
- GAS AIR HEATER-B
- ID FAN-A DETAIL
- ID FAN-B DETAIL
- FD FAN-A DETAIL
- FD FAN-B DETAIL
- PA FAN-A DETAIL
- PA FAN-B DETAIL



FD FAN-A SEQUENCE

RETURN



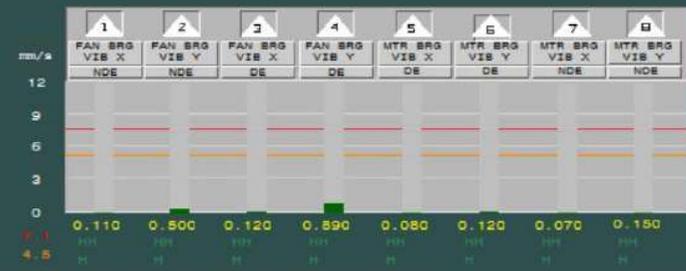
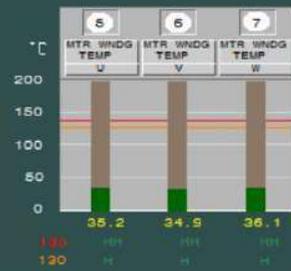
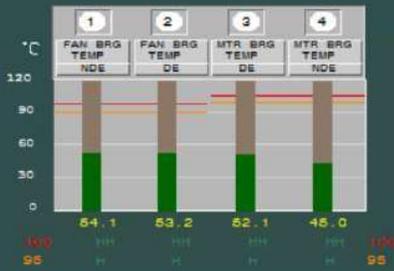
FD FAN-A LOCAL STATUS RES

STOP

START STOP

6.8 mbar  
23.4 °C  
21HLB10AA071  
2 %

- GAS AIR HEATER -A
- GAS AIR HEATER -B
- ID FAN-A DETAIL
- ID FAN-B DETAIL
- FD FAN-A DETAIL
- FD FAN-B DETAIL
- FA FAN-A DETAIL
- FA FAN-B DETAIL



ID FAN-B SEQUENCE

PUMP SELECT

RETURN

232.6 A

OVERALL ALARM

3.4 bar  
3.3 bar

OPSH  
LUBE OIL COOLER

CCW OUT  
CCW IN

21HNC51APOS1  
21HNC51APOS2

LUBRICATION OIL TANK  
21HNC51APOS2

TEMP < 15 deg "L/O HTR ON"  
TEMP > 25 deg "L/O HTR OFF"  
41.7 °C

GAS AIR HEATER-A

GAS AIR HEATER-B

ID FAN-A DETAIL

ID FAN-B DETAIL

FD FAN-A DETAIL

FD FAN-B DETAIL

PA FAN-A DETAIL

PA FAN-B DETAIL

ID FAN-B LOCAL SOUND REG

STOP

START STOP

ID FAN-B LUBE OIL PIP SEL

PMP - 1

PUMP - 1 PUMP - 2

1	2	3	4	
FAN BRG TEMP NDE	FAN BRG TEMP DE	MTR BRG TEMP DE	MTR BRG TEMP NDE	MTR OLNG AIR TEMP
52.0	55.4	54.6	54.2	37.6
100	100	100	100	100
95	95	95	95	95

5	6	7
MTR WNDG TEMP U	MTR WNDG TEMP V	MTR WNDG TEMP W
43.5	43.1	44.5
120	120	120
120	120	120

1	2	3	4	5	6	7	8
FAN BRG VIB X NDE	FAN BRG VIB Y NDE	FAN BRG VIB X DE	FAN BRG VIB Y DE	MTR BRG VIB X DE	MTR BRG VIB Y DE	MTR BRG VIB X NDE	MTR BRG VIB Y NDE
0.080	0.080	0.290	0.310	1.100	1.160	0.400	0.410
100	100	100	100	100	100	100	100
4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5

ID FAN-A SEQUENCE

FUMP SELECT

RETURN

248.4 A

3.6 bar

3.6 bar

40.1 °C

21HNC10AA071

21HNC11APOS1

21HNC11APOS2

21HNC11AH052

GAS AIR HEATER-A

GAS AIR HEATER-B

ID FAN-A DETAIL

ID FAN-B DETAIL

FD FAN-A DETAIL

FD FAN-B DETAIL

FA FAN-A DETAIL

FA FAN-B DETAIL

21HNC10AA071

32 %

21HNC10AA071

ID FAN-A LOCAL SOUND REQ

STOP

START STOP

21HNC11APOS1

21HNC11APOS2

LUBRICATION OIL TANK

21HNC11AH052

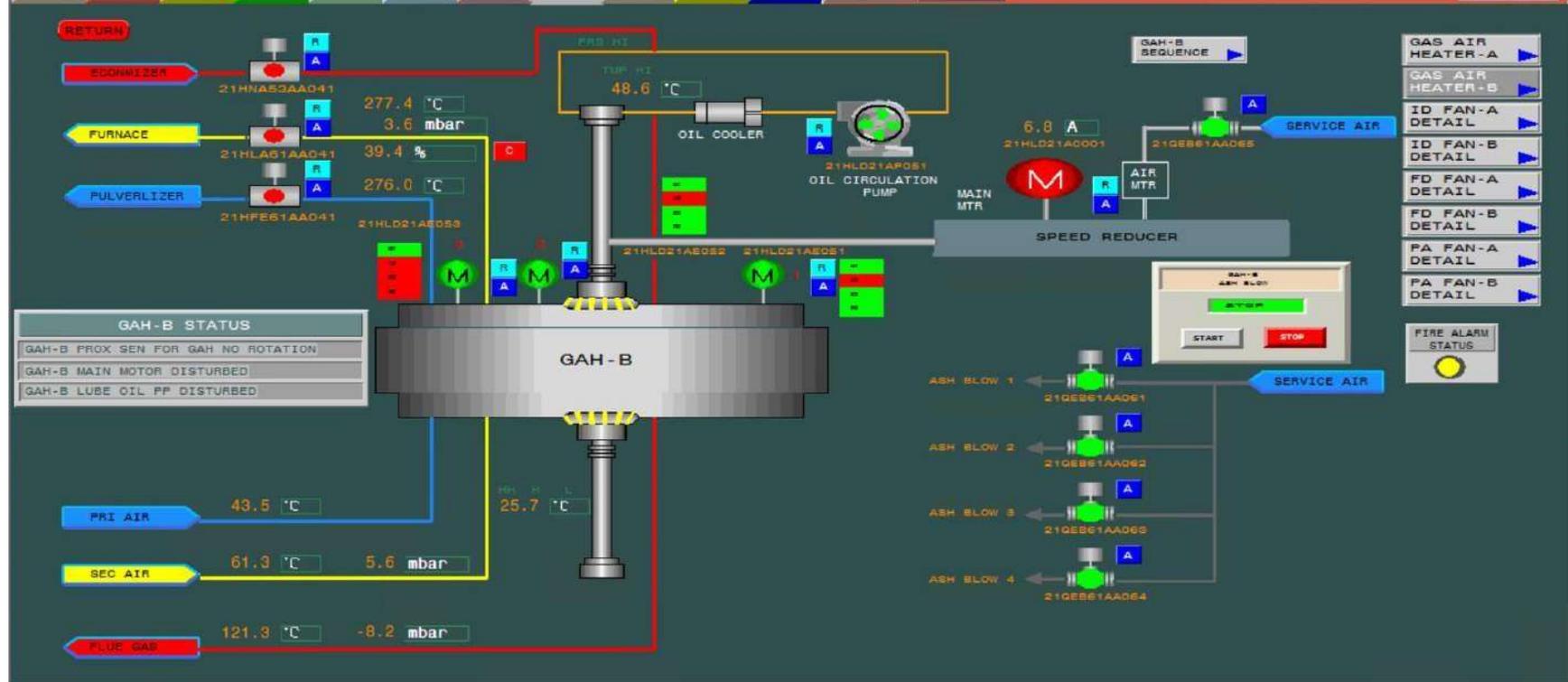
TEMP < 15 dec "L/O HTR ON"

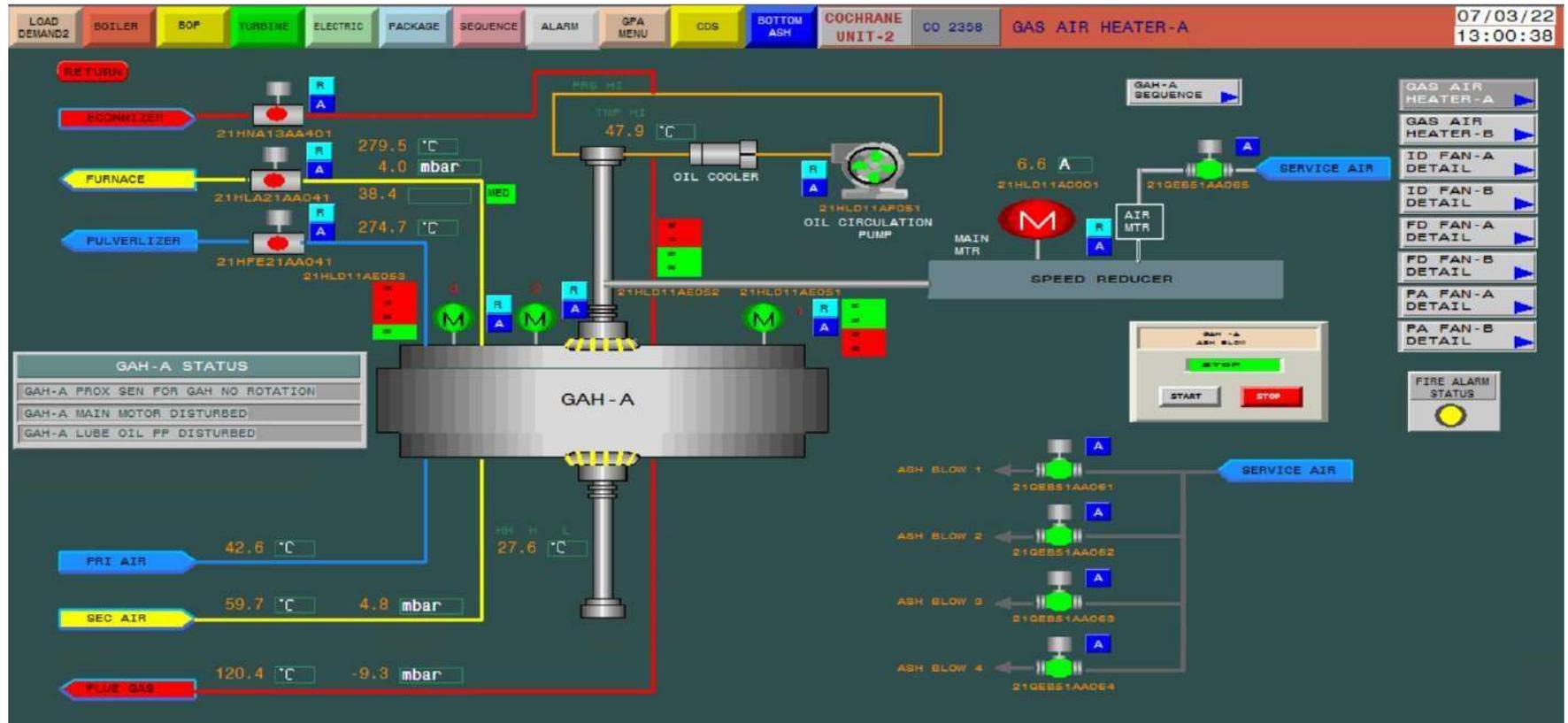
TEMP > 25 dec "L/O HTR OFF"

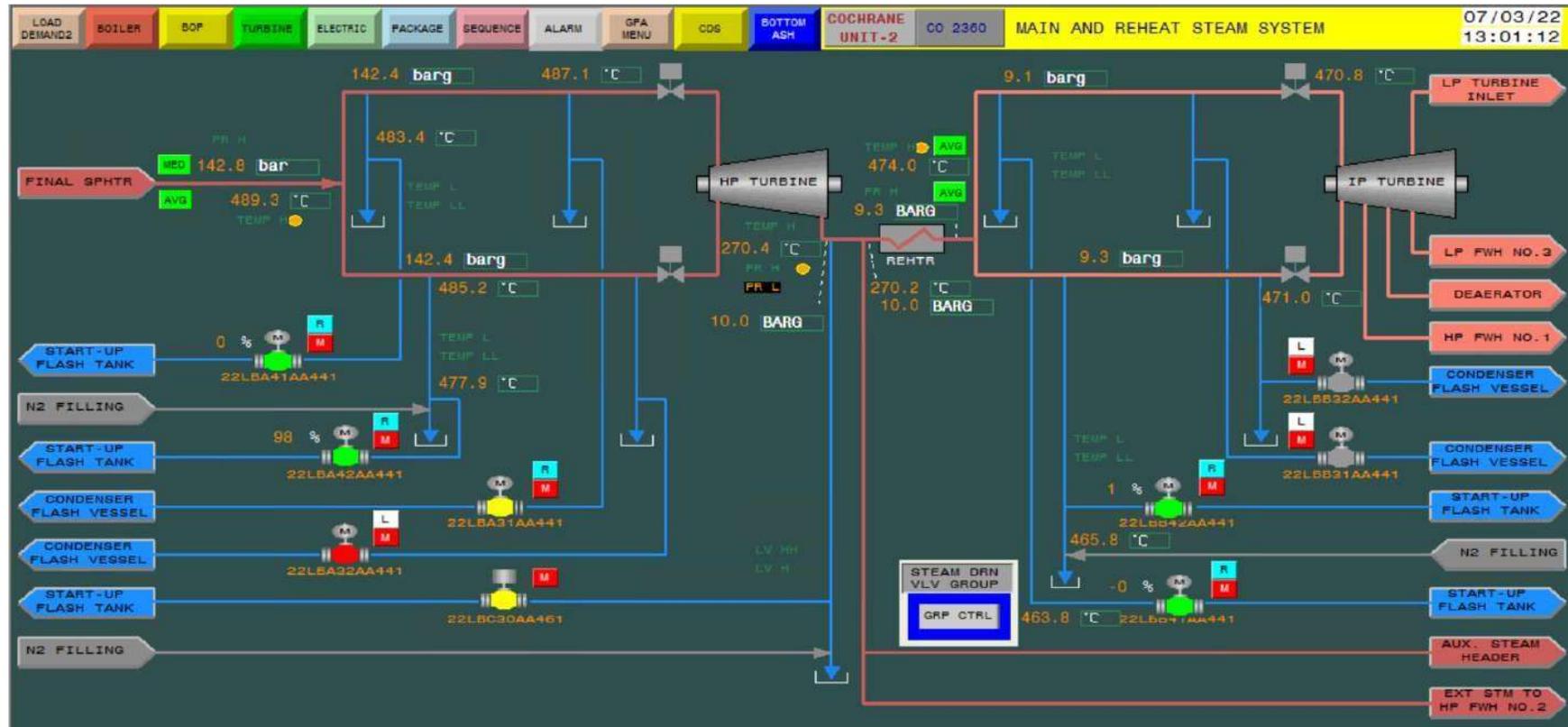
40.1 °C

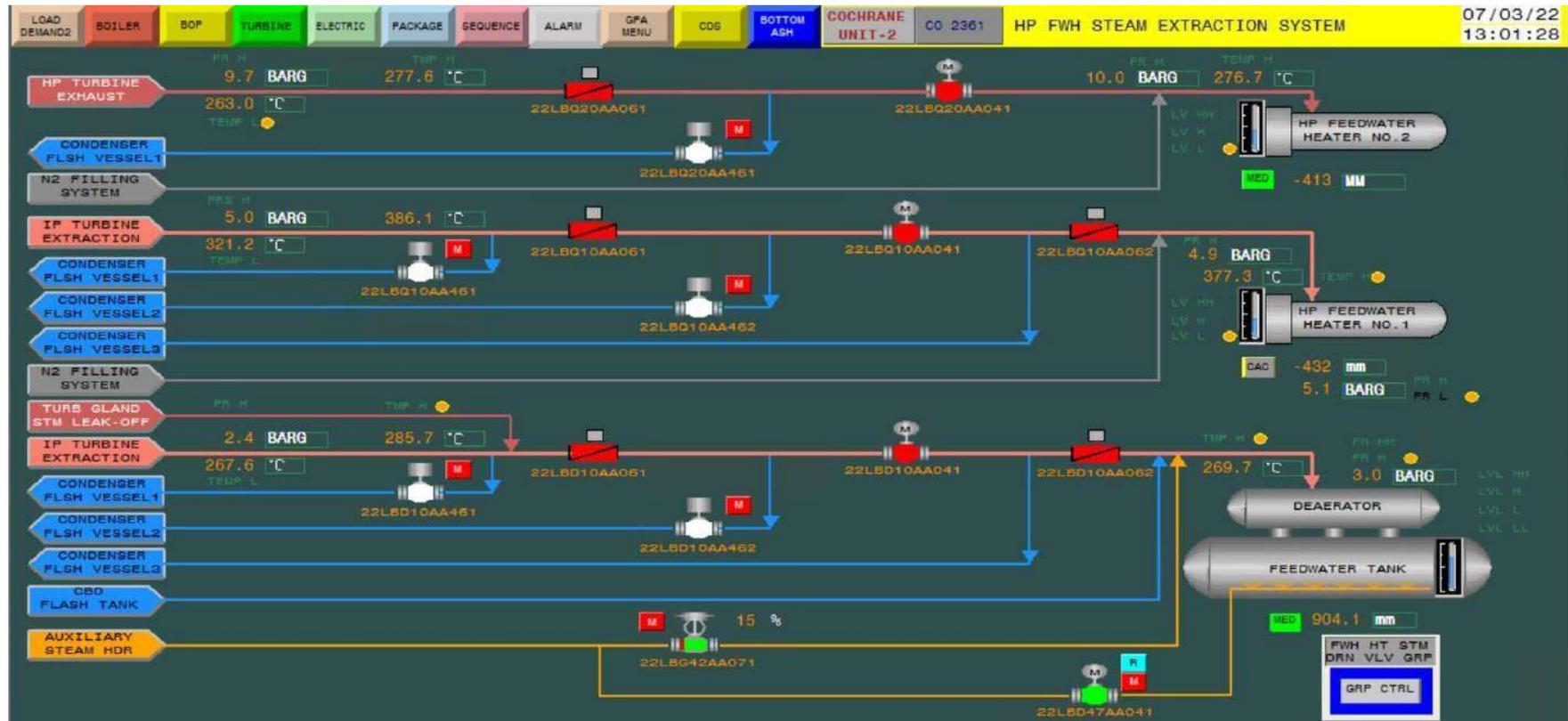
1	2	3	4	5	6	7
FAN BRG TEMP NDE	FAN BRG TEMP DE	MTR BRG TEMP DE	MTR BRG TEMP NDE	MTR WNDG TEMP U	MTR WNDG TEMP V	MTR WNDG TEMP W
54.8	55.8	51.6	54.0	44.7	45.2	46.4
100	100	100	100	130	130	130
95	95	95	95	130	130	130

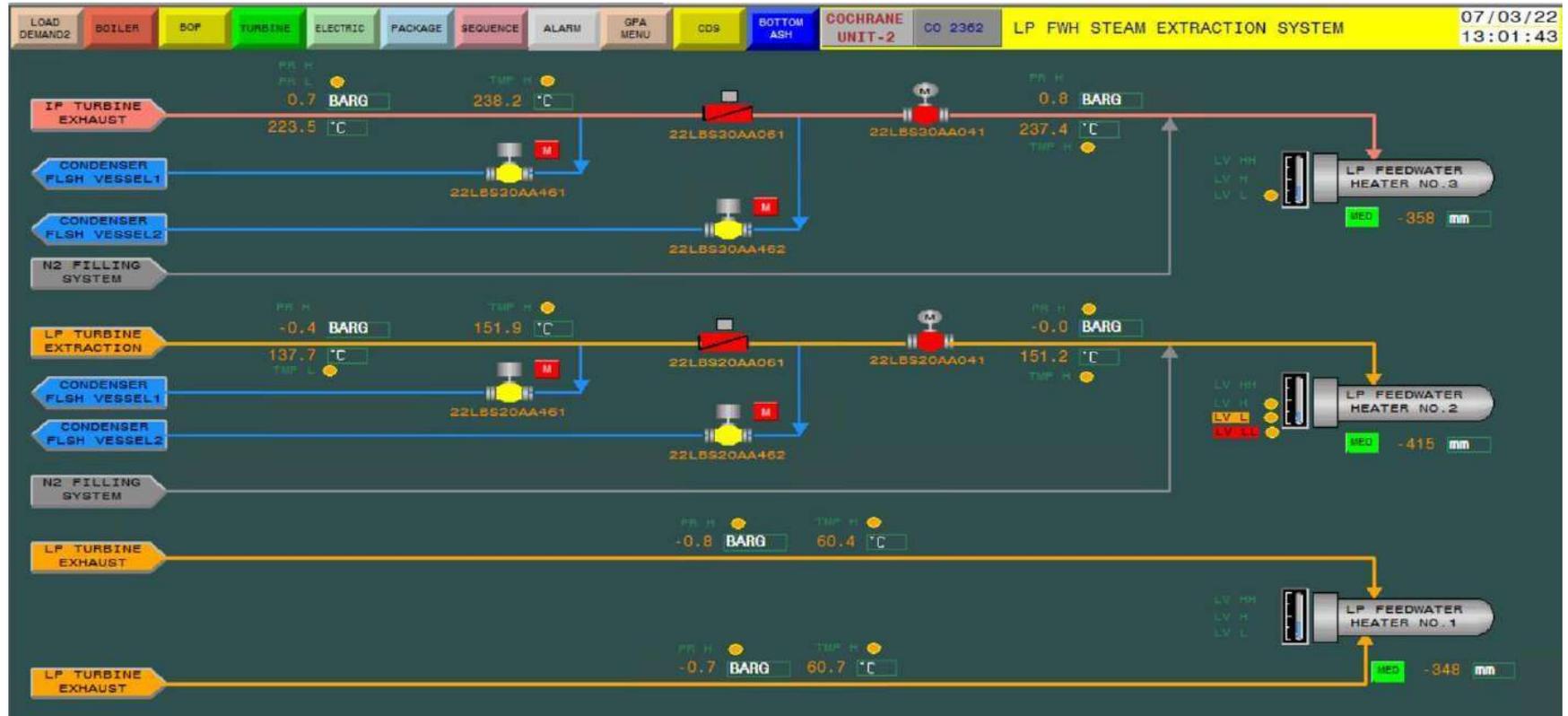
1	2	3	4	5	6	7	8
FAN BRG VIS X NDE	FAN BRG VIS Y NDE	FAN BRG VIS X DE	FAN BRG VIS Y DE	MTR BRG VIS X DE	MTR BRG VIS Y DE	MTR BRG VIS X NDE	MTR BRG VIS Y NDE
0.370	0.930	0.290	0.660	0.080	0.240	0.090	0.260
7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5

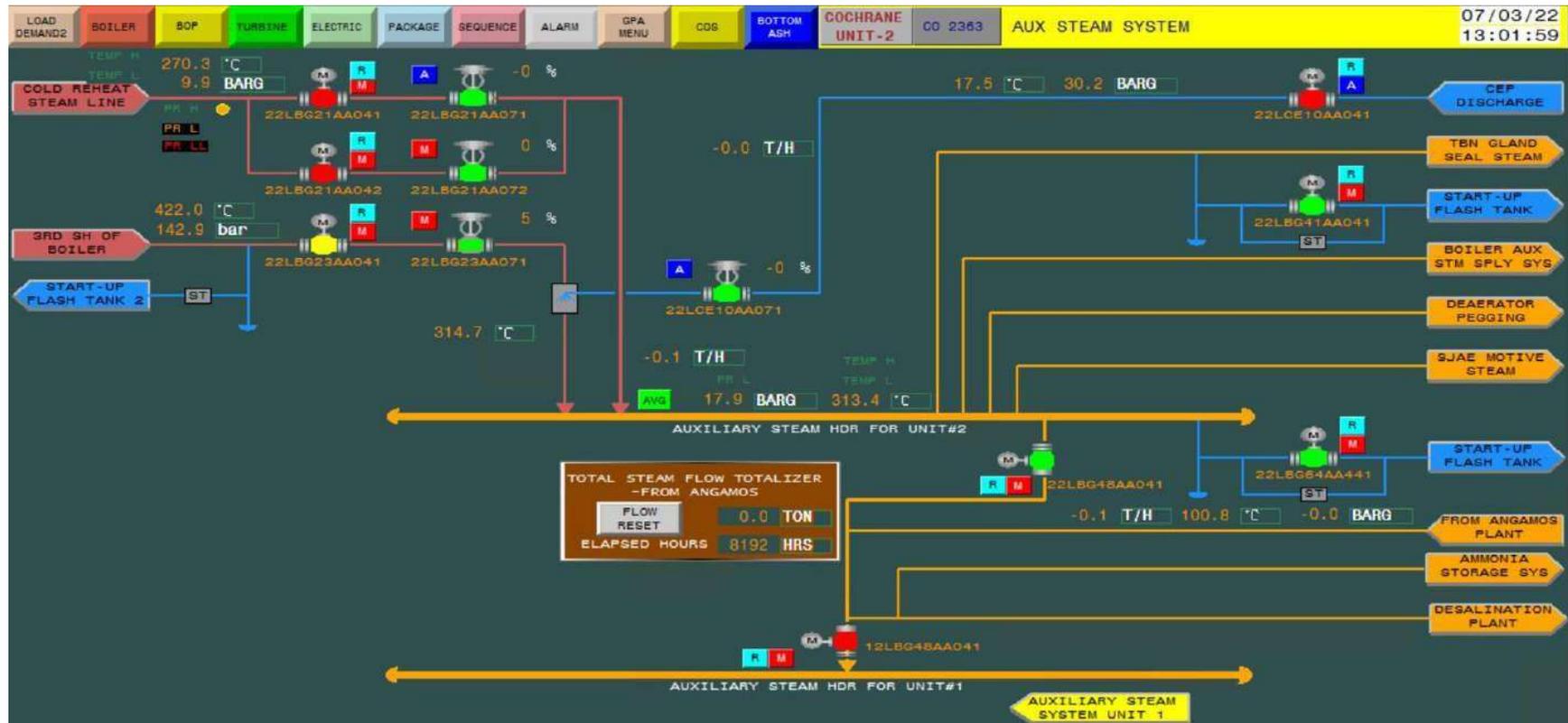


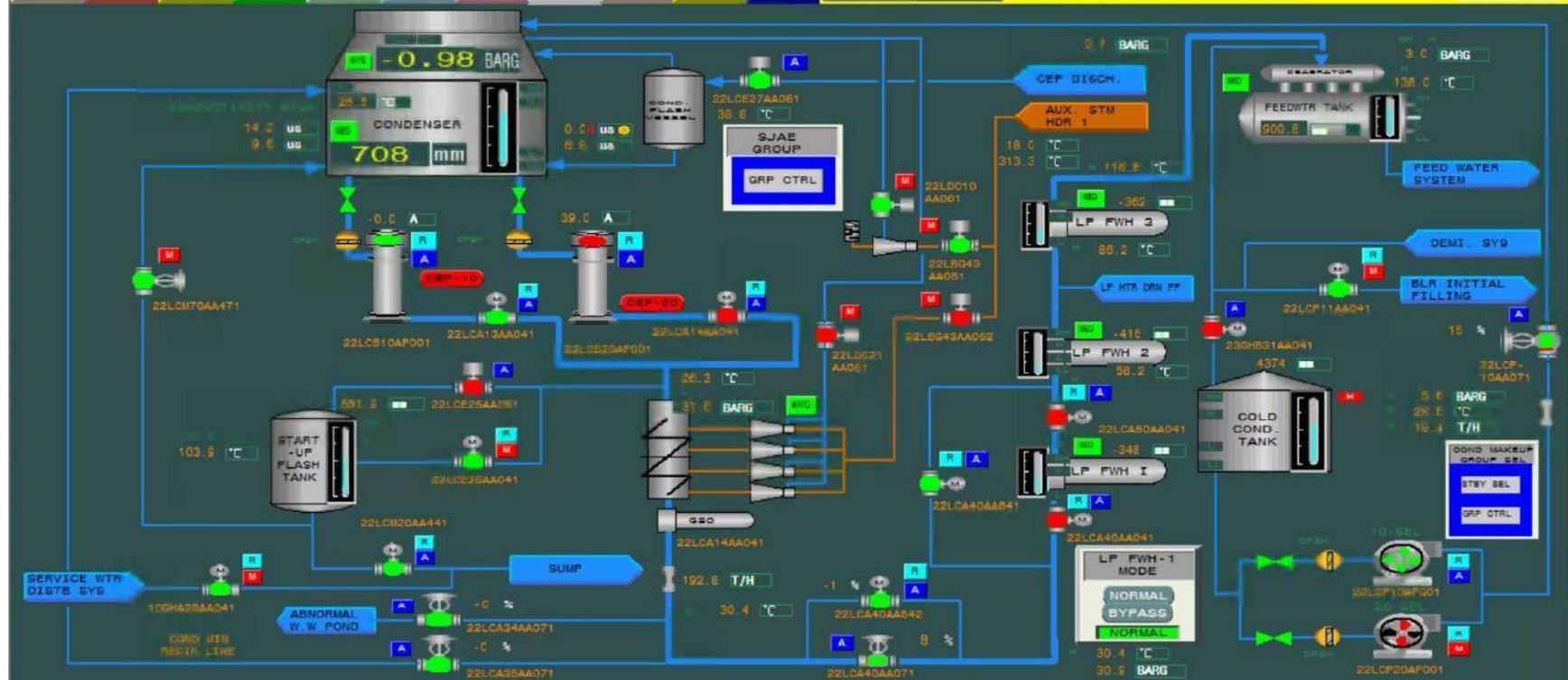


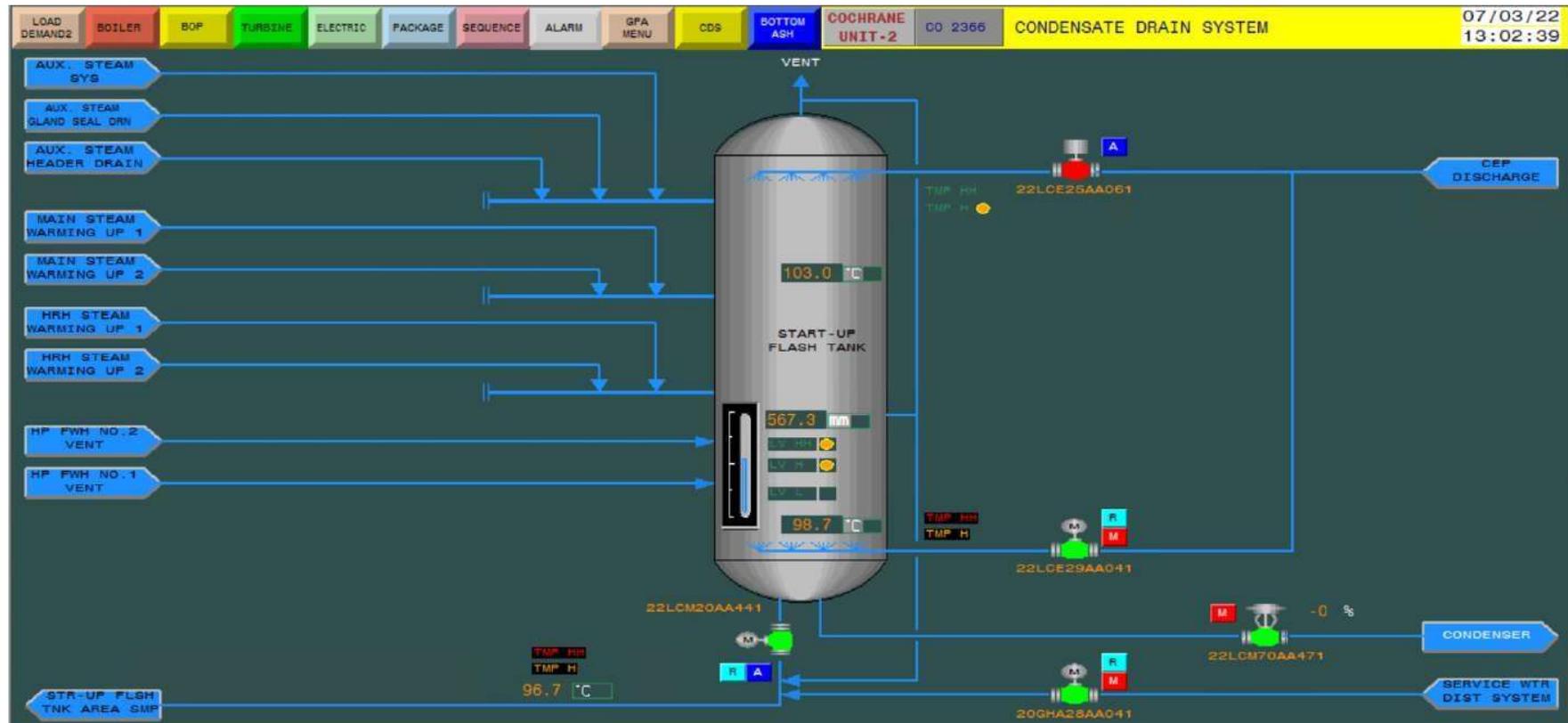


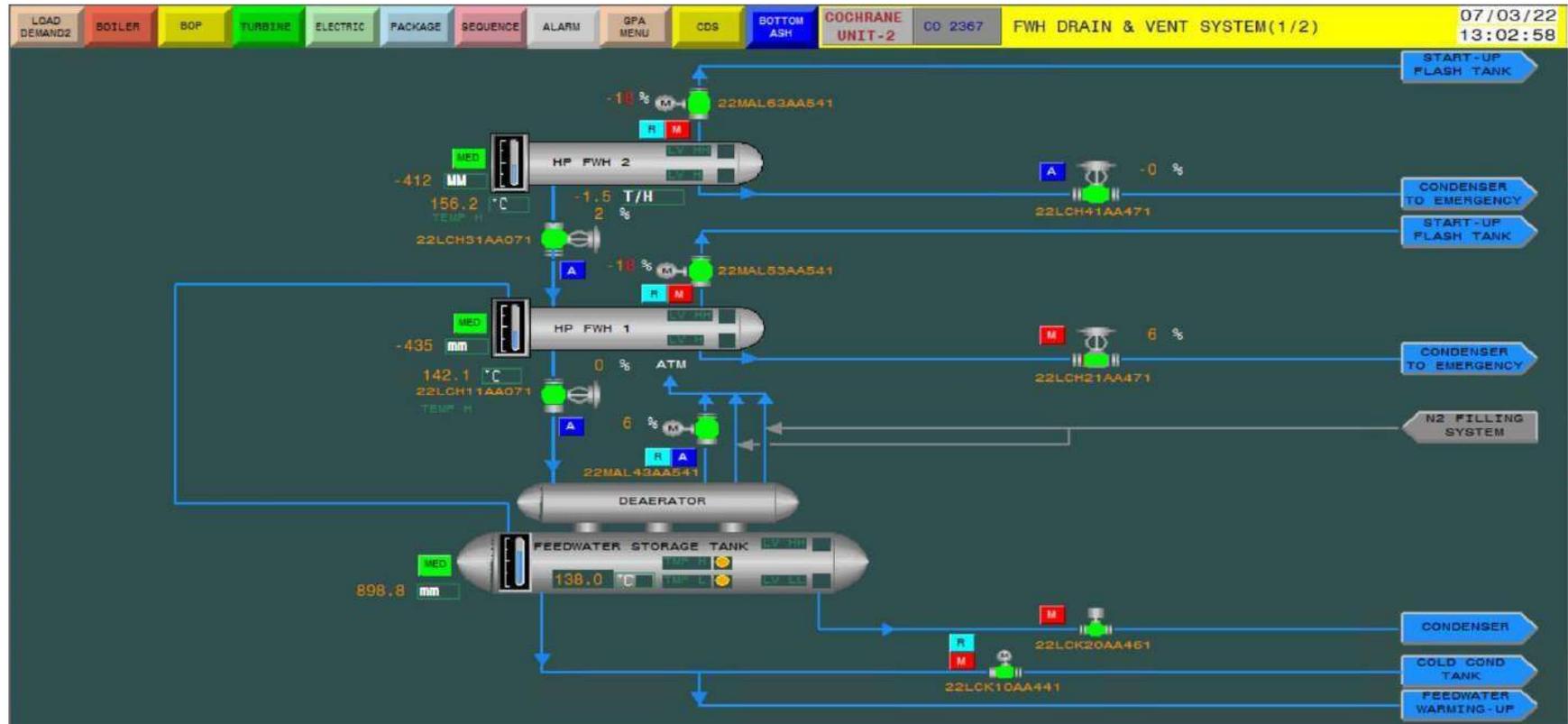




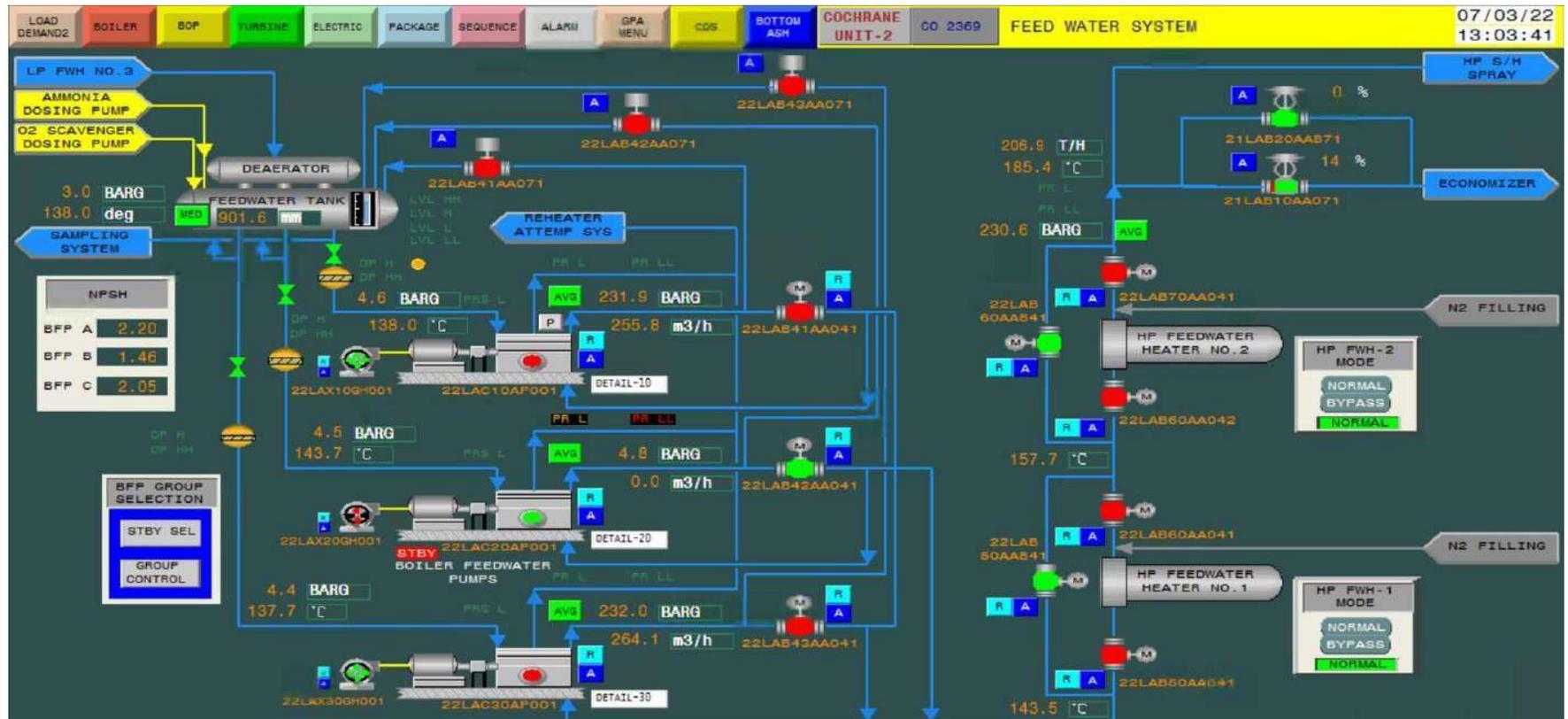


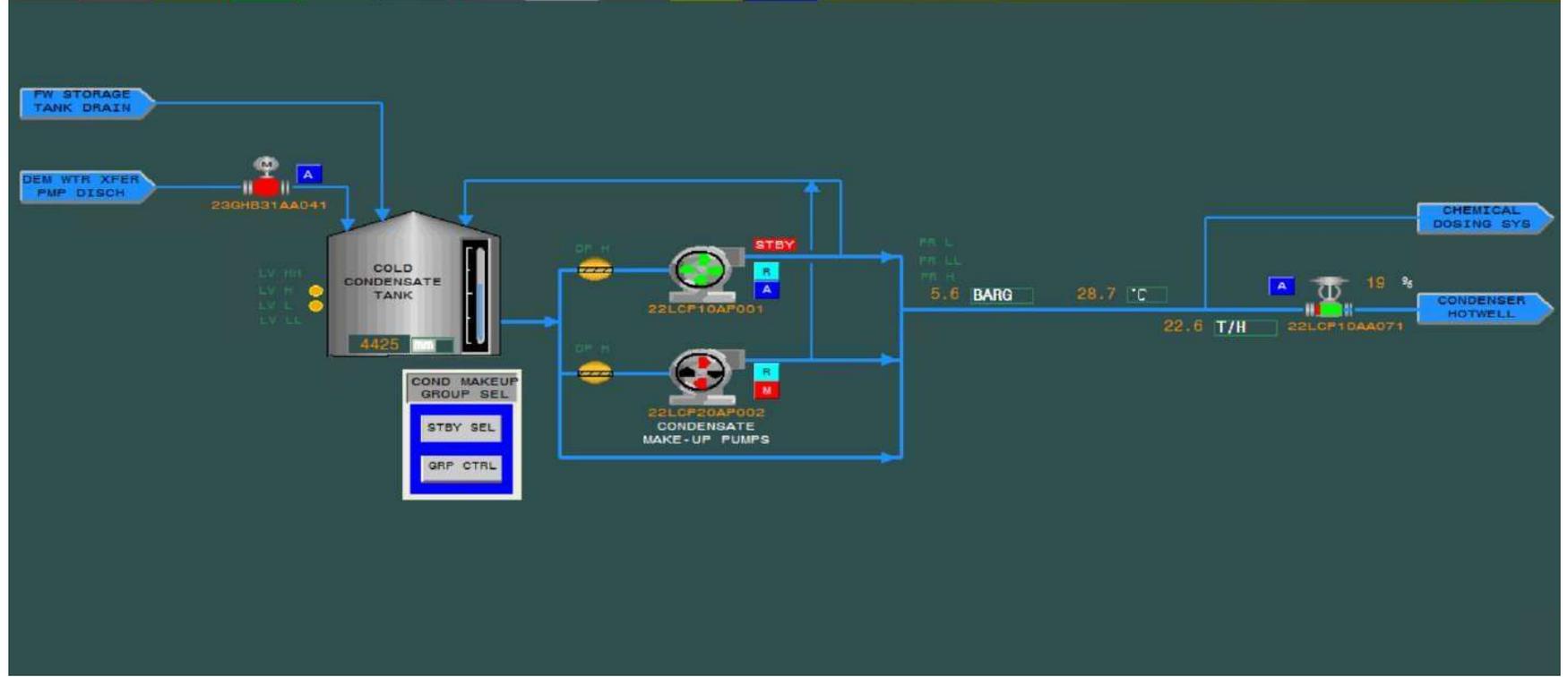


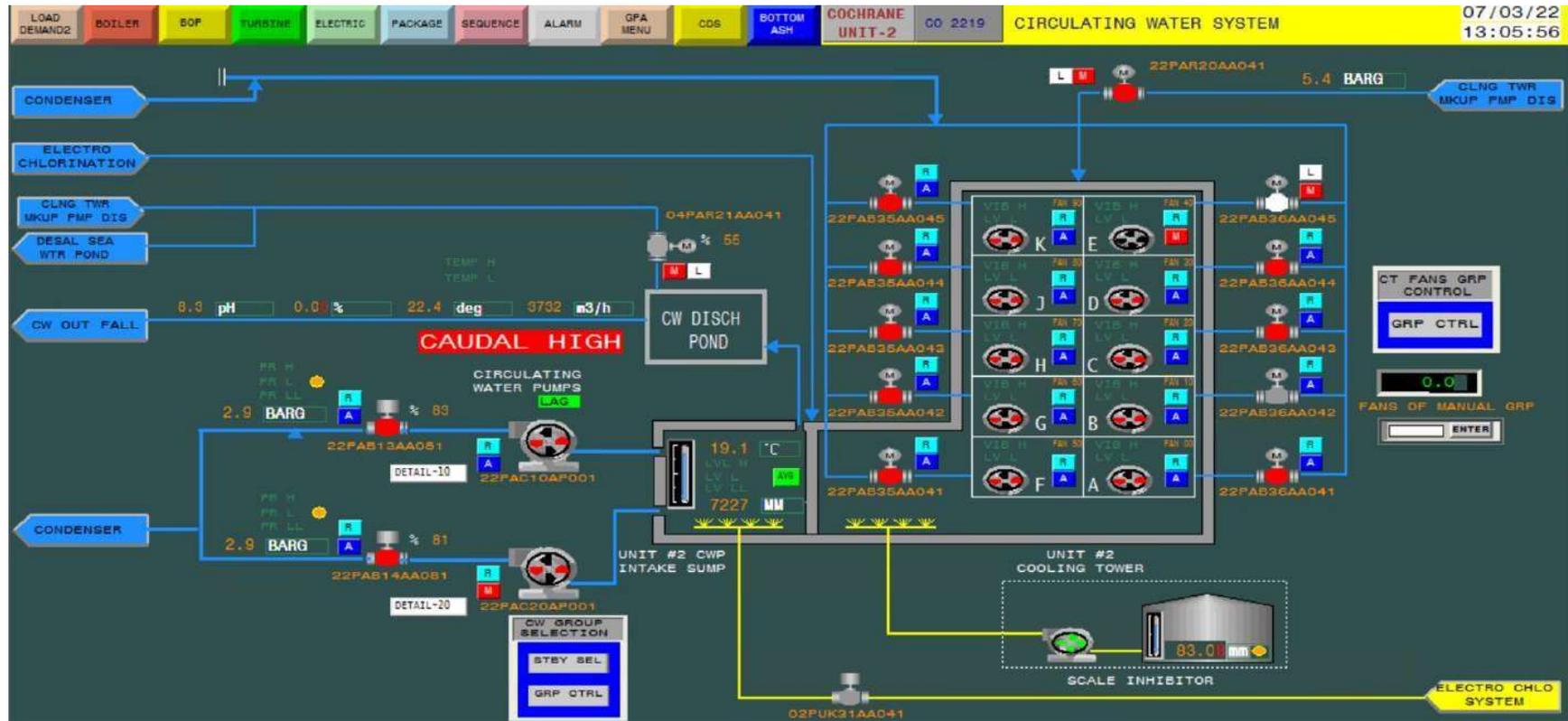


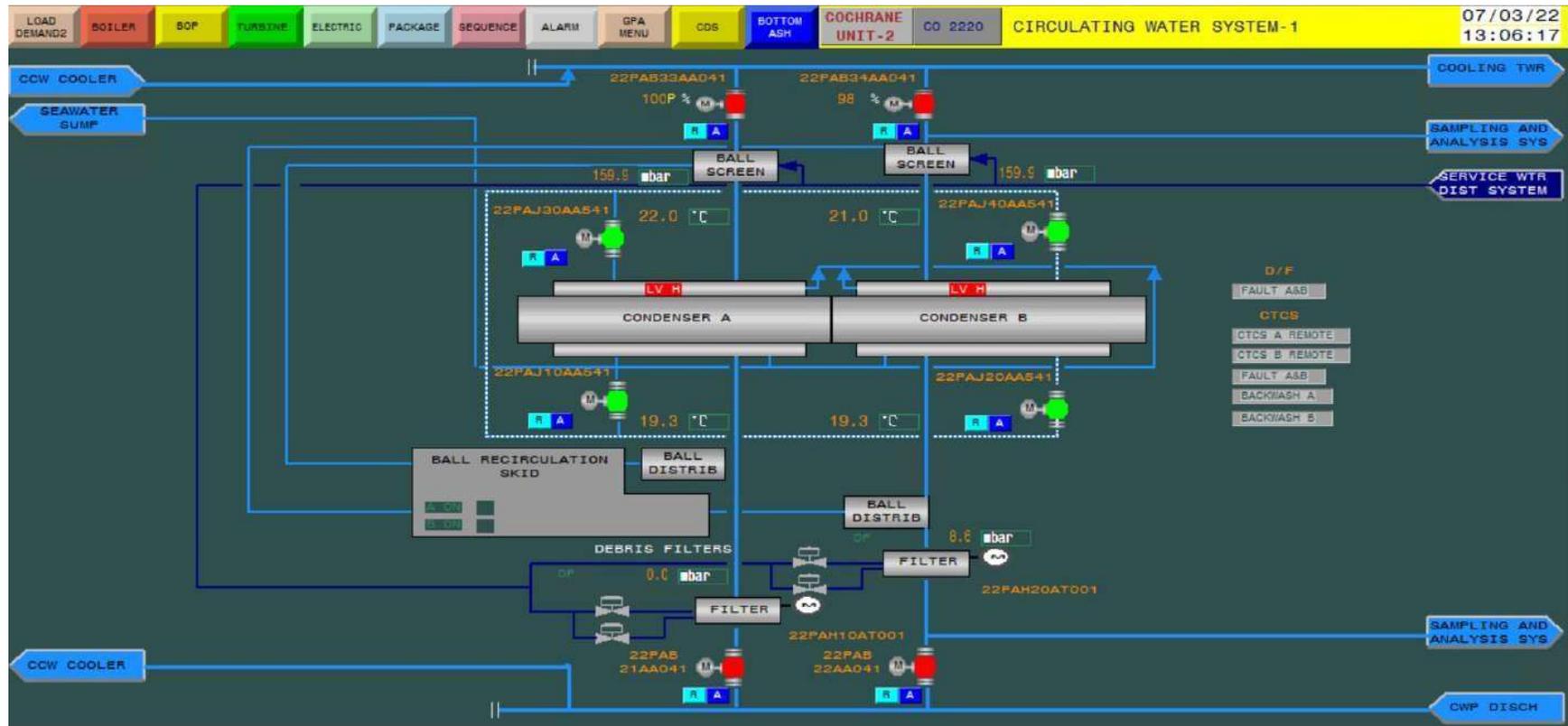


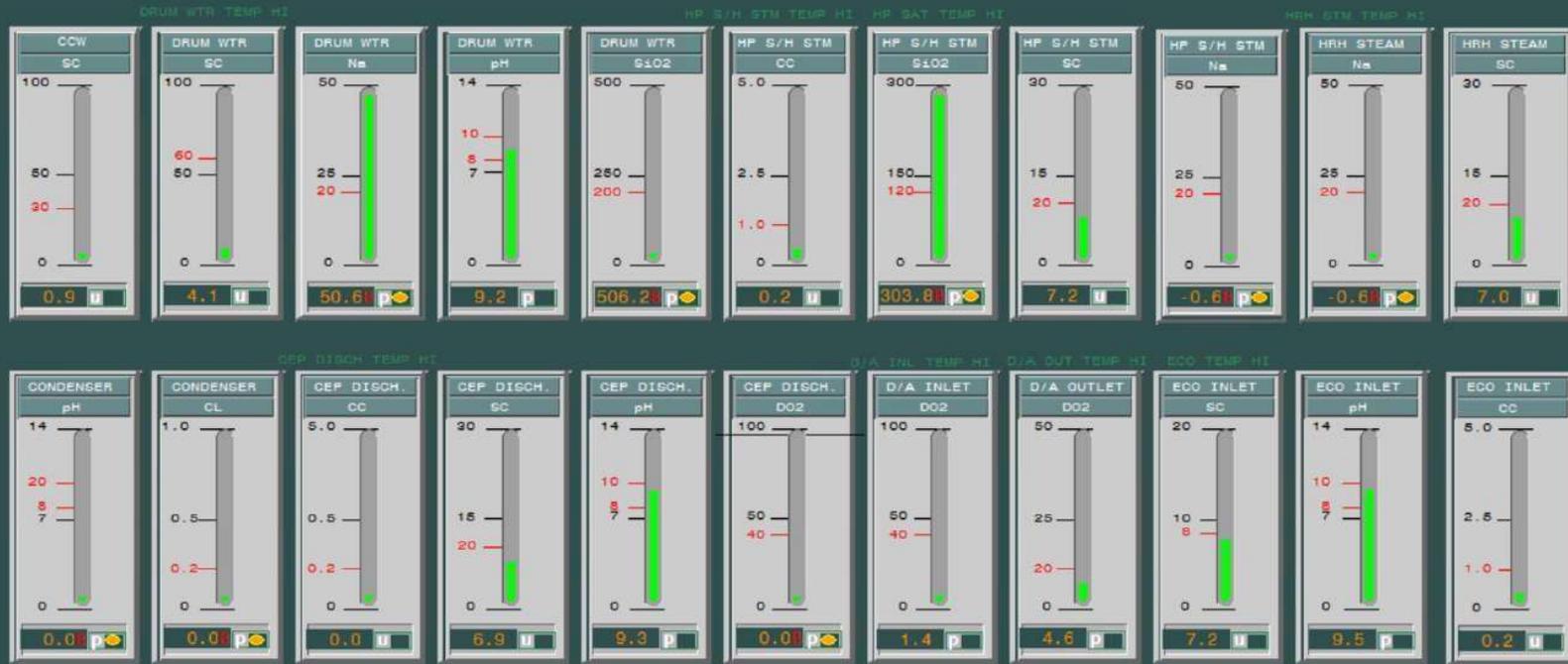






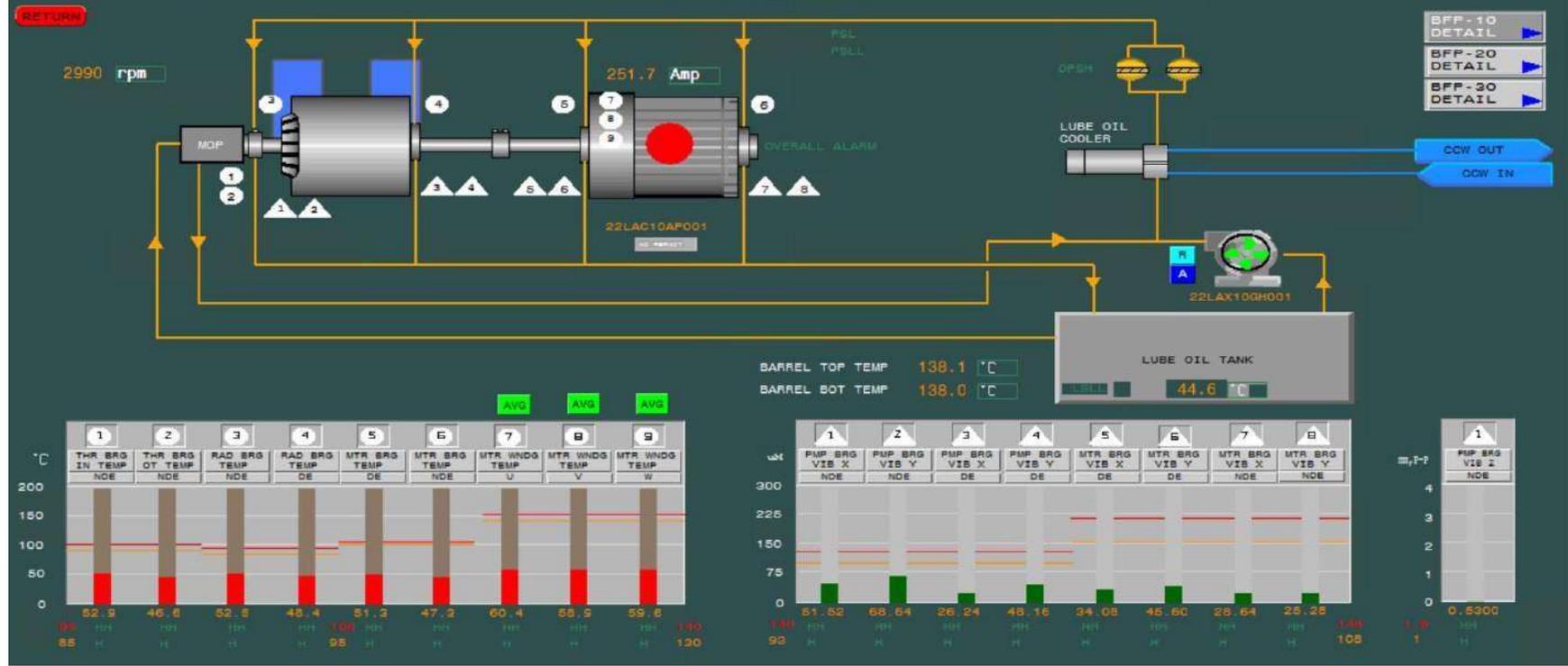


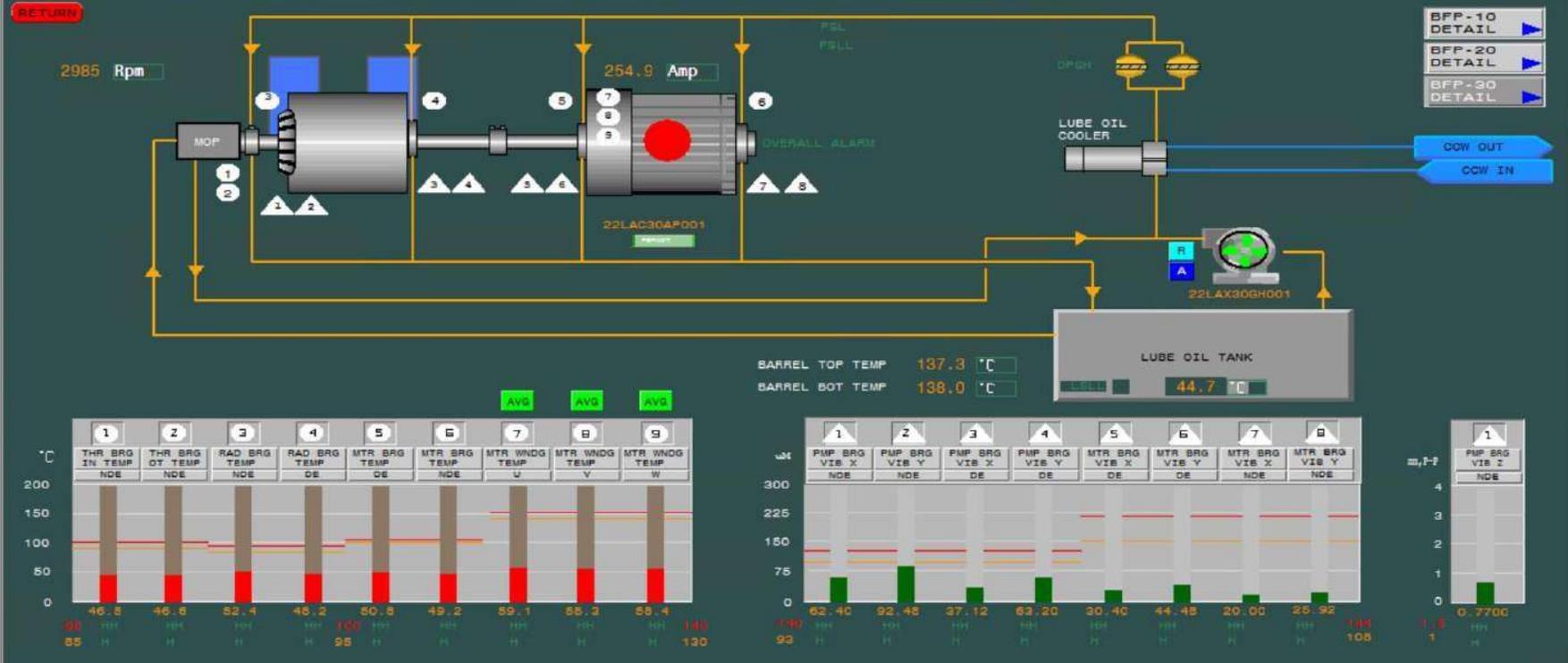




SAMPLING STATUS

- ✓ LOWER FLOW
- ✓ OLE WTR FLOW LOP
- ✗ LUP FWR FLOW
- ✗ DRUM WTR FWR

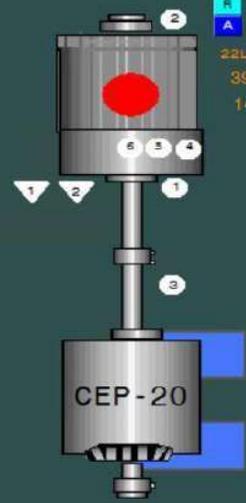




RETURN

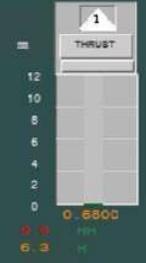
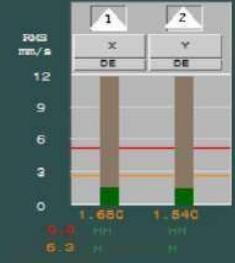
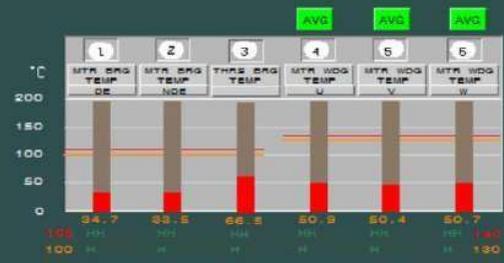
CEP-10  
DETAIL

CEP-20  
DETAIL



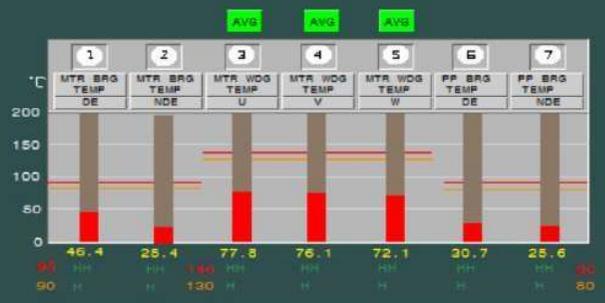
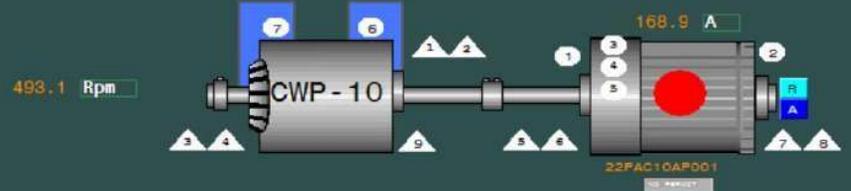
22LCB20AF001  
39.3 A  
1496 rpm

SUCTION STRAINER  
DP H  
DP NH



RETURN

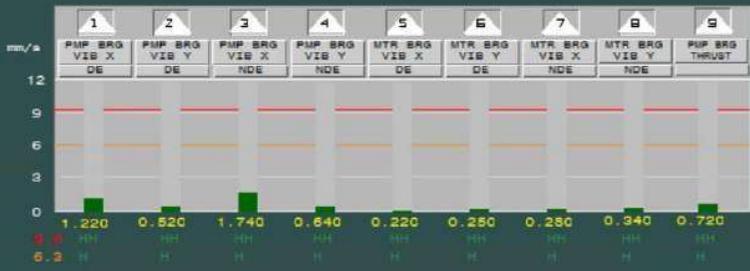
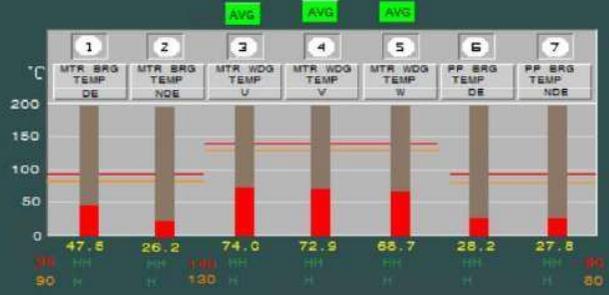
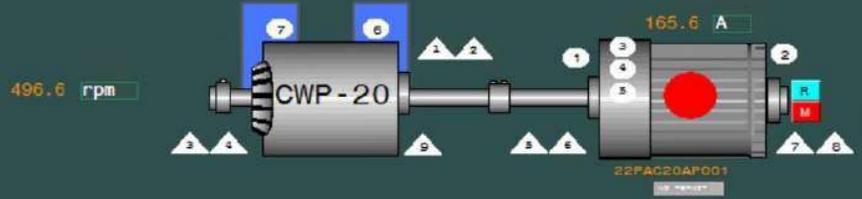
CWP-10  
DETAIL  
CWP-20  
DETAIL

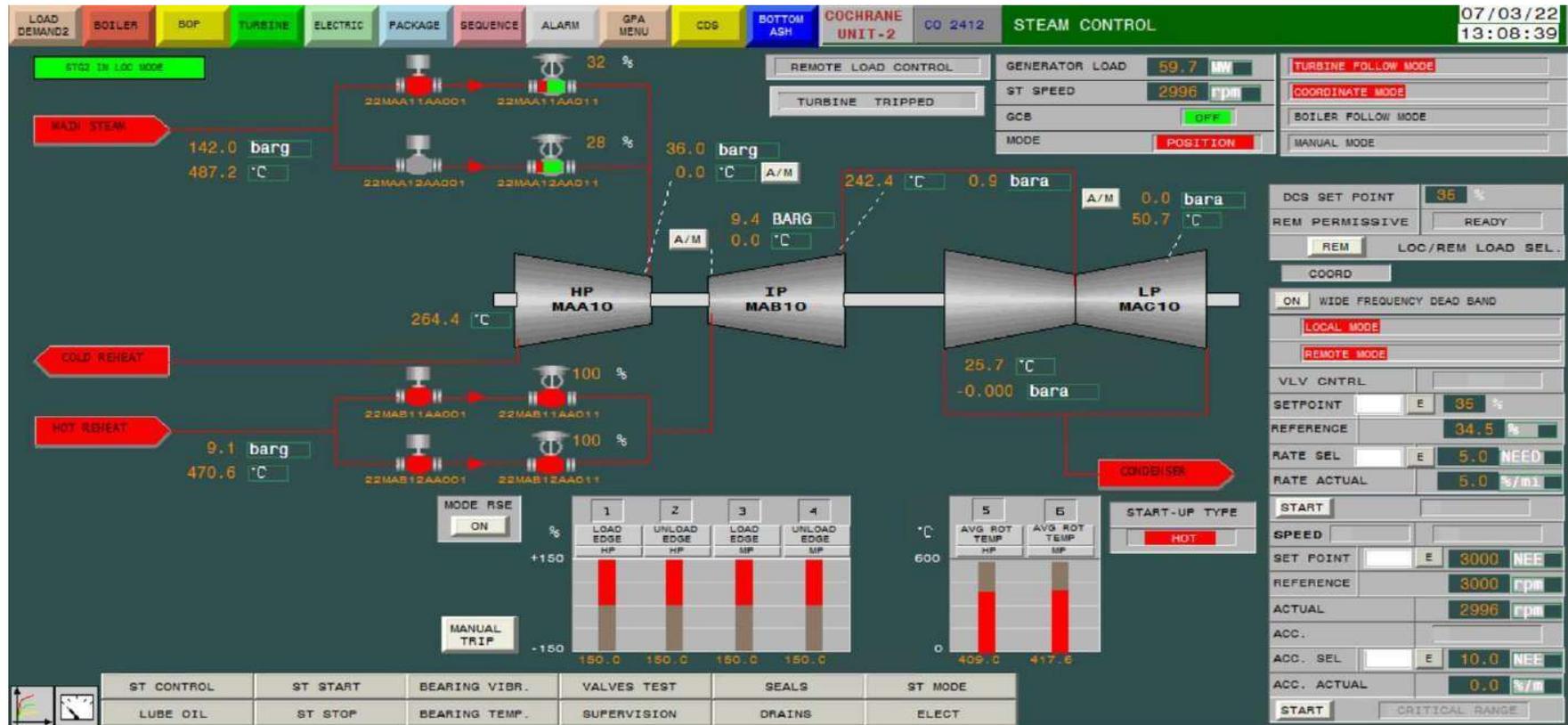


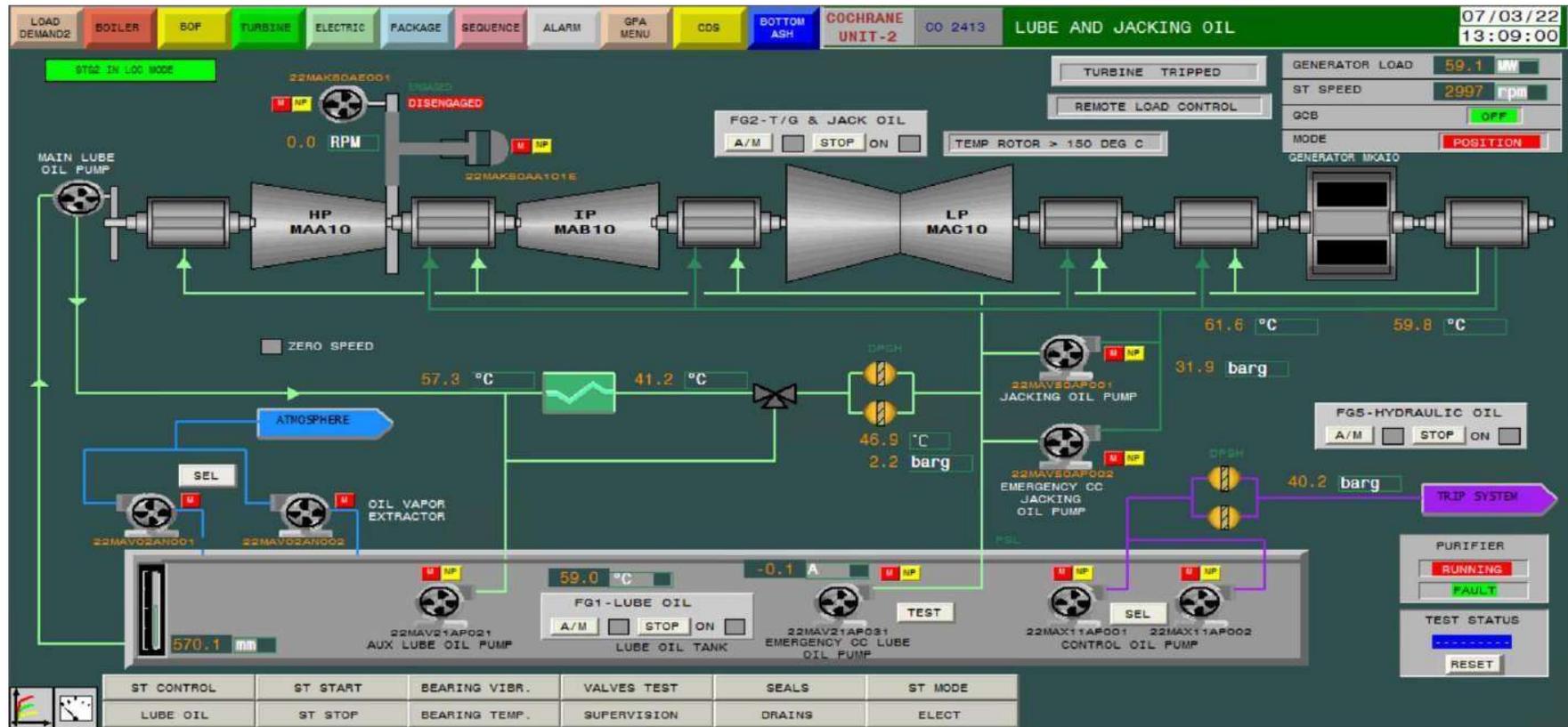
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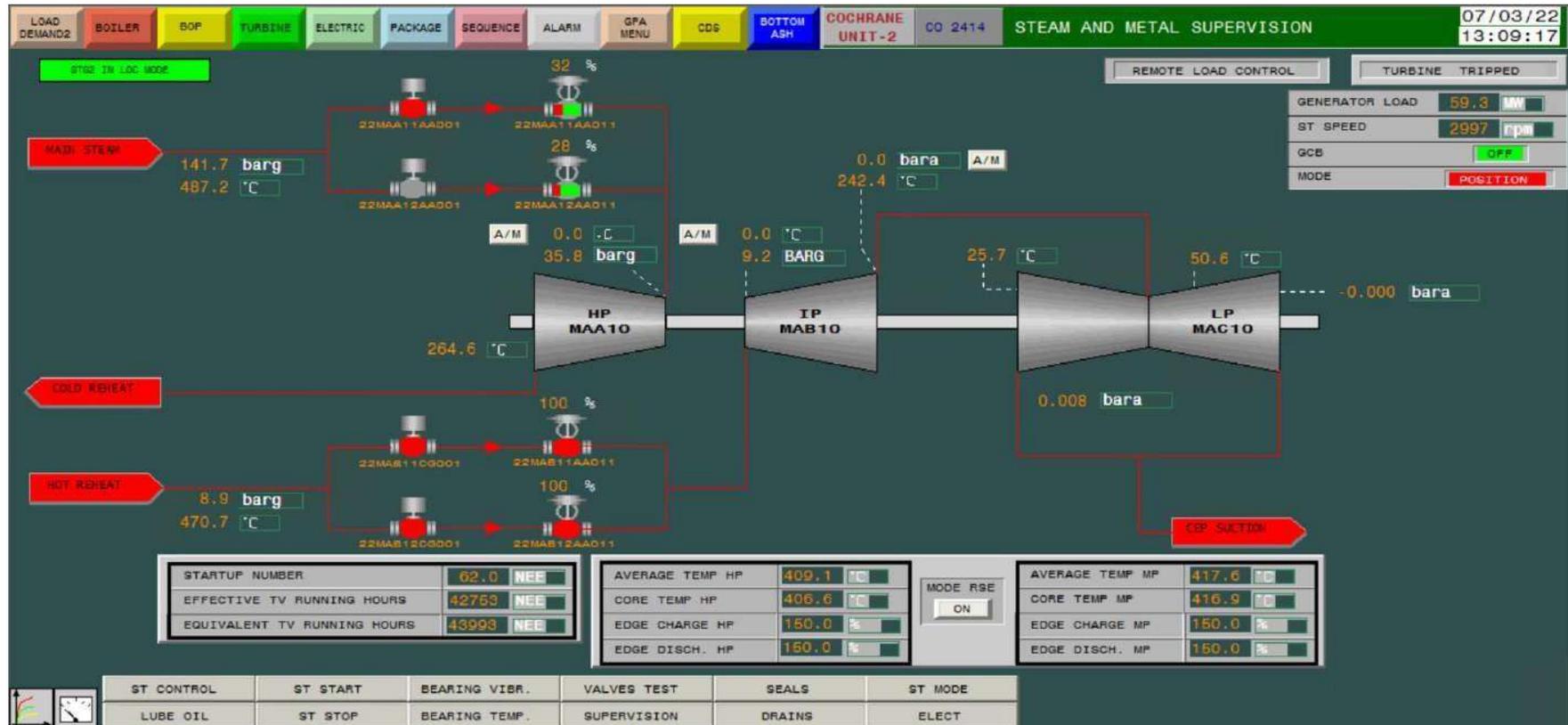
CWP-10  
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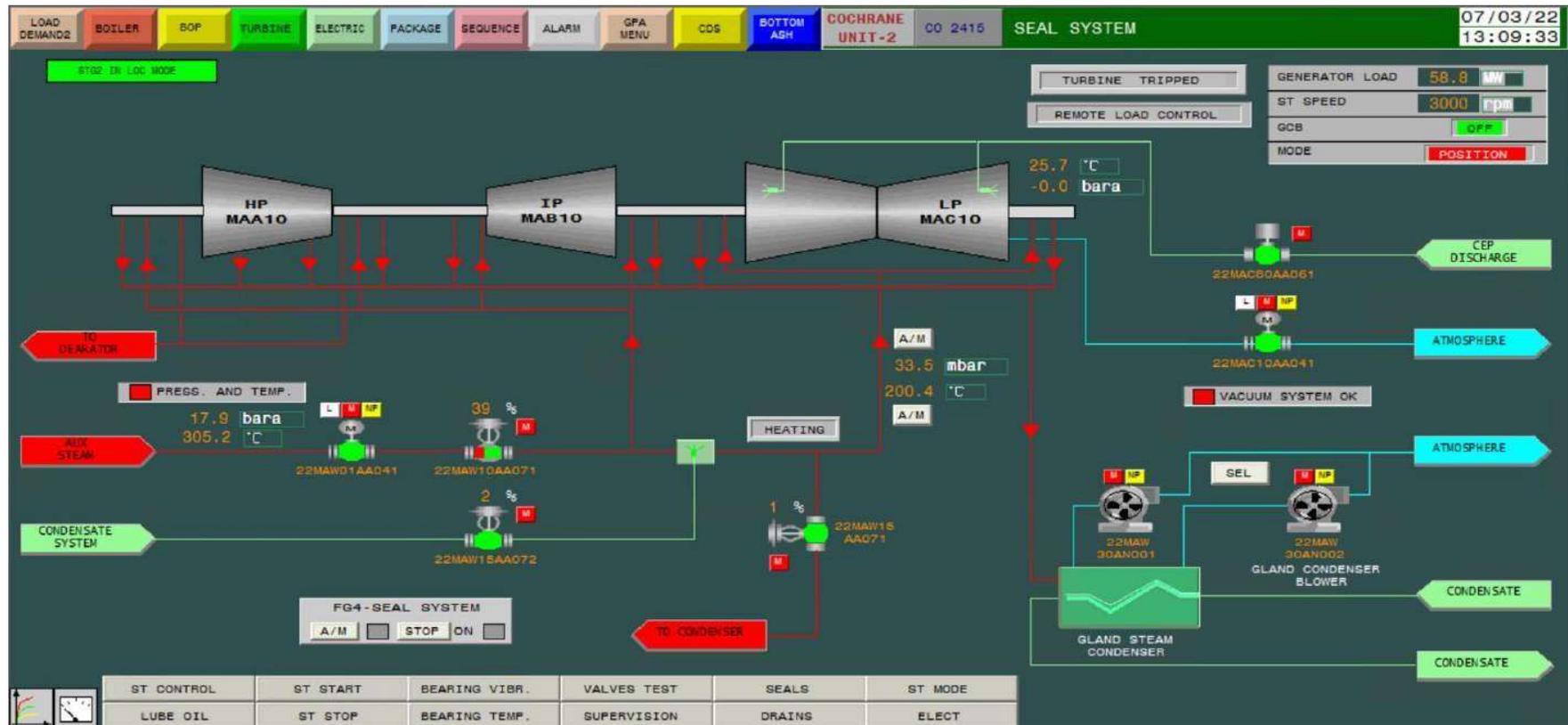
CWP-20  
DETAIL

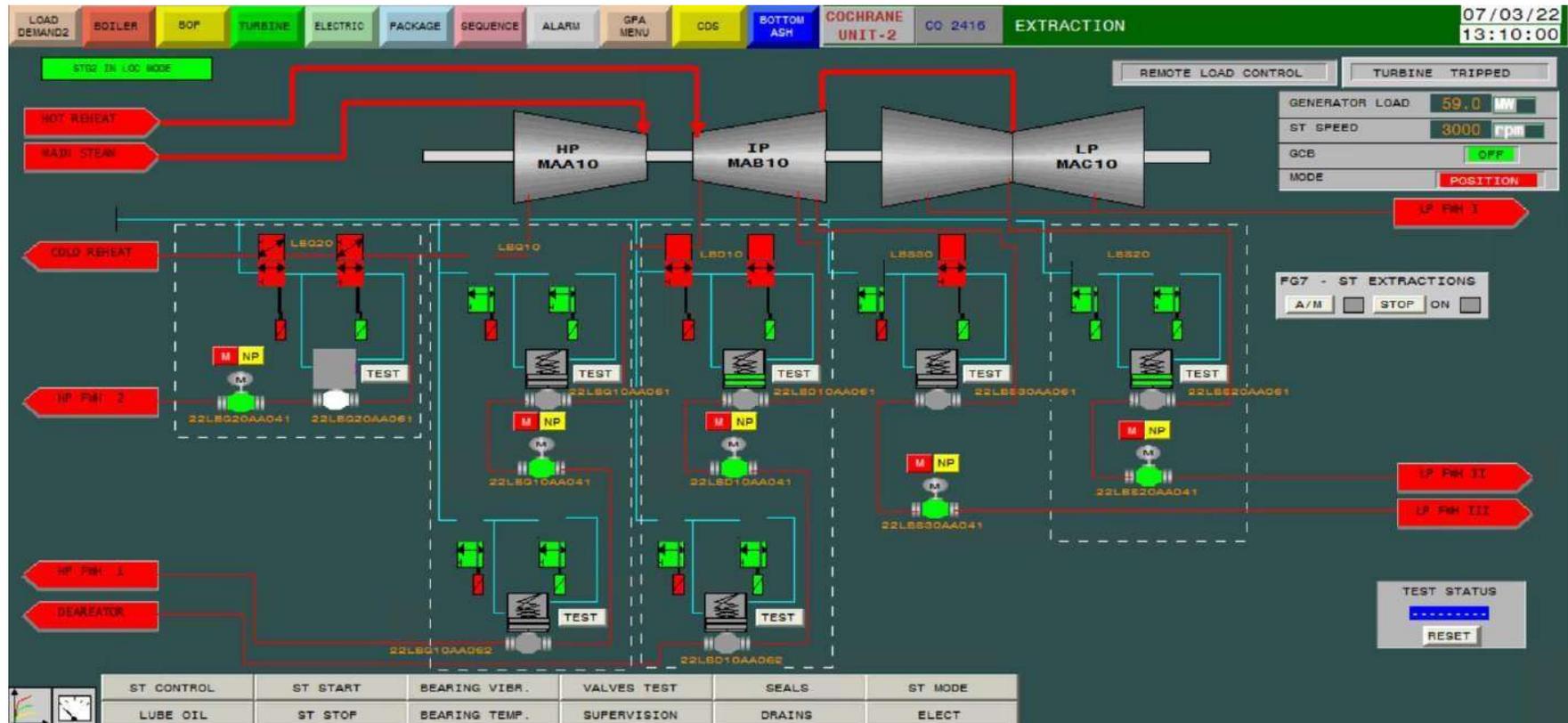


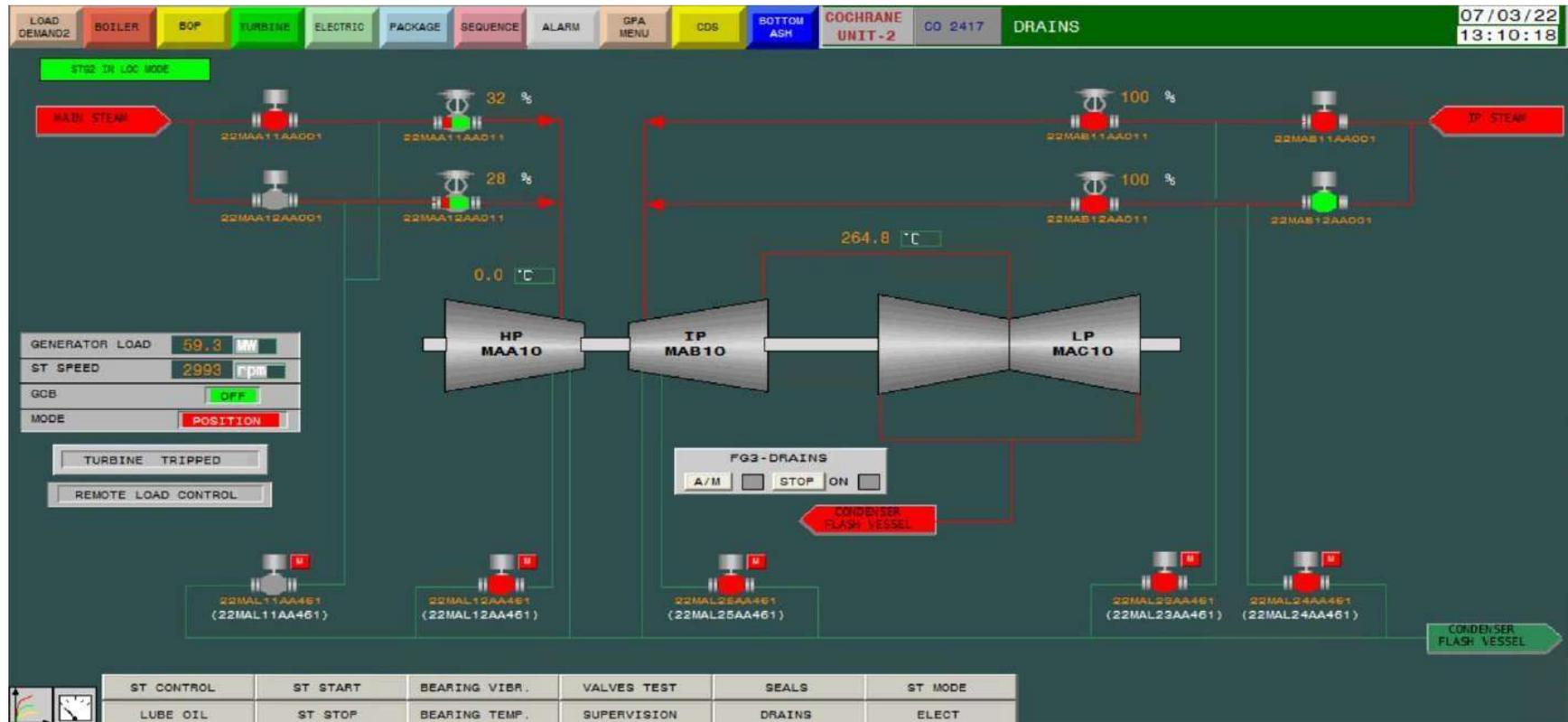


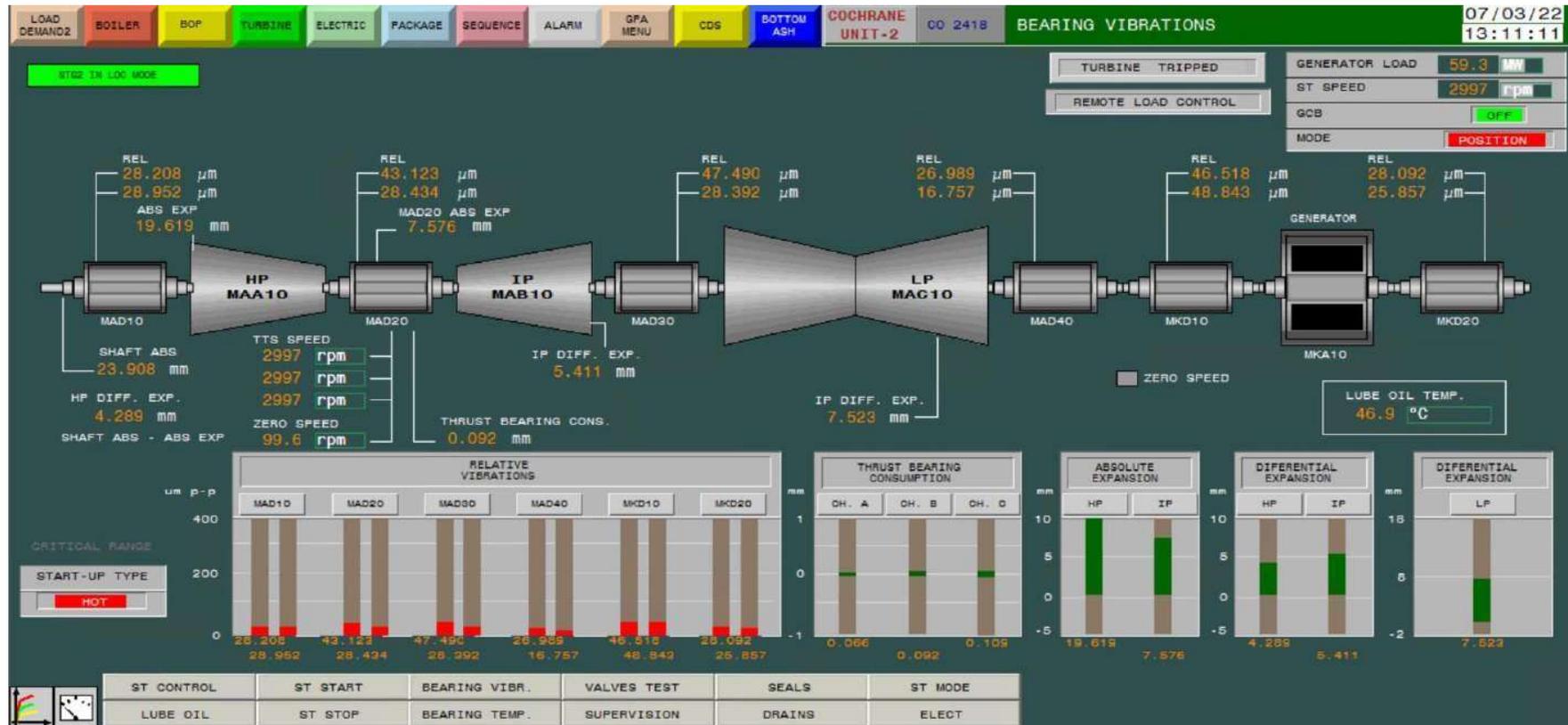


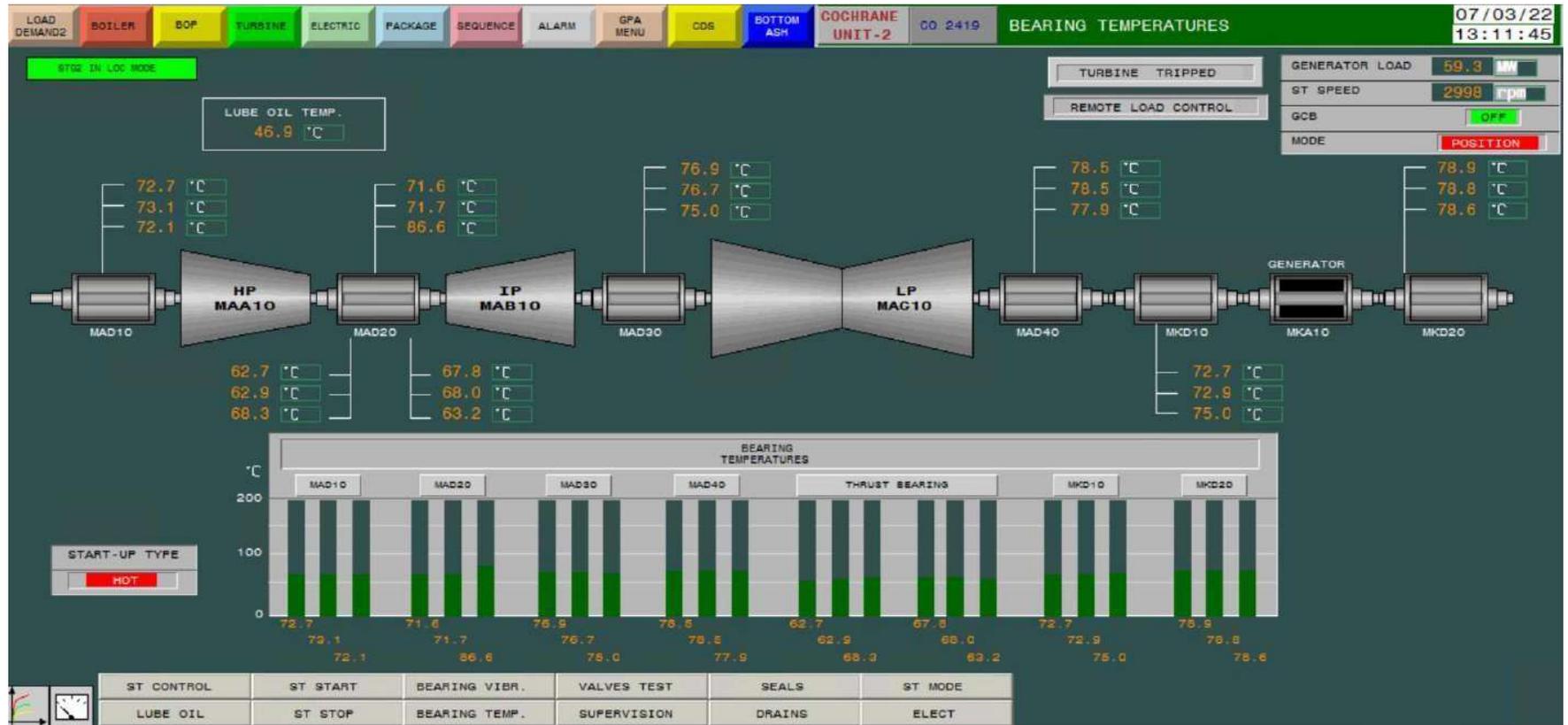


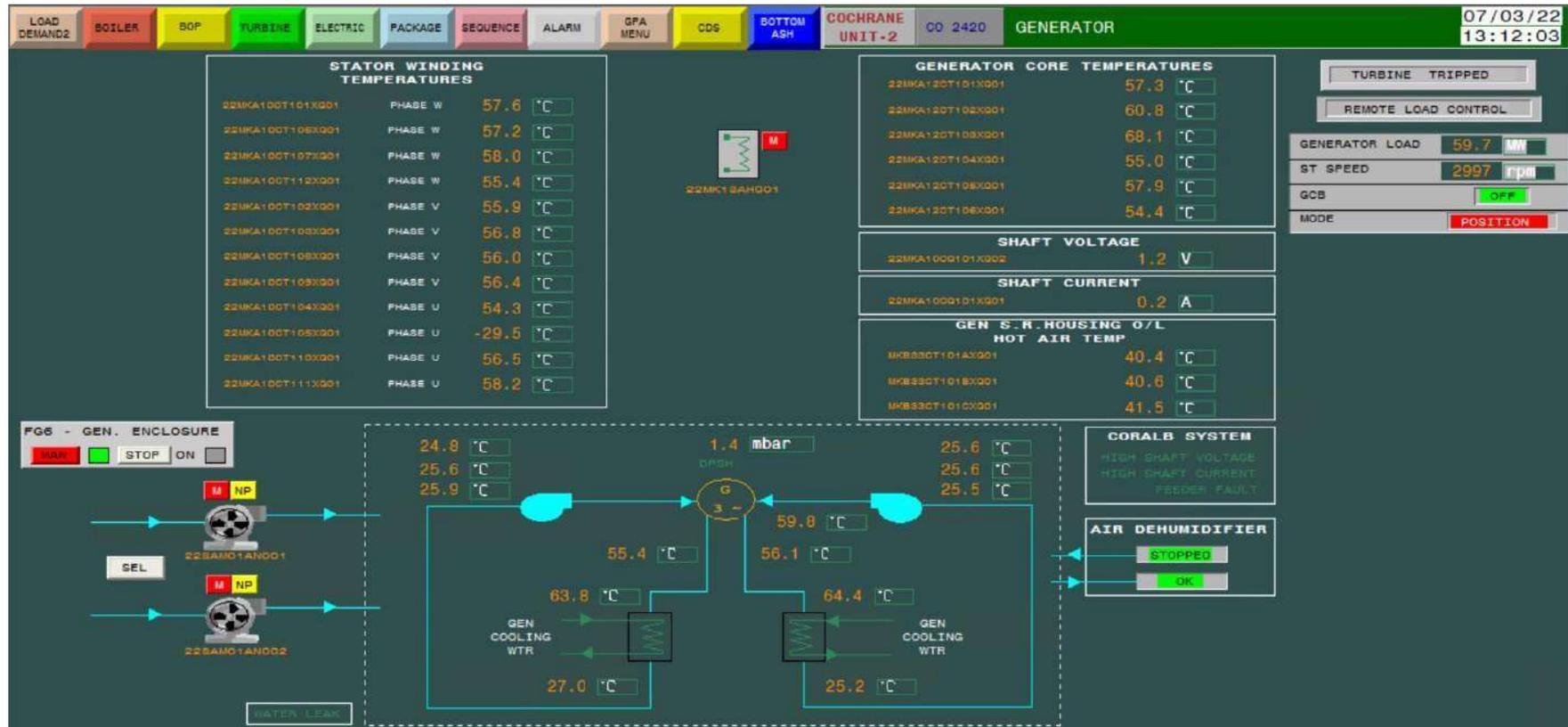


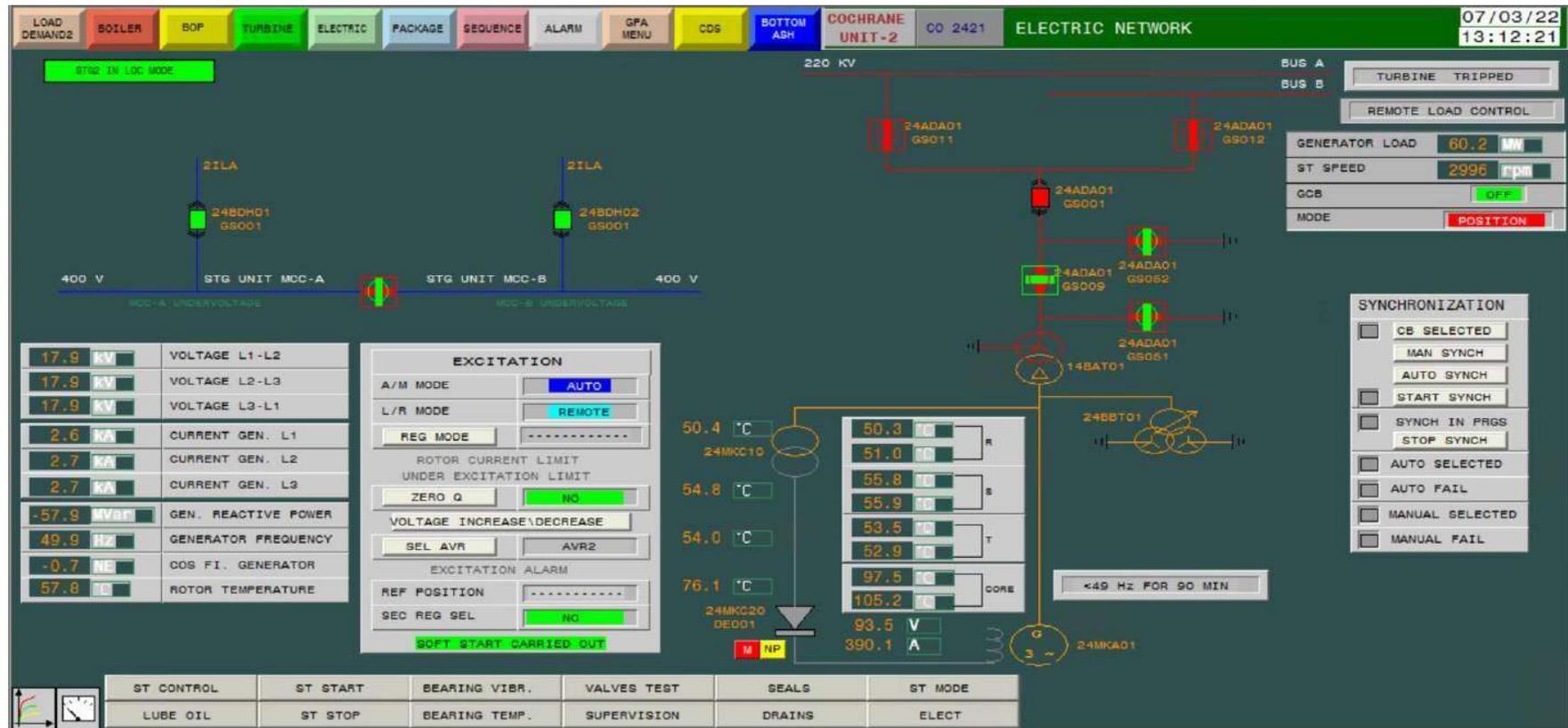












LOAD DEMAND2 BOILER BOP TURBINE ELECTRIC PACKAGE SEQUENCE ALARM GPA MENU CDS BOTTOM ASH COCHRANE UNIT-2 CO 2422 TURBINE TRIP SYSTEM 07/03/22 13:12:43

STG2 IN LOC MODE

GENERATOR LOAD 59.9 MW  
 ST SPEED 2996 rpm  
 GCB OFF  
 MODE POSITION

TURBINE TRIPPED  
 REMOTE LOAD CONTROL

TEST STATUS  
 RESET

TANK OIL 40.2 barg

STOP VALVES CNTRL VALVES

MAXAA111 MAXAA112 MAXAA113  
 AA121 AA122 AA123  
 AAC01  
 MAX44CP201/2/3  
 PSL PSL PSL

TANK OIL

MANUAL TRIP  
 ST TRIP RESET

<input type="checkbox"/>	TEST	TRIP SOLENOID TEST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GEN SLIP RINGS O/L TP TRIP F.O	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	THRUST BEARING CONSUMPTION
<input type="checkbox"/>	TEST	ONLINE OVERSPEED CH TEST 110%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM SH ENTHALPY F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OVERSPEED 110%
<input type="checkbox"/>	TEST	REAL OVERSPEED TEST 110%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM RH ENTHALPY F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OVERSPEED 112%
<input type="checkbox"/>	TEST	REAL OVERSPEED TEST 112%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP FROM TIGHTNESS TEST F.O.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BEARING TEMPERATURE N*1 HH
<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	HV CIRCUIT BREAKER OPEN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BEARING TEMPERATURE N*2 HH
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CONTROL OIL PRESSURE LL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BEARING TEMPERATURE N*3 HH
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUEST FROM MFT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BEARING TEMPERATURE N*4 HH
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GEN. BEARING METAL TEMP N.1
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GEN. BEARING METAL TEMP N.2
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY DCS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	LUBE OIL TANK LEVEL LL
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	LUBE OIL FEEDING PRESSURE LL
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	LP TURBINE OUTLET PRESSURE HH
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	LOCAL PUSH BUTTON
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	REMOTE PUSH BUTTON
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BUS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BUS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BUS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BUS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BUS
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MANUAL TRIP (BY OPERATOR)
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY RSE
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY DEHC
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY TRU
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EXCITATION WINDING OVERTEMP
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	FIRE FIGHTING
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BEARING RELATIVE VIBRATION HH
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HIGH TEMP GENERATOR INLET N.1
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HIGH TEMP GENERATOR INLET N.2
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TH. BEARING MET TEMP FRONT HF
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TH. BEARING MET TEMP REAR IP
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HIGH HIGH LP L-1 TEMPERATURE
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRIP REQUESTED BY GENTR PROT

STG2 IN LOO MODE

22LBA21CP902  
HP STEAM ADMISSION PRESSURE

A 142.5 bar

B 142.5 bar

AVERAGE

142.5 bar

22LBB21CP902  
IP STEAM ADMISSION PRESSURE

A 9.0 bar

B 9.2 bar

AVERAGE

9.0 bar

22MAC01CP901  
LP TURBINE INLET PRESSURE

A 0.9 bar

B 0.8 bar

AVERAGE

0.0 bar

REMOTE LOAD CONTROL

TURBINE TRIPPED

GENERATOR LOAD 60.3 MW

ST SPEED 2994 rpm

GCB OFF

MODE POSITION

22MAA01CP901  
HP TURBINE INLET PRESSURE

A 36.2 bar

B 36.0 bar

AVERAGE

36.1 bar

22MAC01CP901  
IP TURBINE INLET PRESSURE

A 9.3 BAR

B 9.3 BAR

AVERAGE

9.3 BAR

22MAW15CP902  
LP STEAM SEAL PRESSURE

A 36.656 mbarg

B 0.000 mbarg

AVERAGE

36.787 mbarg

22LBA21CT902  
HP STEAM ADMISSION TEMPERATURE

A 464.4 °C

B 468.0 °C

AVERAGE

488.0 °C

22LBB21CT902  
IP STEAM ADMISSION TEMPERATURE

A 98.5 °C

B 470.9 °C

AVERAGE

471.1 °C

22MAW15CT901  
LP STEAM SEAL TEMPERATURE

A 199.2 °C

B 199.8 °C

AVERAGE

199.5 °C

22MAY00DE912  
TURBINE MASTER DEM

A 0.0

B 0.0

AVERAGE

34.6 %

22MAA10CT902  
HP TURBINE INLET STEAM TEMP

A 414.5 °C

B 414.4 °C

AVERAGE

0.0 °C

22MAB10CT902  
IP TURBINE INLET STEAM TEMP

A 417.6 °C

B 418.0 °C

AVERAGE

0.0 °C

22MKA01CE902  
GENERATOR ACTIVE POWER

A 0.0 MW

B 0.0 MW

AVERAGE

60.3 MW

MEGAWATTS	THRUSTLE PRESS	TOTAL AIR FLOW	OXYGEN	TOTAL FUEL FLOW	FURN PRESS	DRUM LEVEL	HEAT RATE EFFICIENCY
61.36	143 BAR	32.89	0.27	30.04 T/h	-1.15 10BAR	-2.12 mm	

RT02 IN LOC MODE

REMOTE LOAD CONTROL

TURBINE TRIPPED

22MAD20C9903  
STEAM TURBINE SPEED

A	2994 rpm
B	2994 rpm
C	2994 rpm
2995 rpm	

GOOD

22MAC10CT902  
LP L-1 STAGE TEMPERATURE

A	51.0 °C
B	51.2 °C
C	50.8 °C
51.0 °C	

GOOD

22MAC10CP901  
LP TURBINE OUTLET STEAM PRESS

A	0.008 bara
B	-0.000 bara
C	-0.013 bara
-0.000 bara	

GOOD

22MAV40CP903  
LUBE OIL FEEDING PRESSURE

A	2.2 bar
B	2.2 bar
C	2.2 bar
2.2 bar	

GOOD

22MAV02CL903  
LUBE OIL TANK LEVEL

A	570.0 mm
B	566.6 mm
C	570.6 mm
570.0 mm	

GOOD

22MAD20FY903  
ST THRUST BEARING CONSUMPTION

A	0.0 mm
B	0.0 mm
C	0.1 mm
0.092 mm	

GOOD

GENERATOR LOAD 60.3 MW  
ST SPEED 2995 rpm  
GCB OFF  
MODE POSITION

MEGAWATTS #1 MW	THROTTLE PRESS 1.43 BAR	TOTAL AIR FLOW 33.13 %	OXYGEN 6.55 %	TOTAL FUEL FLOW 28.94 T/H	FURN PRESS -0.74 MBAR	DRUM LEVEL 0.26 mm	HEAT RATE EFFICIENCY
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STG2 IN LOC MODE

TURBINE TRIPPED  
REMOTE LOAD CONTROL

22LBA21CT903  
HP STEAM ADMISSION TEMPERATURE

A	464.4 °C
B	488.1 °C
C	485.9 °C
	488.1 °C

A OUT

22LBS21CT903  
IP STEAM ADMISSION TEMPERATURE

A	98.5 °C
B	470.9 °C
C	471.2 °C
	471.2 °C

A OUT

22MAA10CP903  
HP TURBINE INLET STM PRESSURE

A	36.6 barg
B	36.5 barg
C	36.5 barg
	36.5 barg

GOOD

22LBA21CF903  
HP STEAM ADMISSION PRESSURE

A	142.5 barg
B	142.5 barg
C	142.6 barg
	142.5 barg

GOOD

22LBS21CF903  
IP STEAM ADMISSION PRESSURE

A	9.0 barg
B	9.2 barg
C	0.0 barg
	9.1 barg

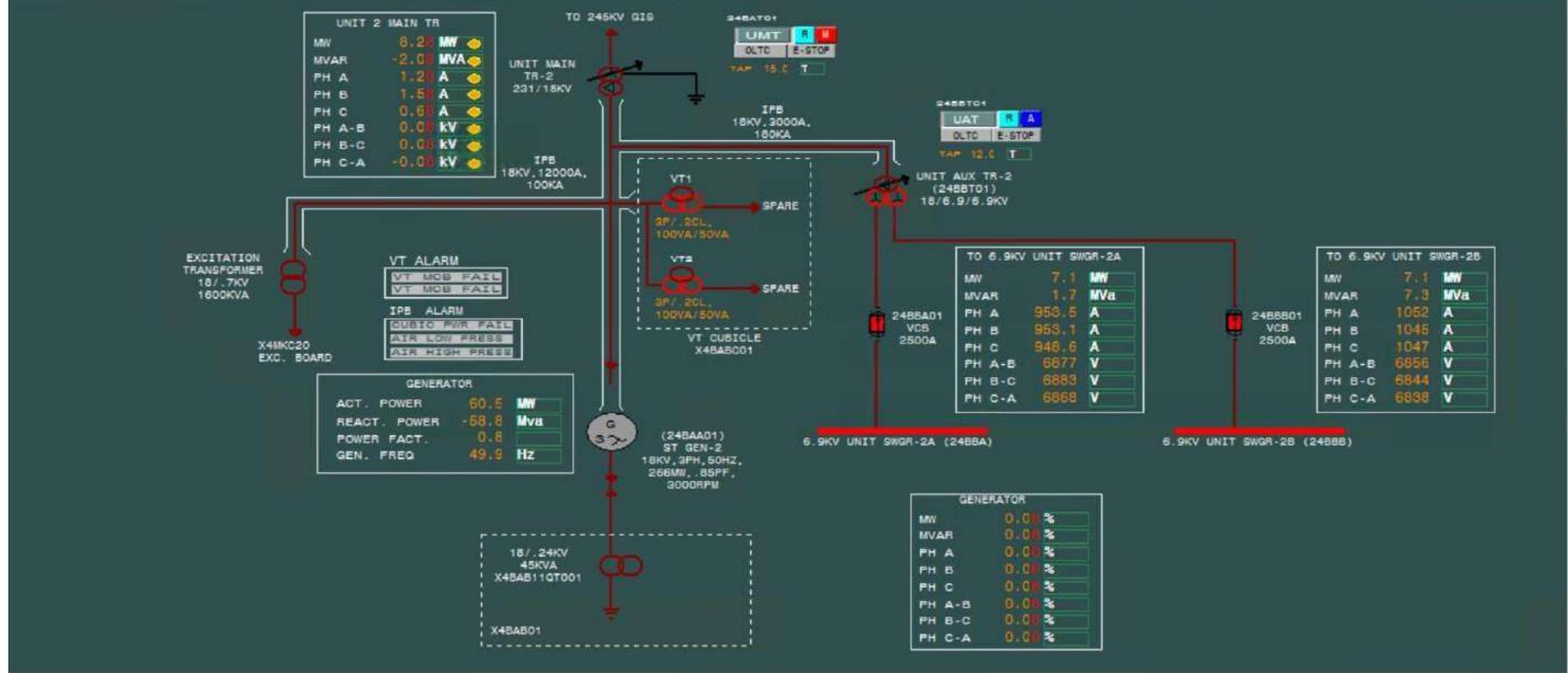
GOOD

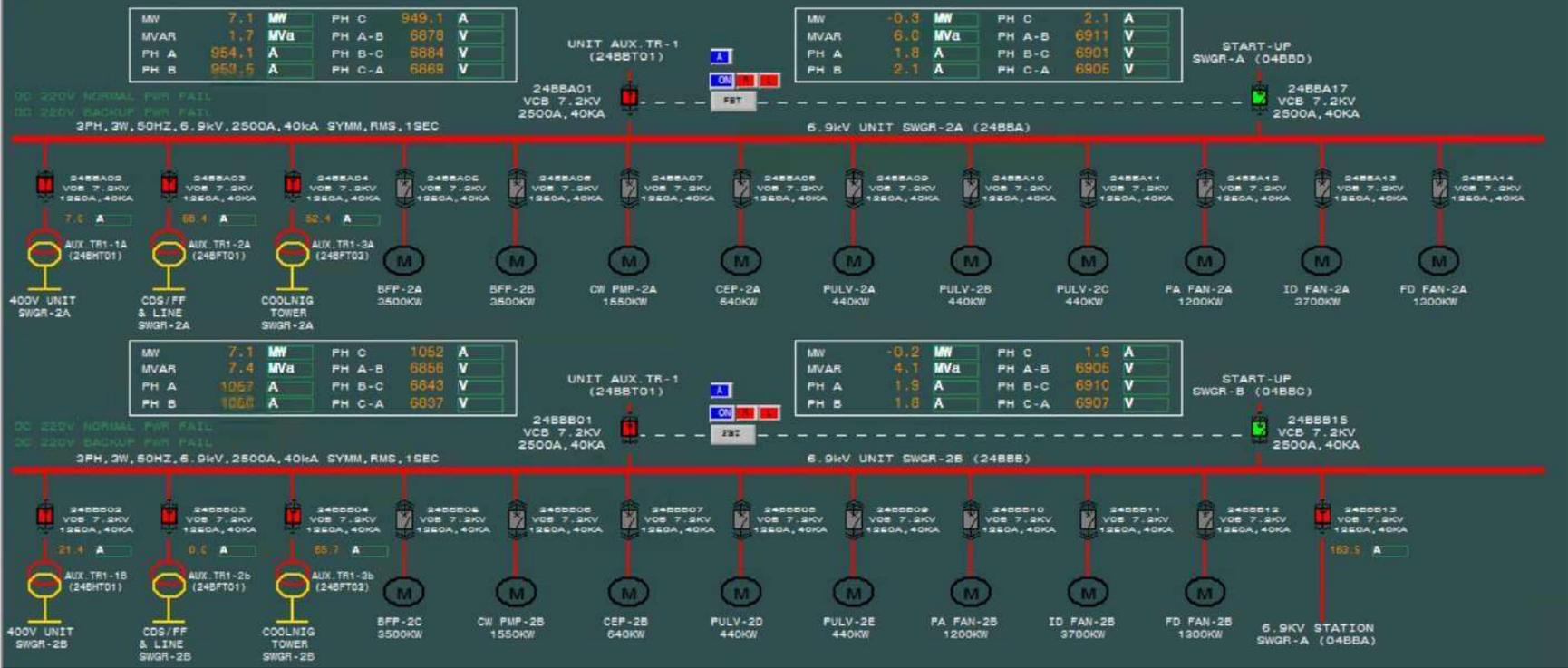
22MK533CT903  
GEN S.R.HOUSING O/L HOT AIR TEMP

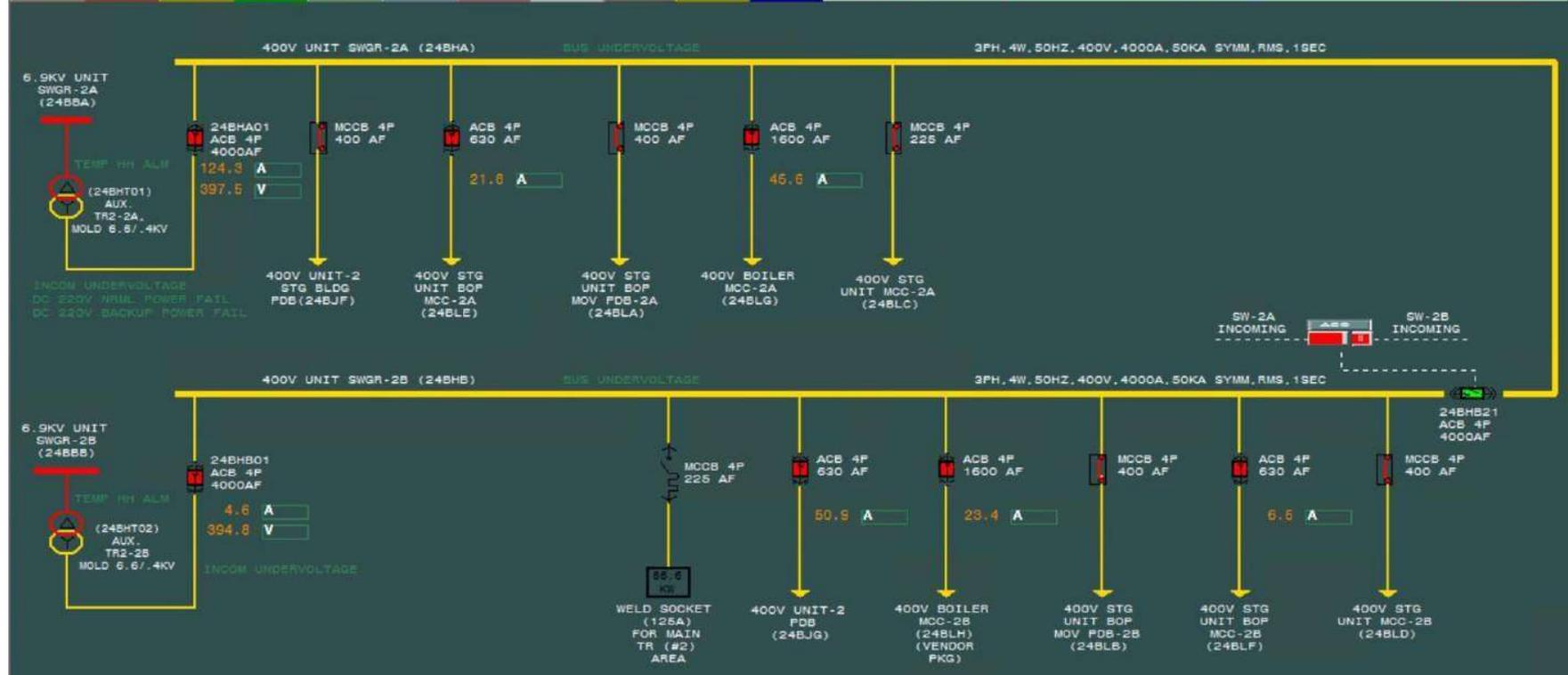
A	40.5 °C
B	40.6 °C
C	41.6 °C
	40.6 °C

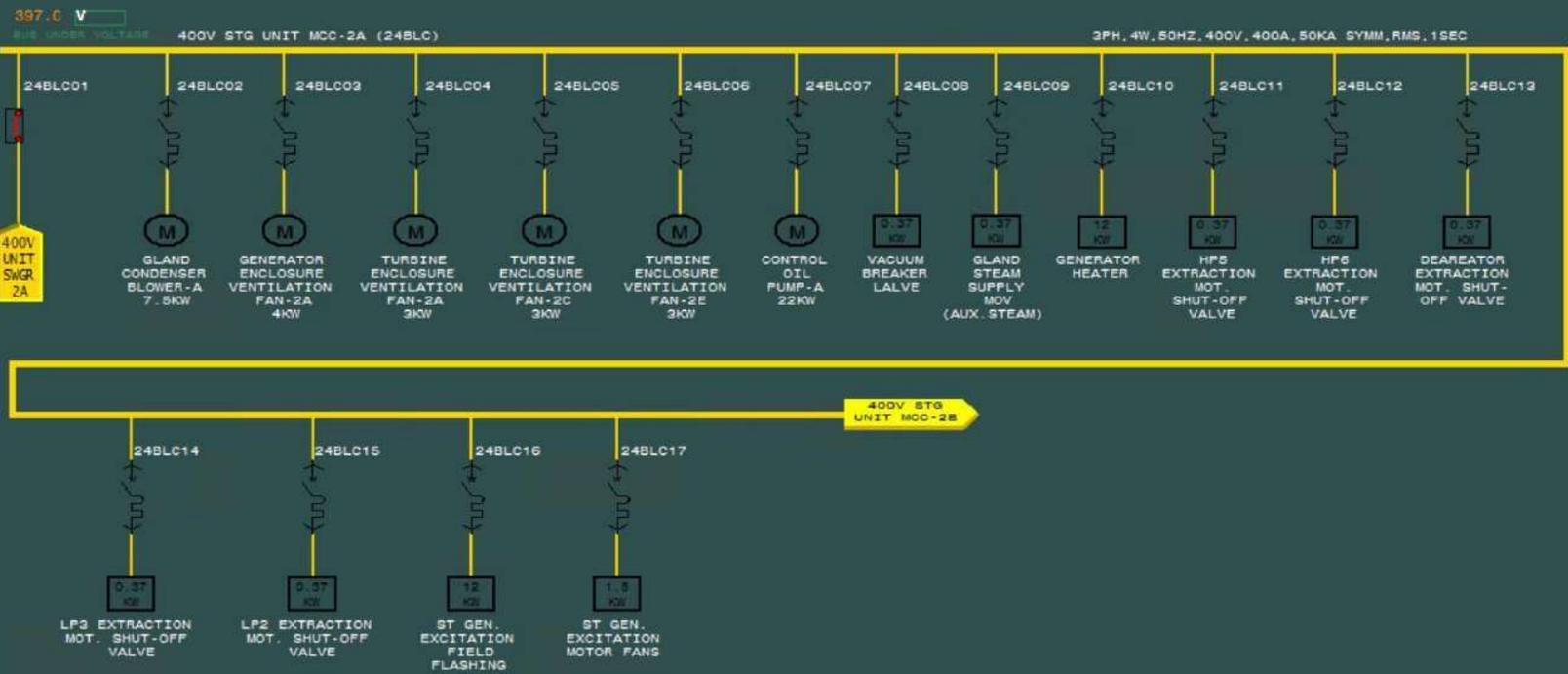
GOOD

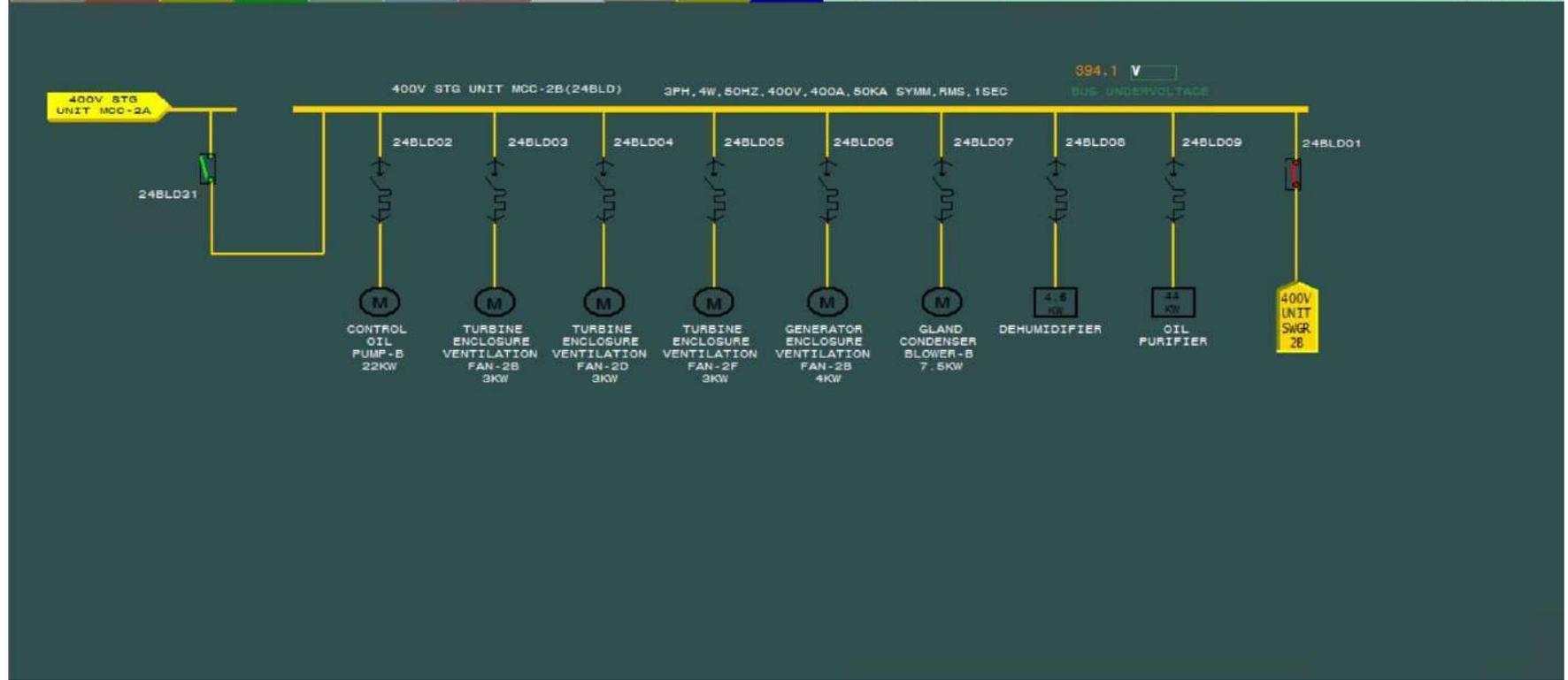
	ST CONTROL	ST START	BEARING VIBR.	VALVES TEST	SEALS	ST MODE
	LUBE OIL	ST STOP	BEARING TEMP.	SUPERVISION	DRAINS	ELECT

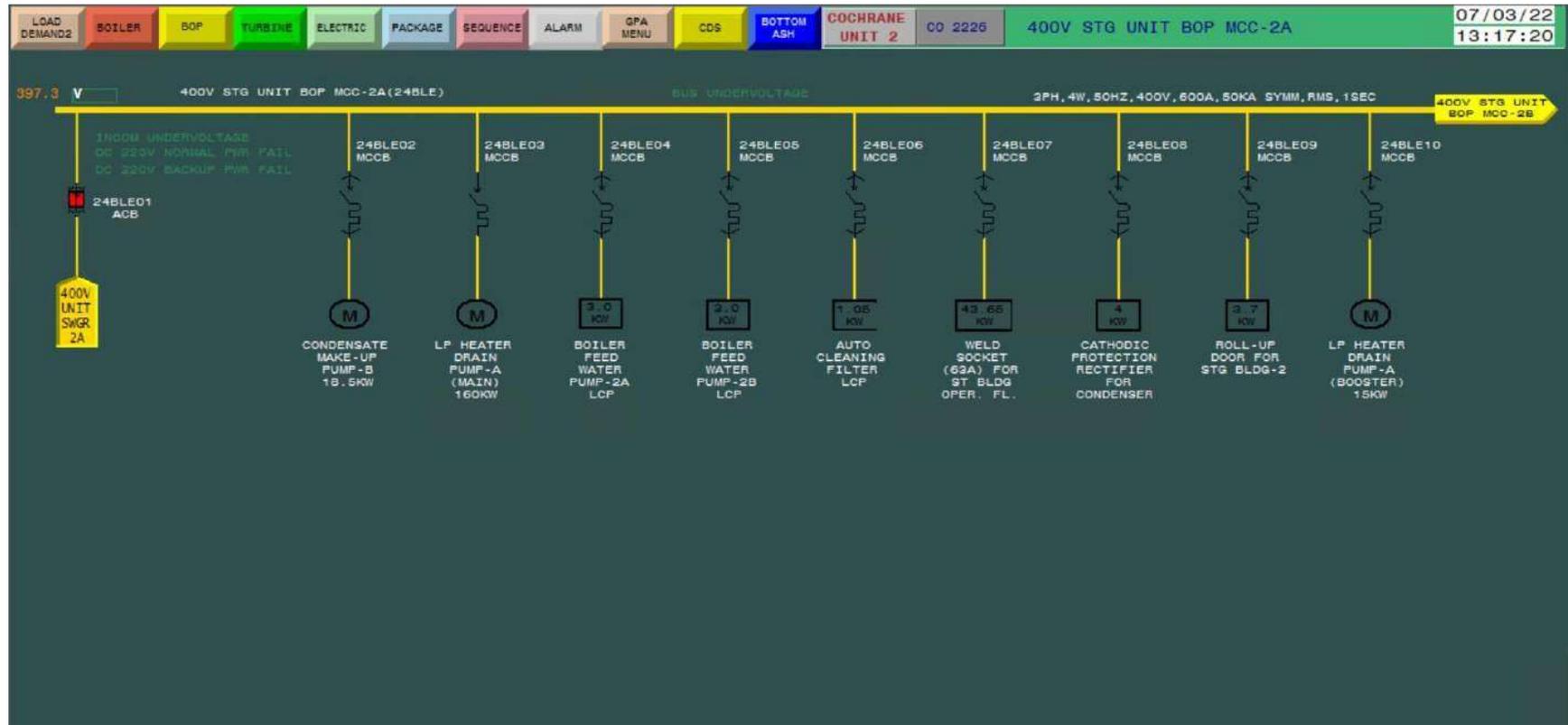


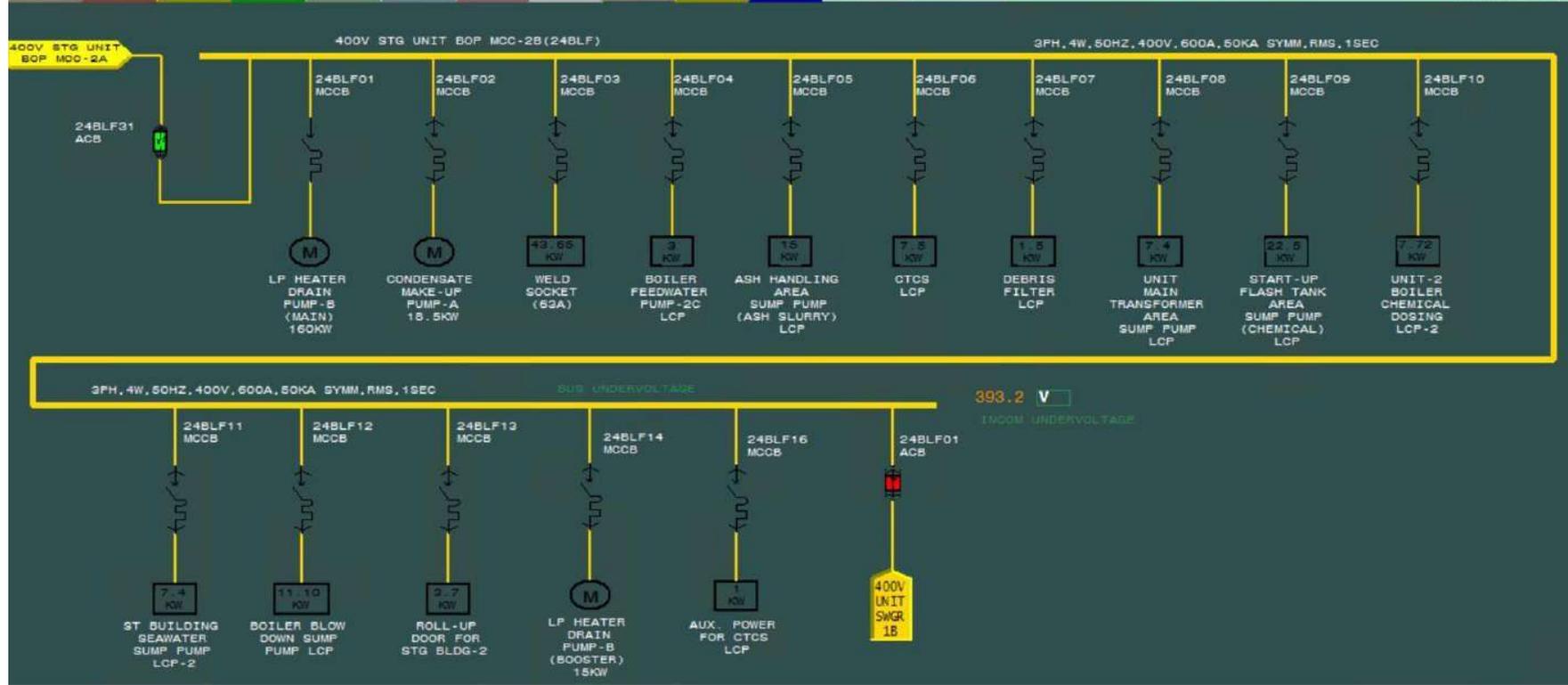


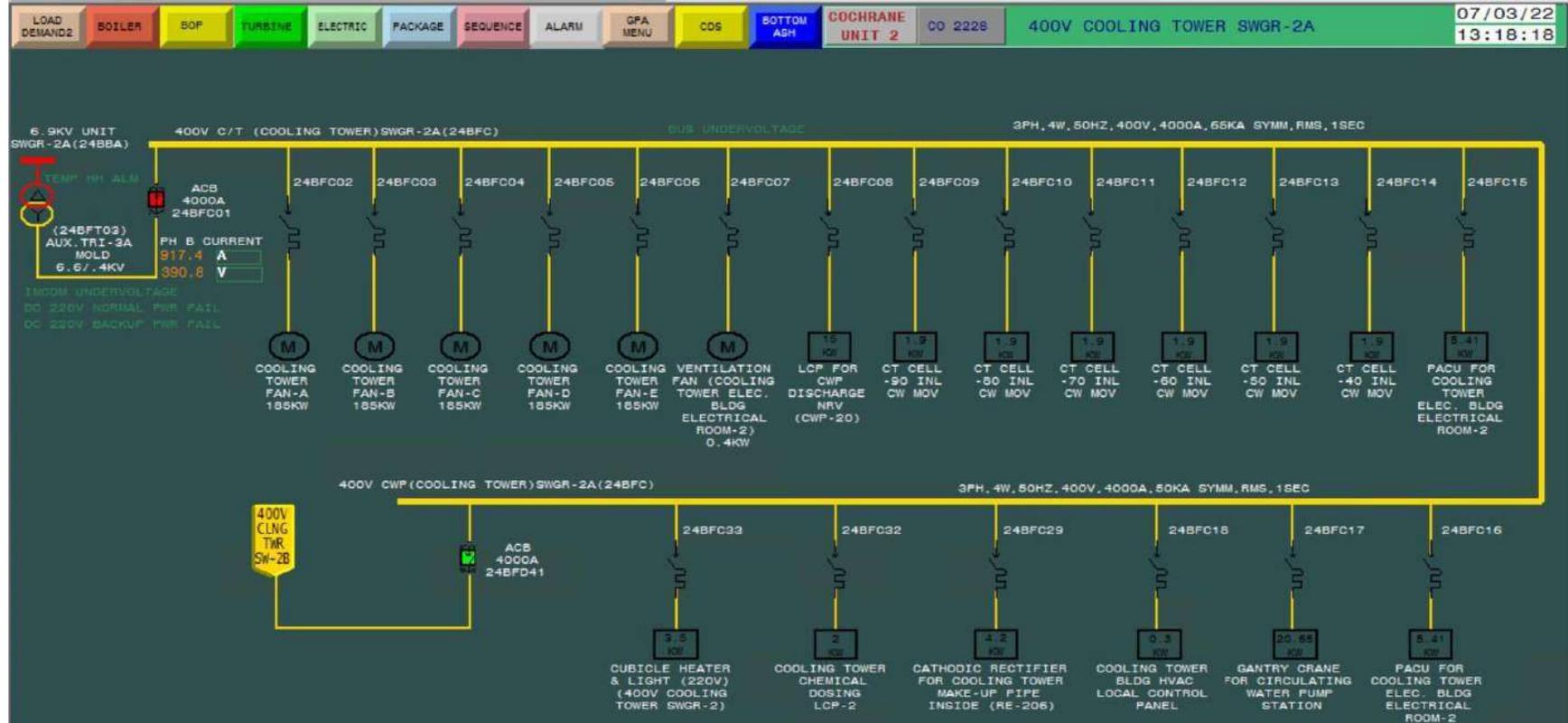


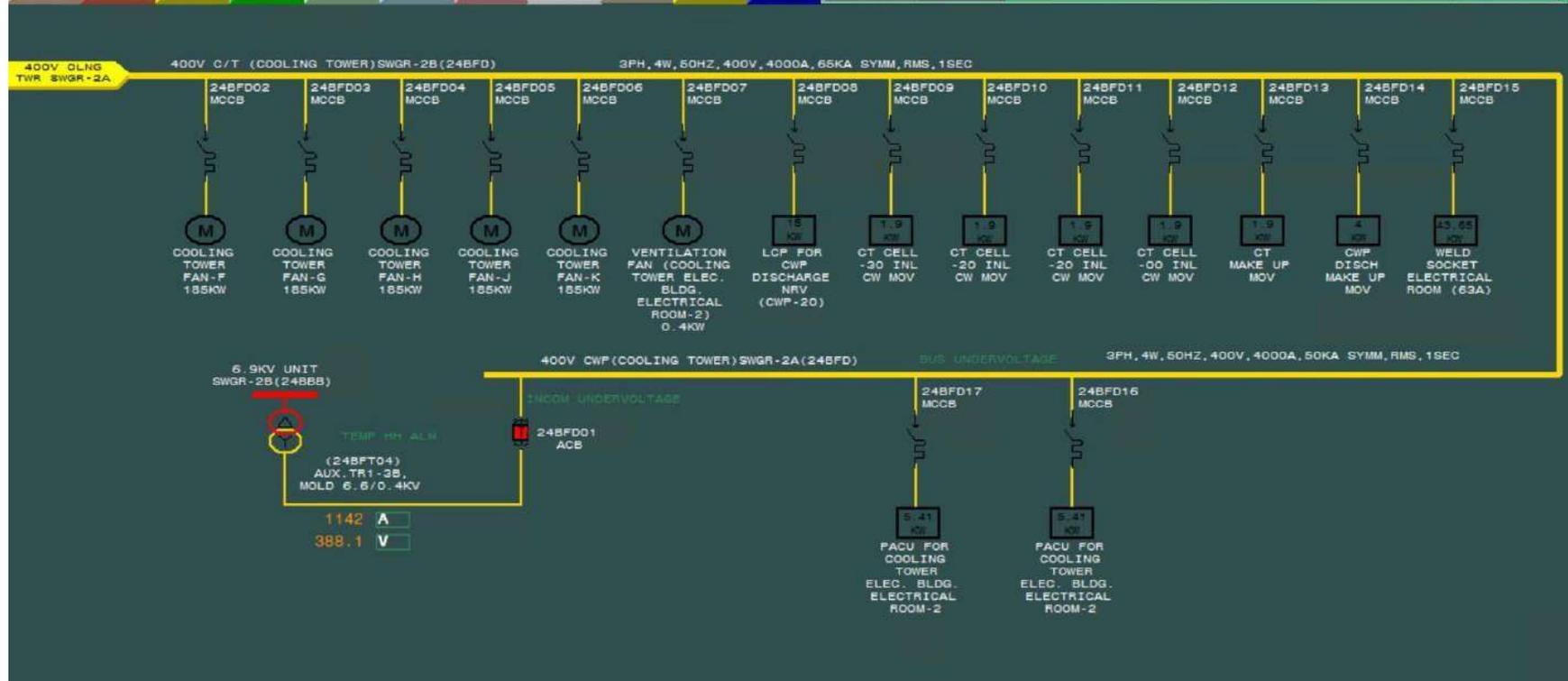


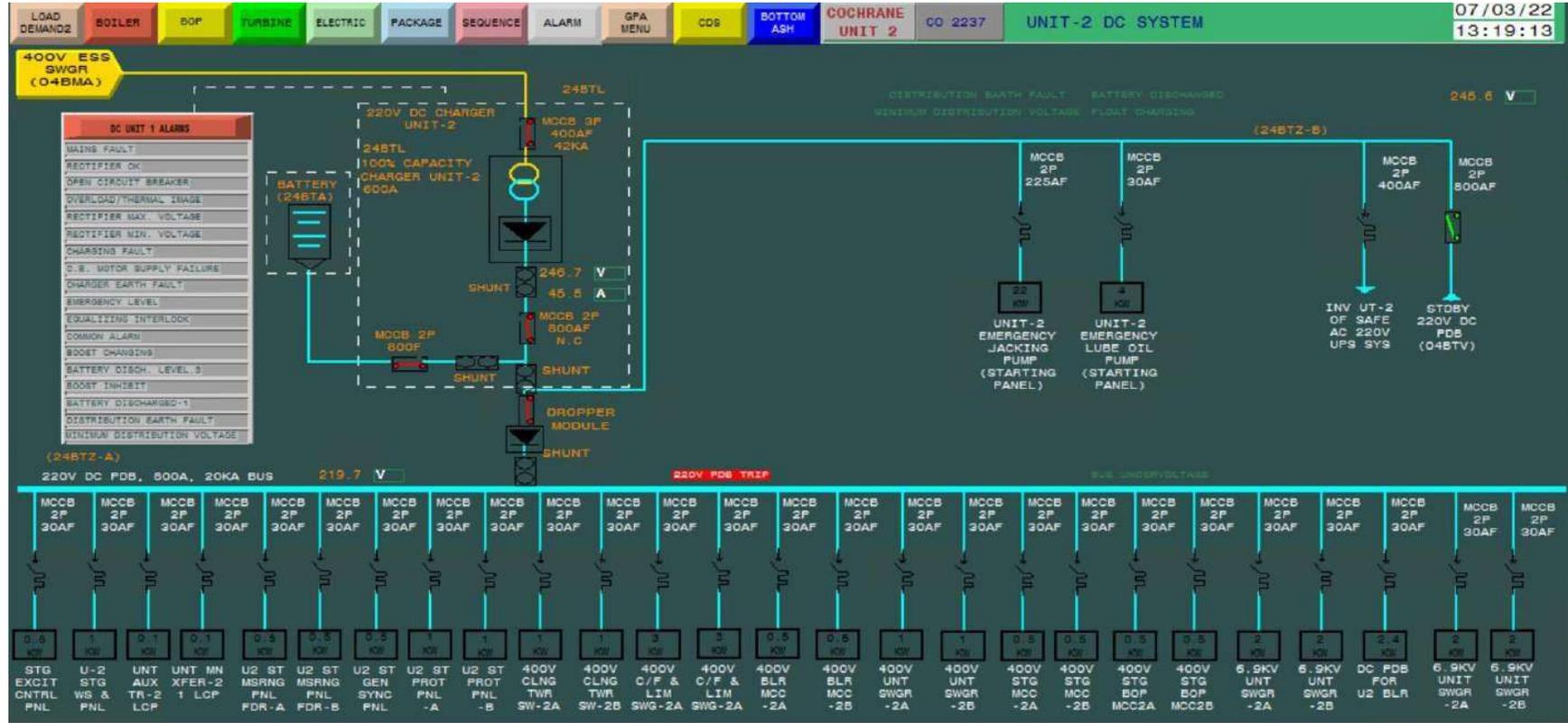


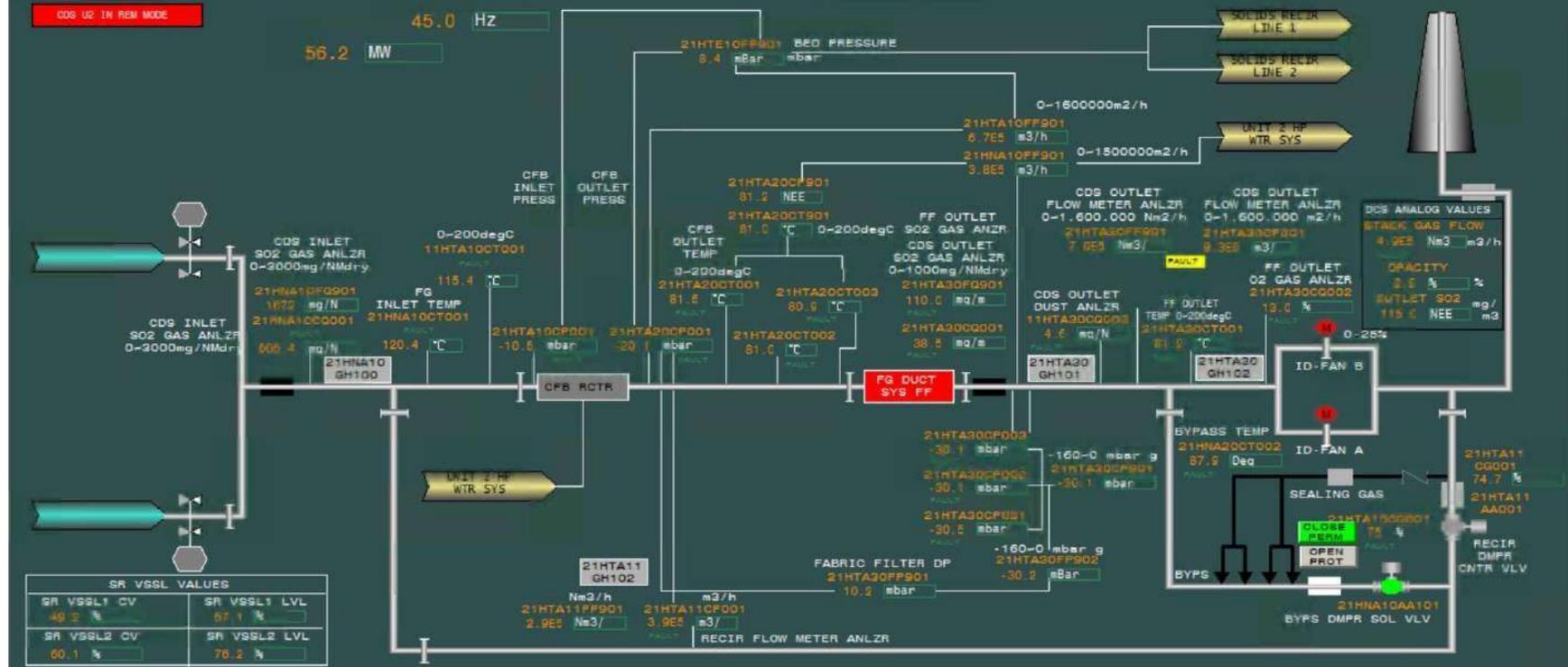


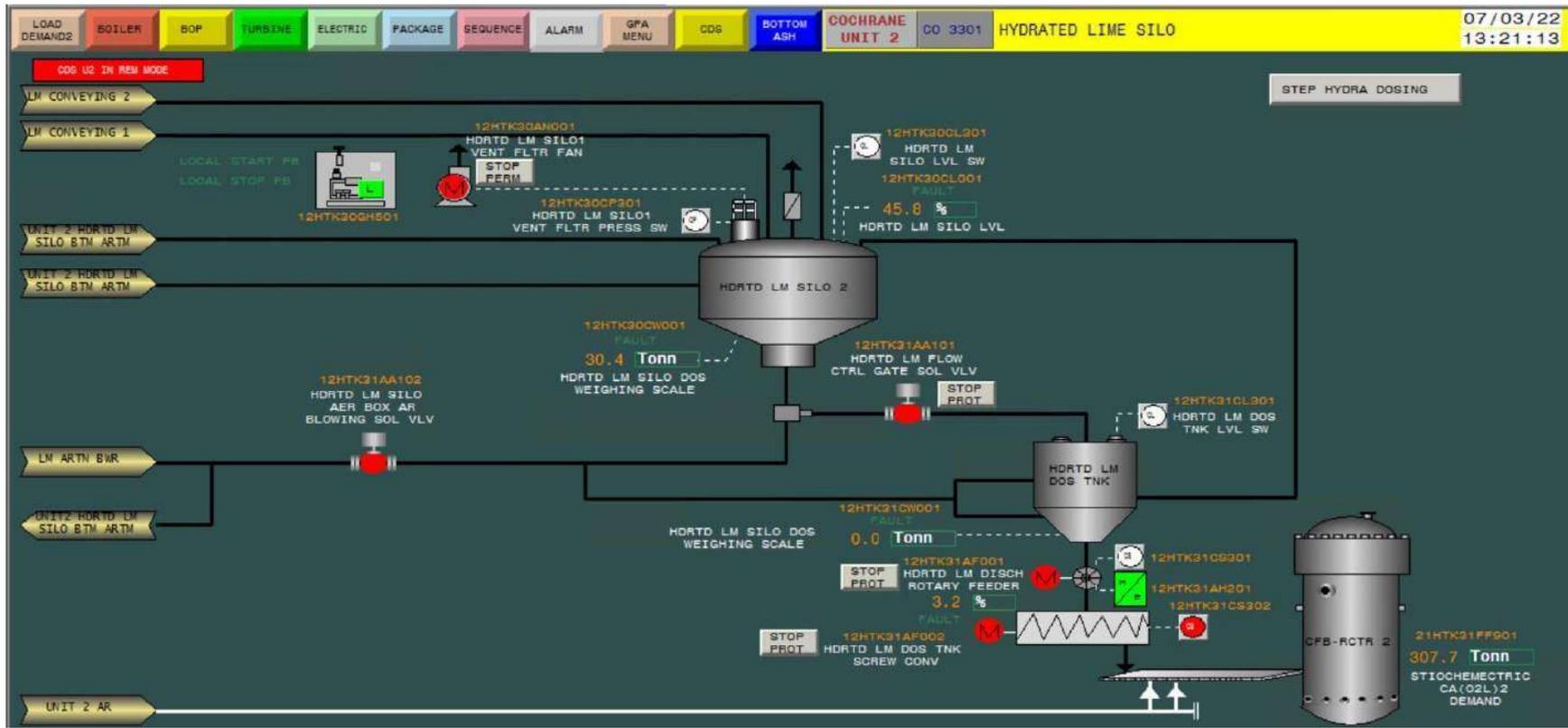






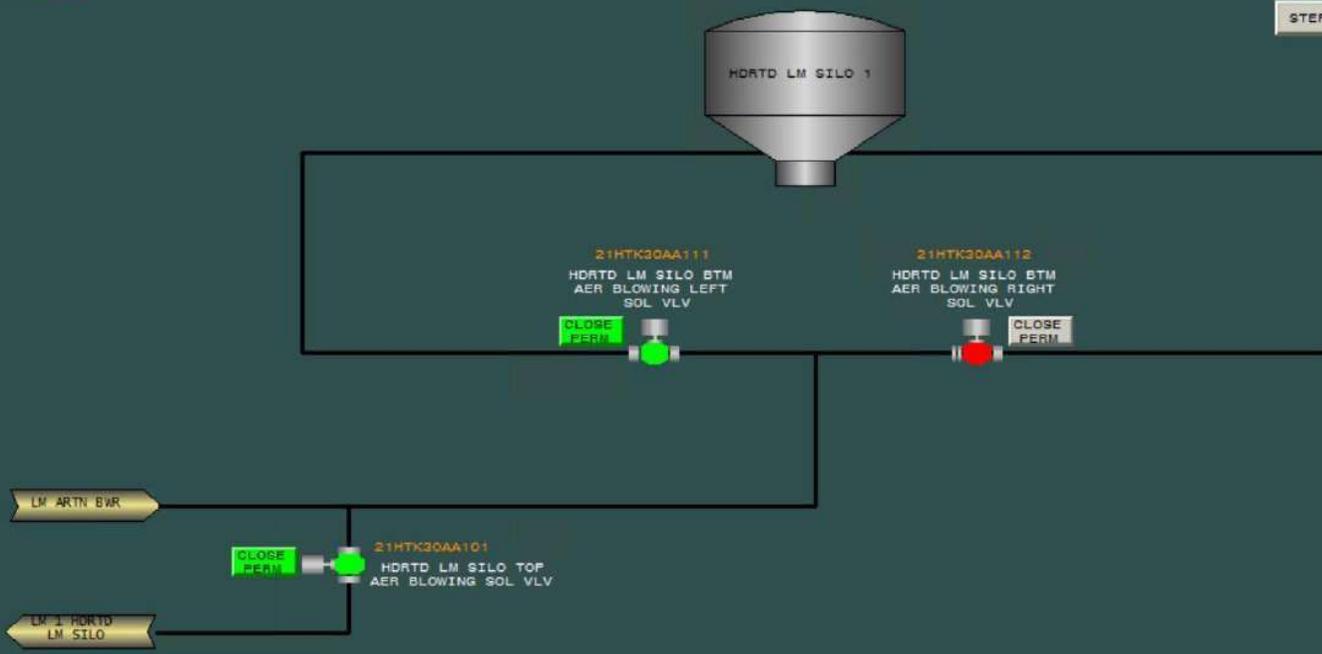


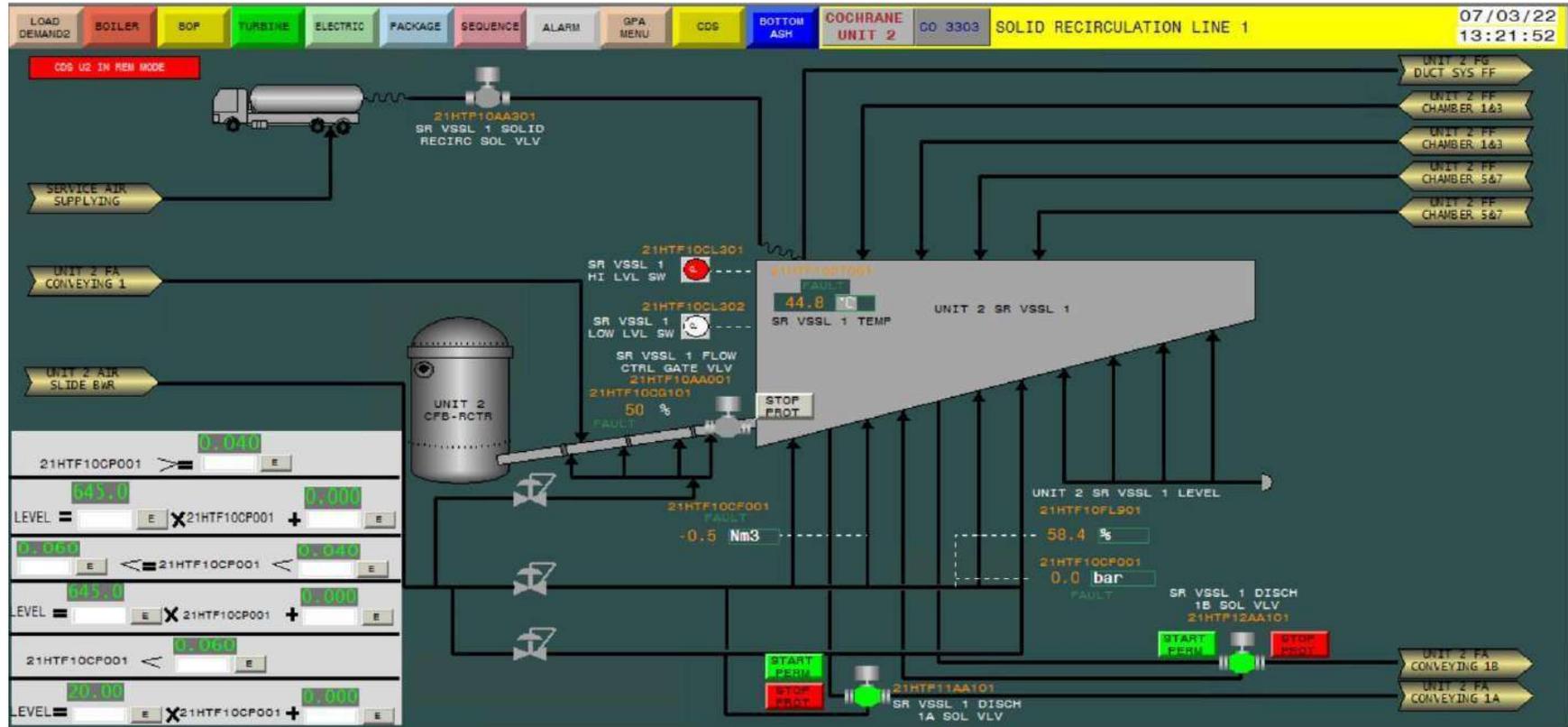


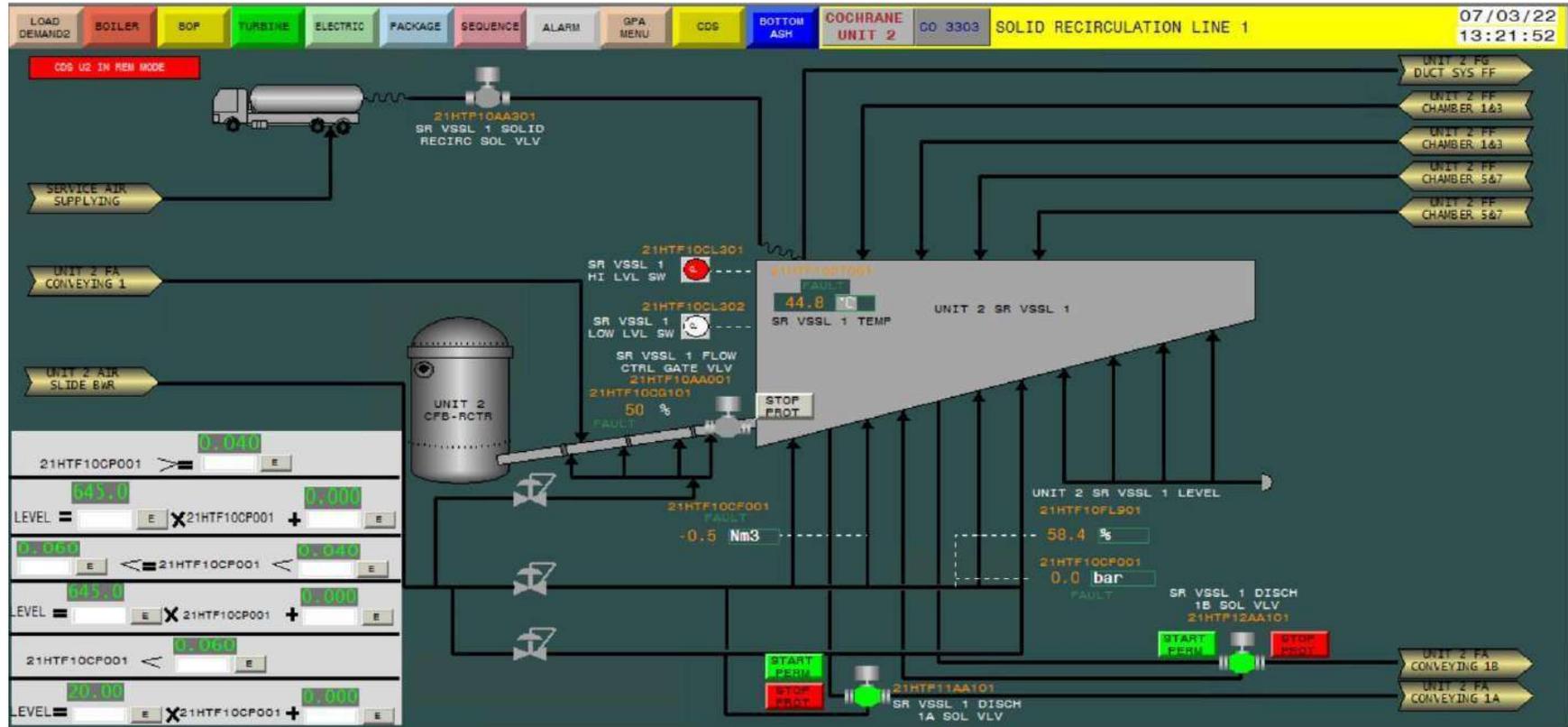


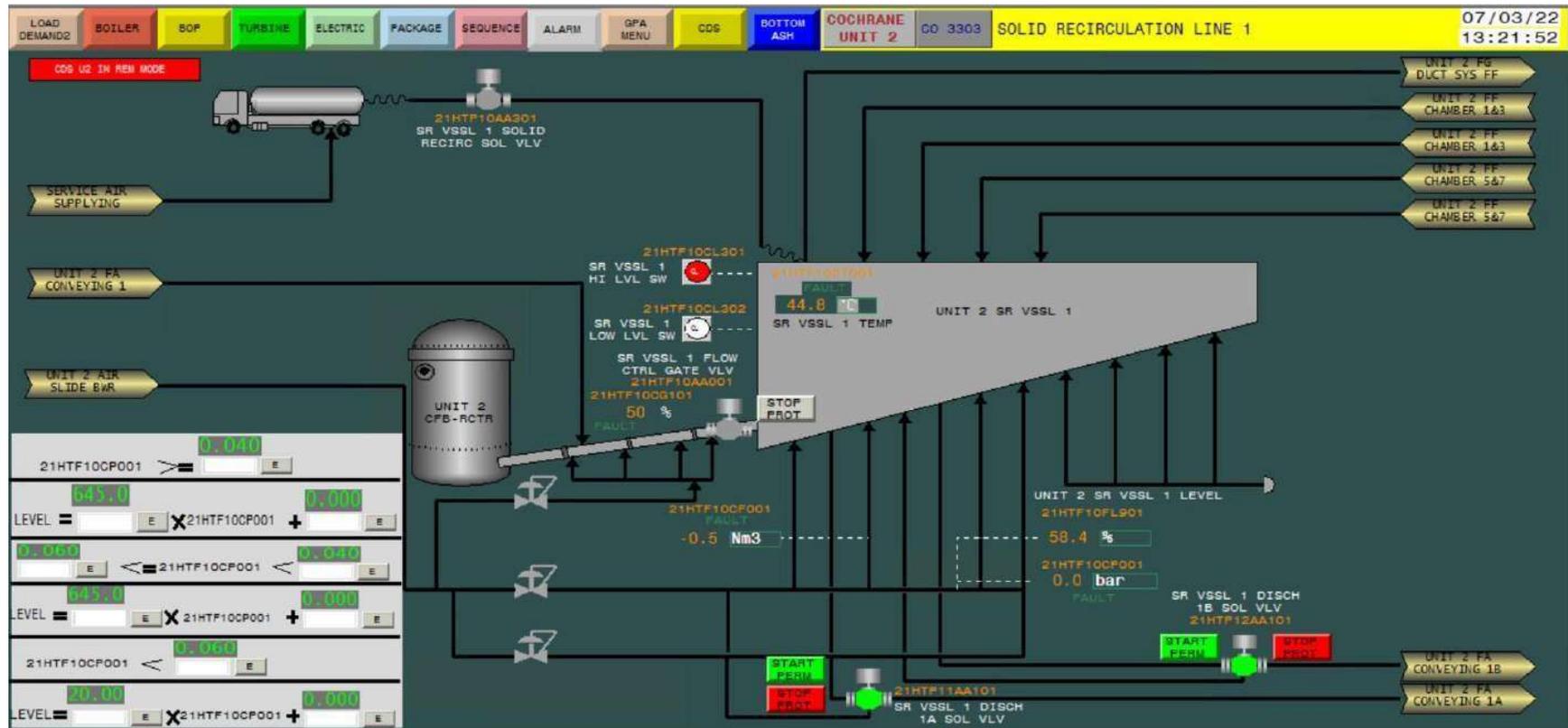
CDS U2 IN REM MODE

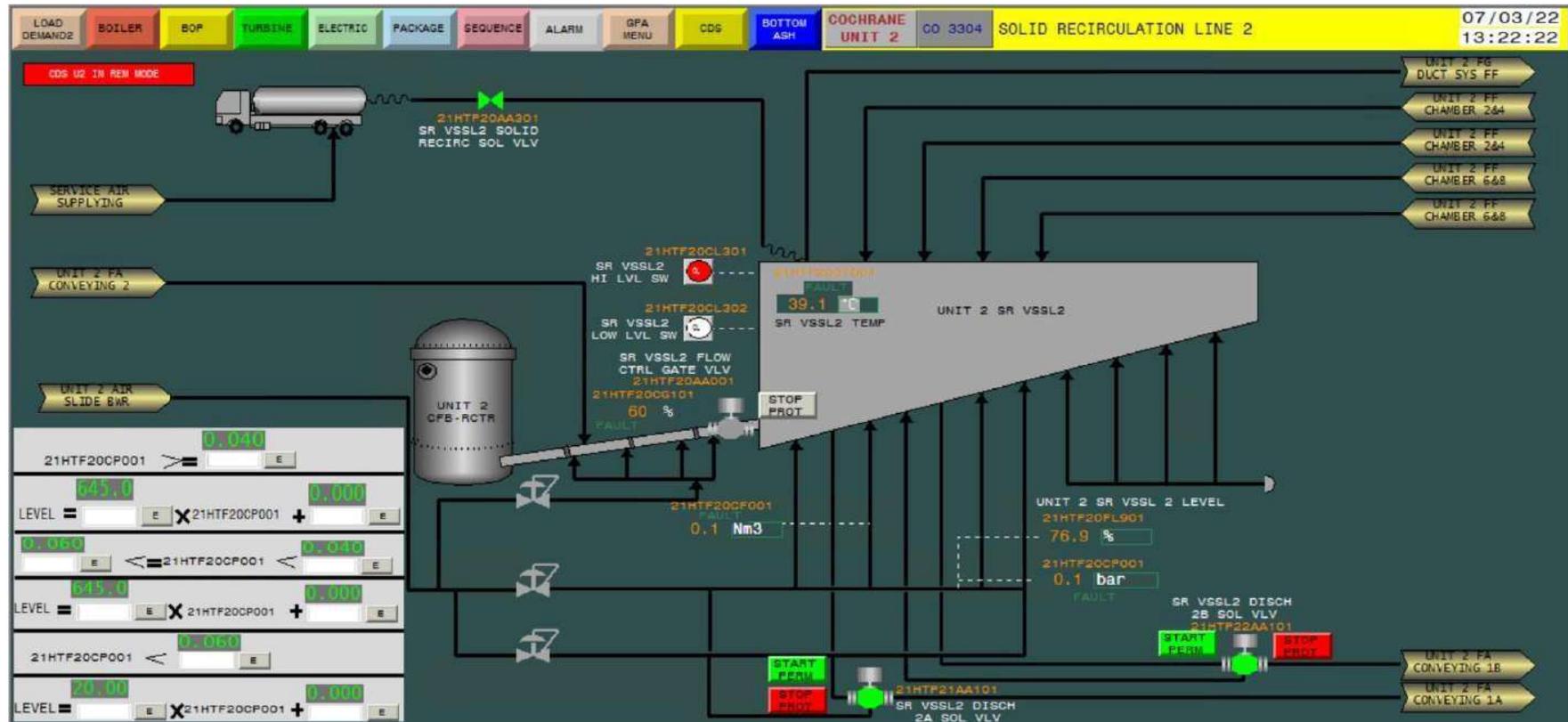
STEP AER VLV HYDR SILO











CDG U2 IN REM MODE

PRESEL 1/3				PRESEL 2/3			
ON	OFF	ON	OFF	ON	OFF	ON	OFF
1 START	3 START	2 START	3 START	2 STOP	3 STOP	2 STOP	3 STOP
1 STOP	3 STOP						



21HTP02CP001  
FAULT  
0.3 bar

UNIT 2 FA  
CONVEYING 2



21HTP03CP002  
FAULT  
-0.0 bar

UNIT 2 FF  
CHMBER 6 & 8

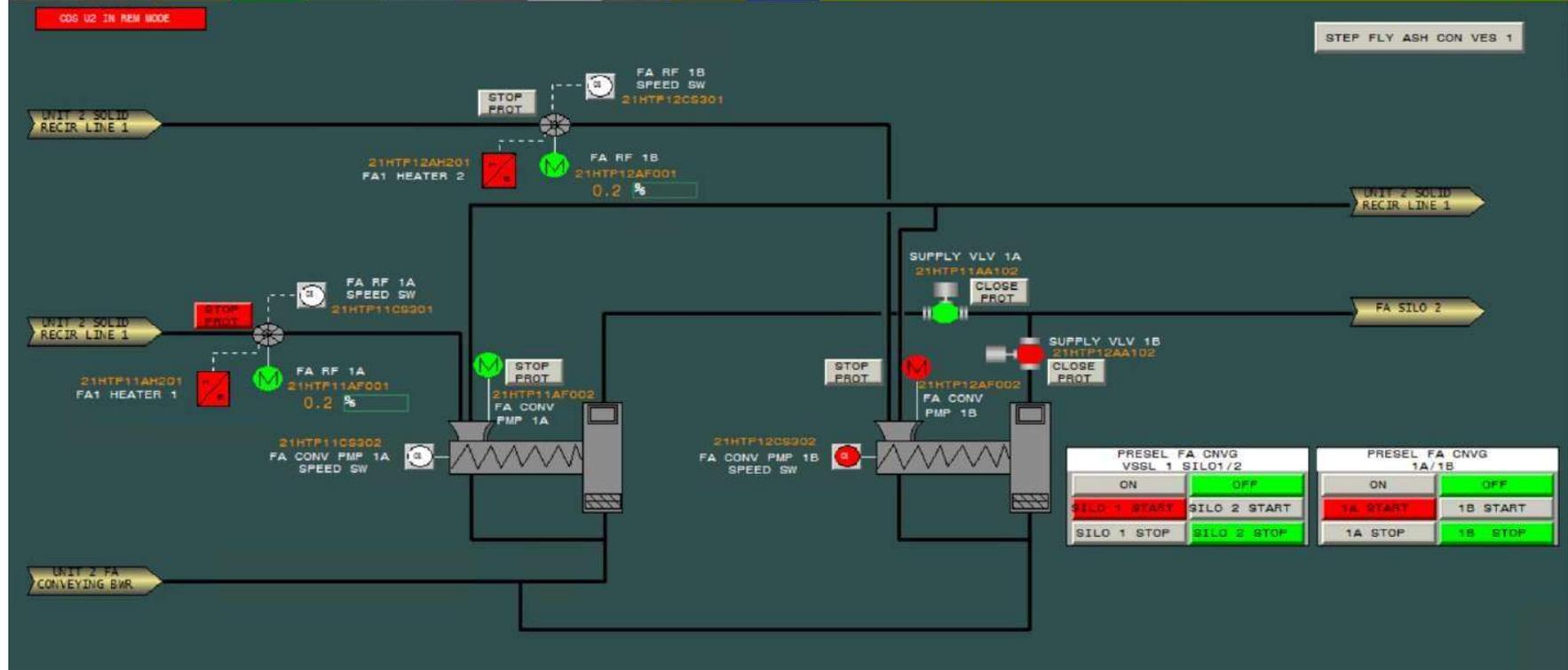
UNIT 2 FF  
CHMBER 5 & 7

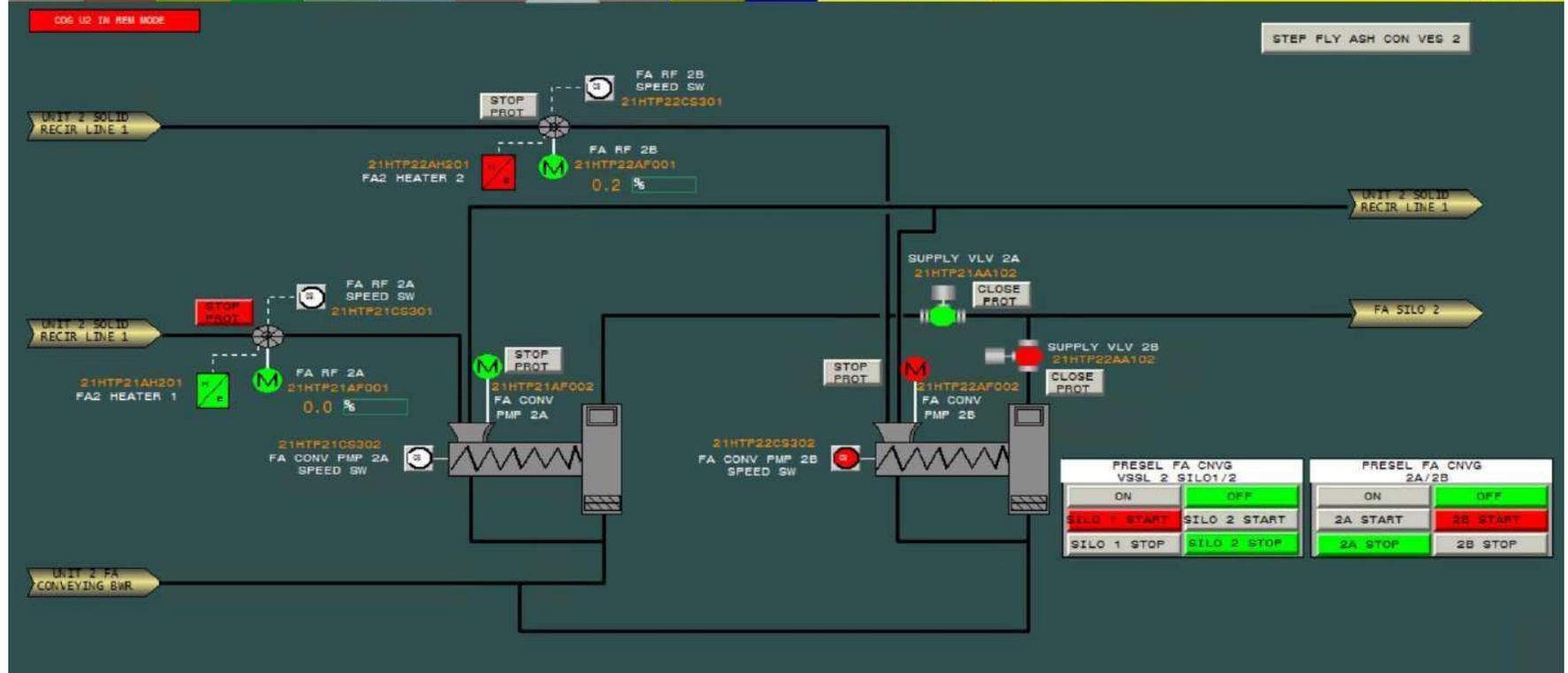


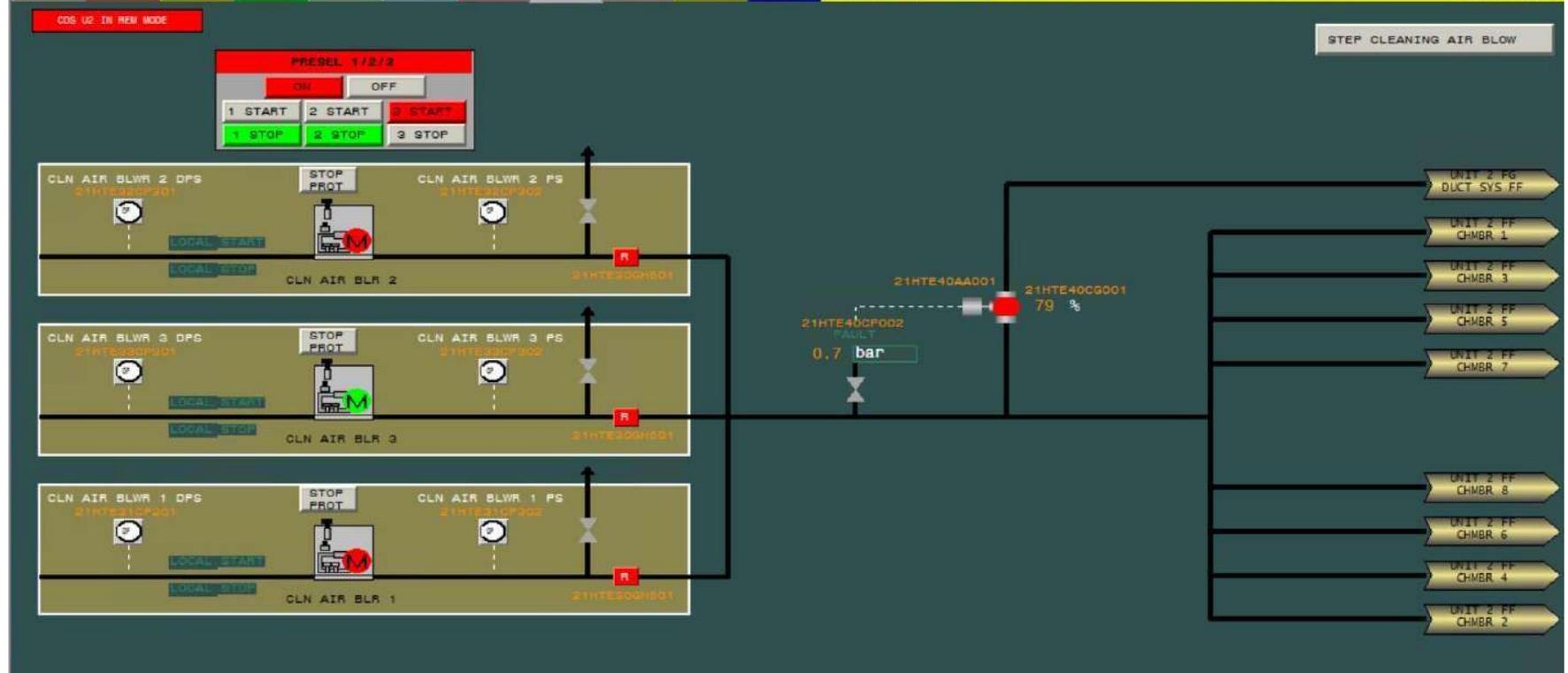
21HTP01CP001  
FAULT  
0.4 bar

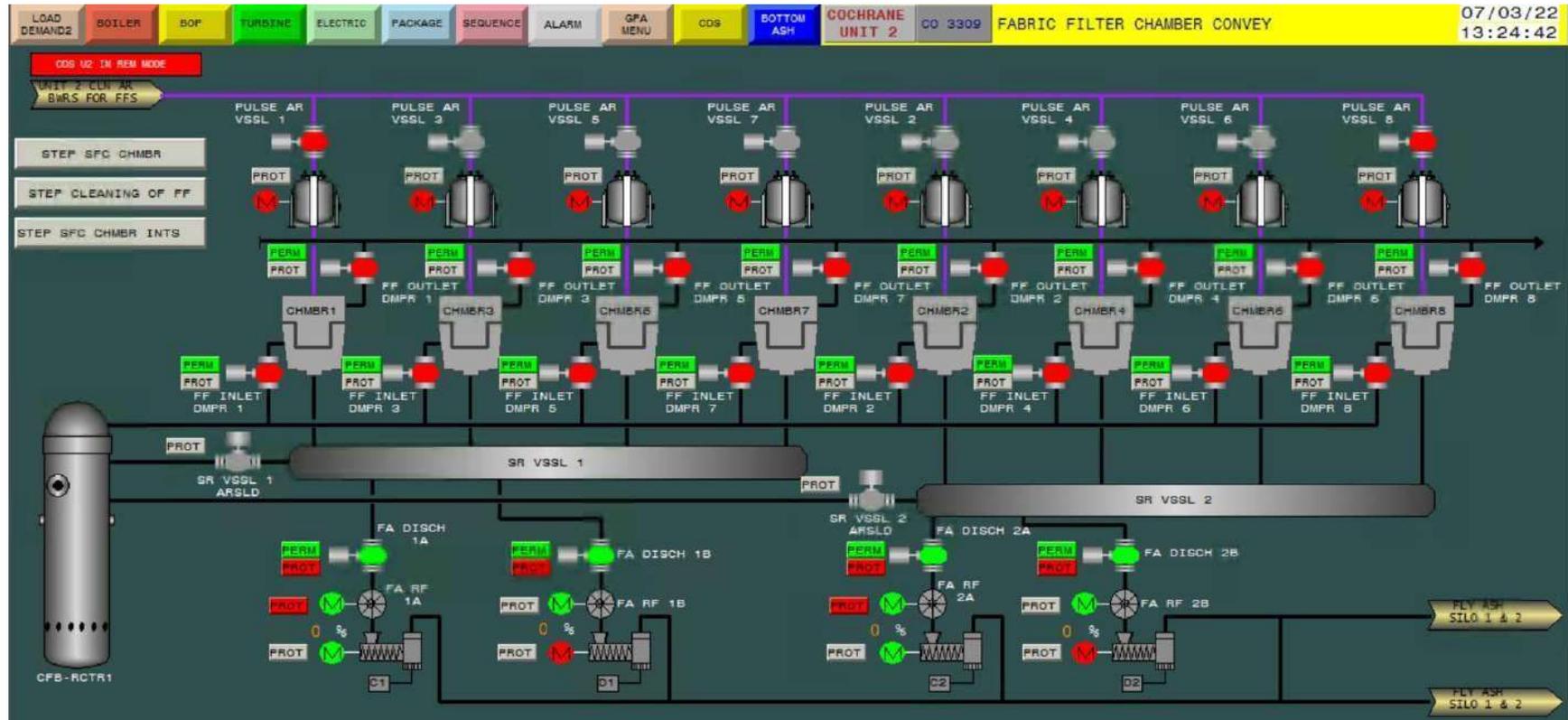
UNIT 2 FA  
CONVEYING 1

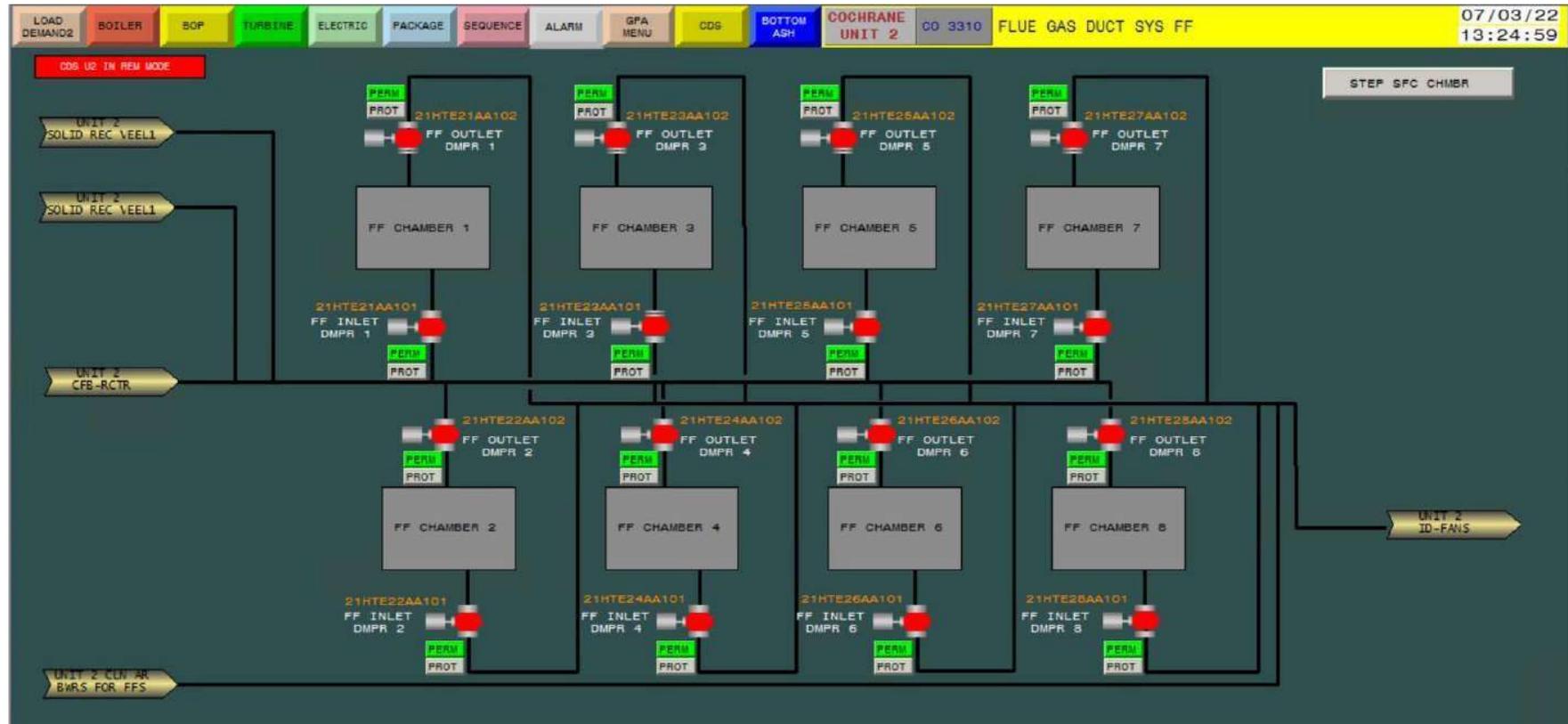


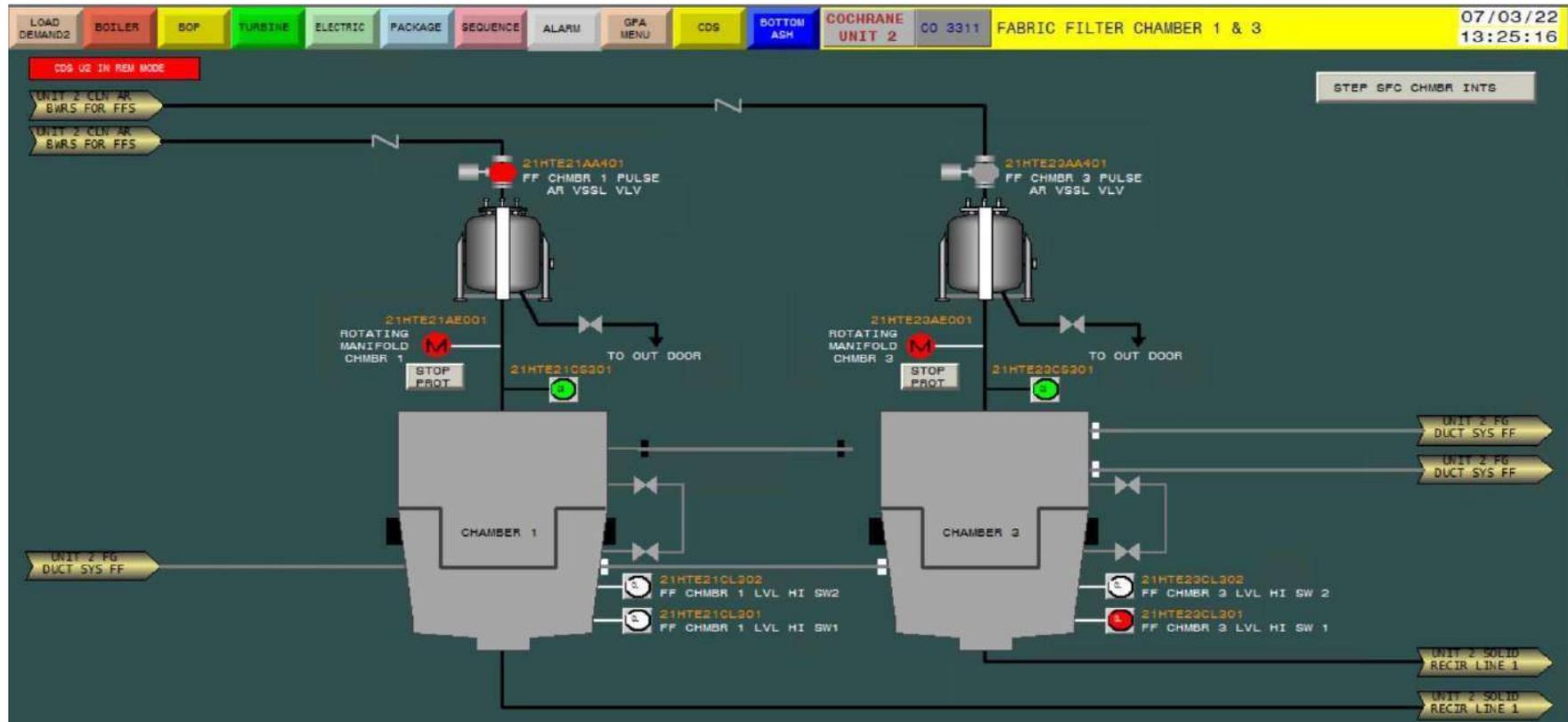


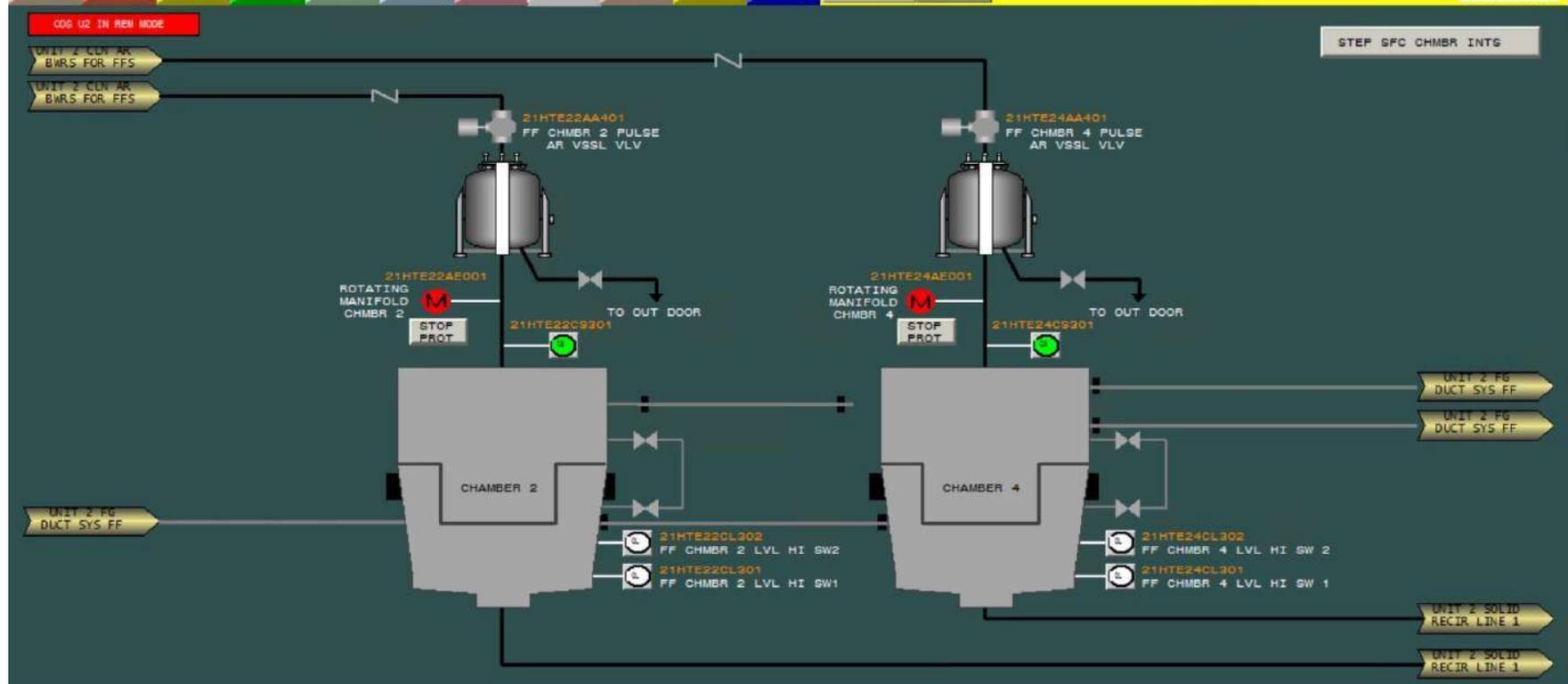


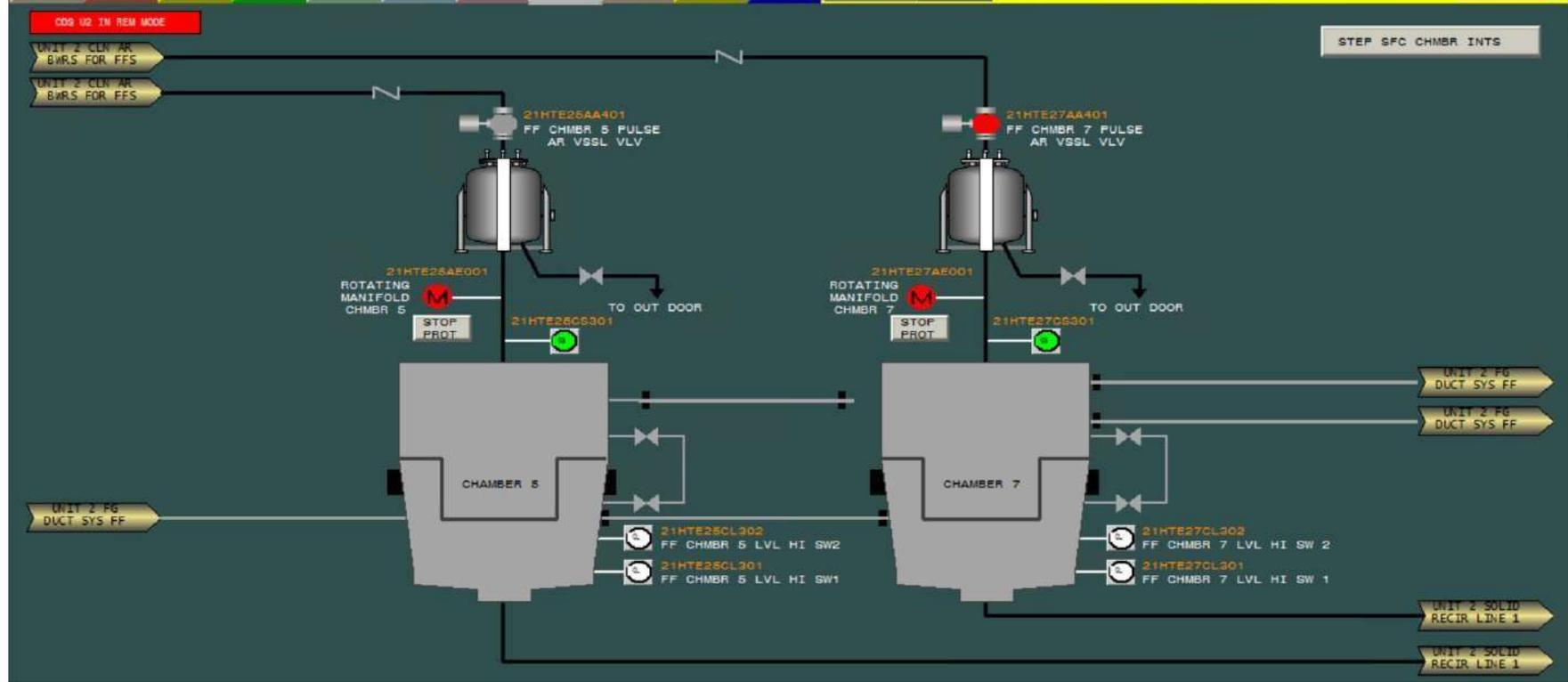


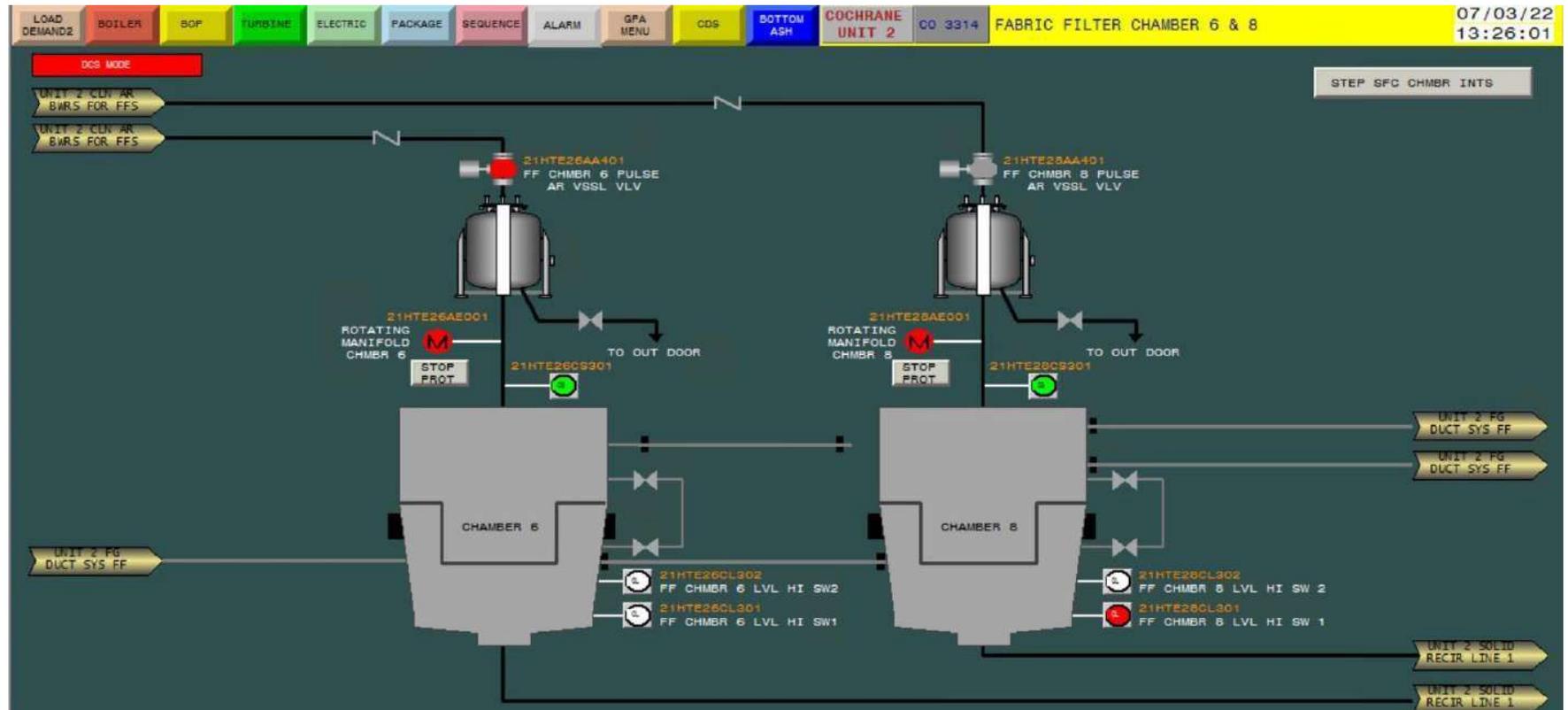


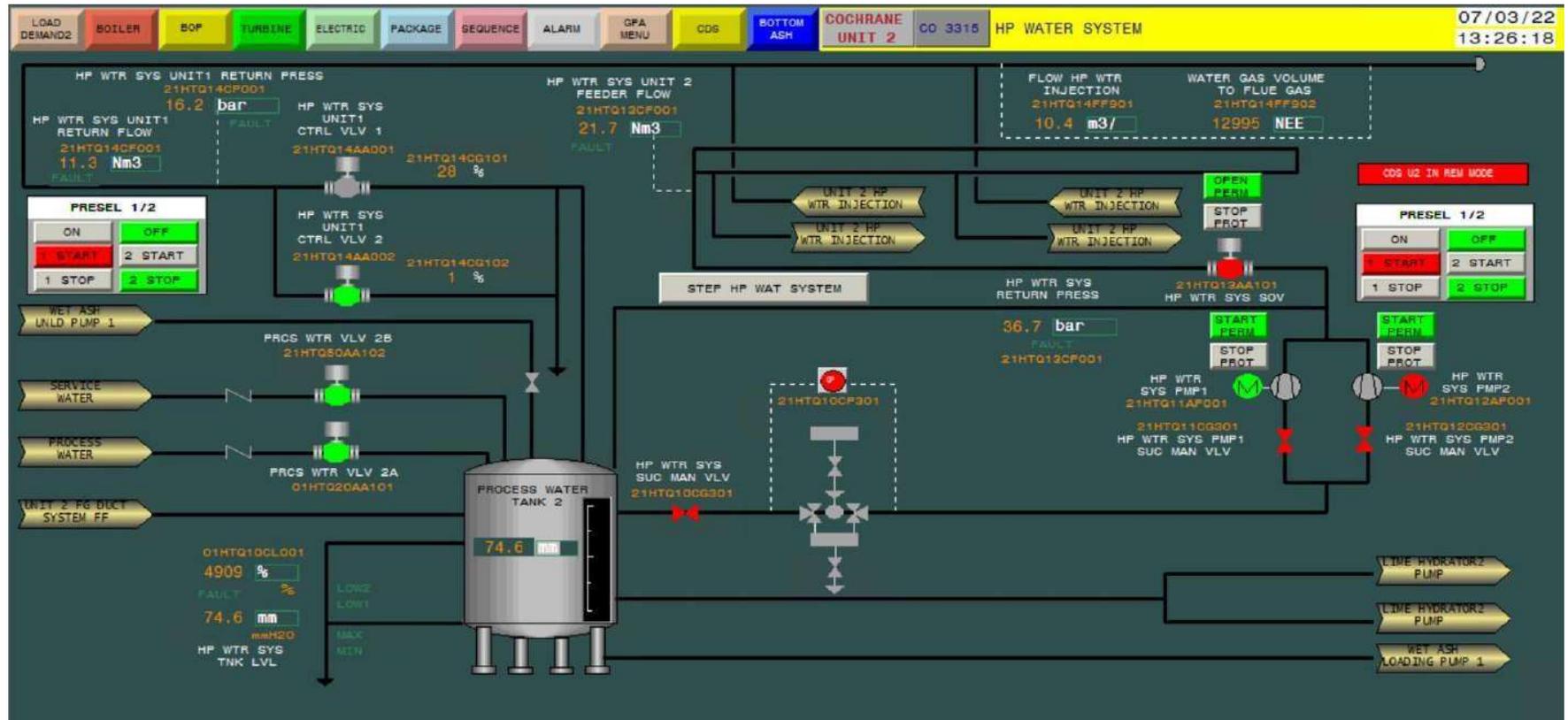


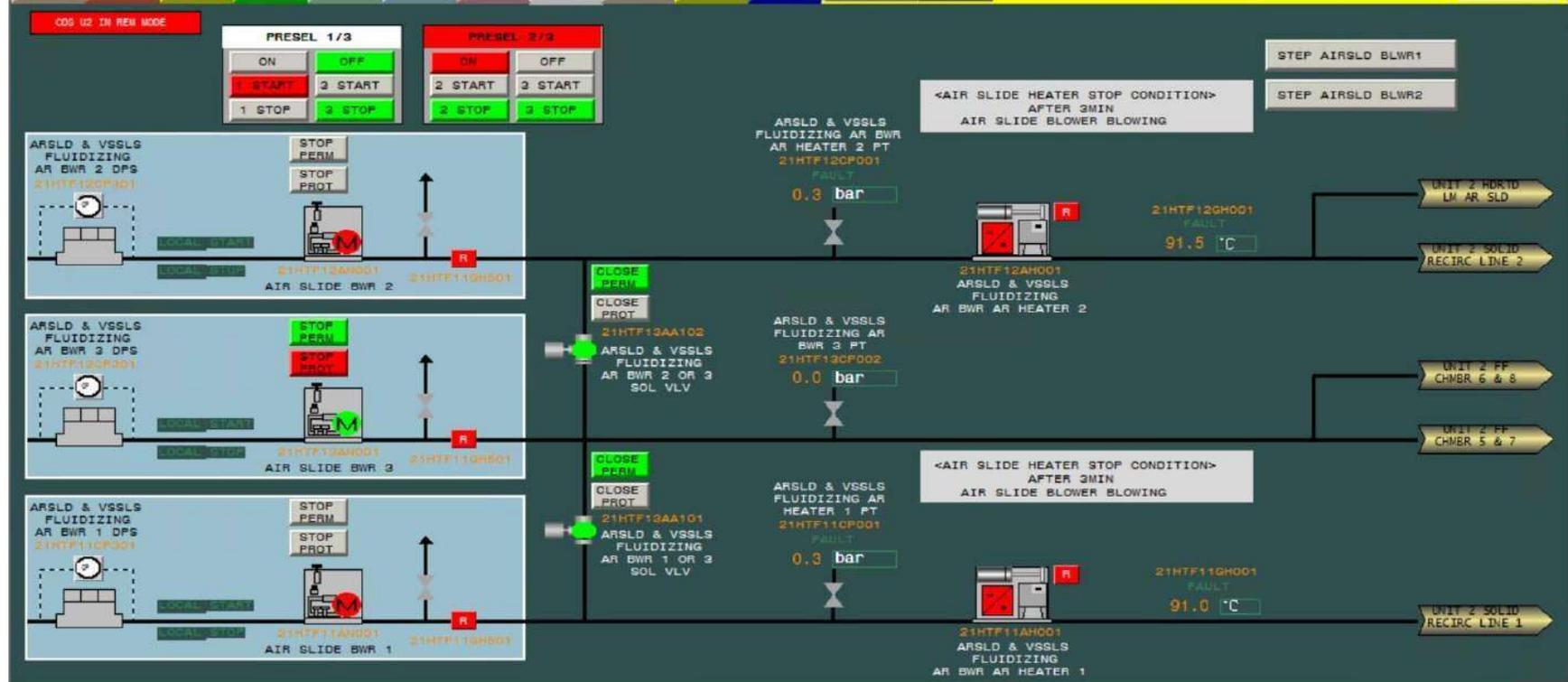


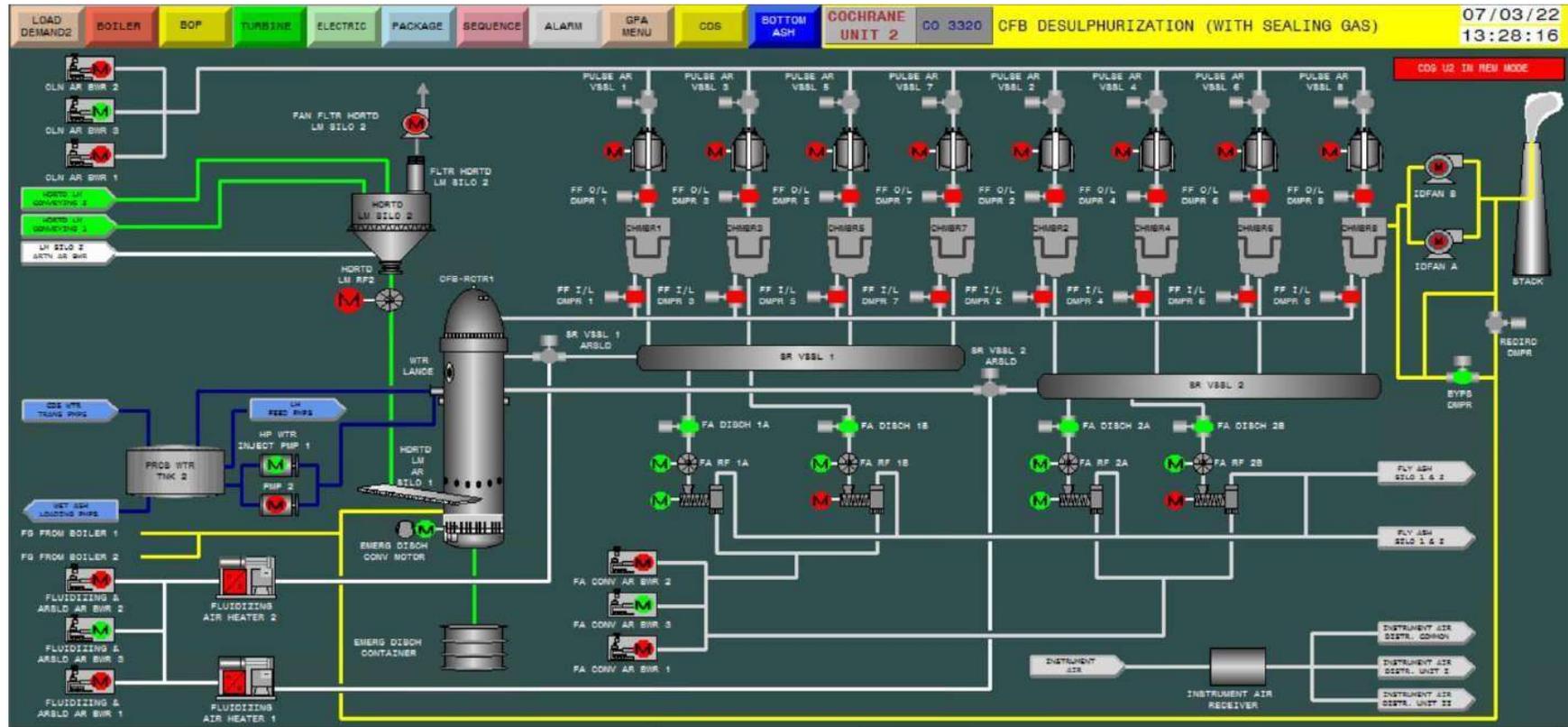












BOTTOM ASH REMOVAL & CONVEYING SYSTEM				GAS AIR HEATER ASH SYSTEM				ECONOMIZER ASH REMOVAL & SLUICE SYSTEM				HIGH PRESSURE BOOSTER PUMPS			
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<input type="checkbox"/> HMI	<input type="checkbox"/> E-STOPPED	<input type="checkbox"/> HIGH ANGLE CONVEYOR ON	<input type="checkbox"/> HMI	<input type="checkbox"/> E-STOPPED	<input type="checkbox"/> HMI	<input type="checkbox"/> E-STOPPED	<input type="checkbox"/> E-STOPPED	<input type="checkbox"/> HMI	<input type="checkbox"/> E-STOPPED	<input type="checkbox"/> AUTO	<input type="checkbox"/> AUTO	<input type="checkbox"/> AUTO	<input type="checkbox"/> AUTO		
<input type="checkbox"/> LOCAL CONTROL	<input type="checkbox"/> OPERATING	<input type="checkbox"/> BA CRUSHER ON	<input type="checkbox"/> LOCAL TEST	<input type="checkbox"/> OPERATING	<input type="checkbox"/> LOCAL TEST	<input type="checkbox"/> OPERATING	<input type="checkbox"/> OPERATING	<input type="checkbox"/> LOCAL TEST	<input type="checkbox"/> OPERATING	<input type="checkbox"/> MANUAL	<input type="checkbox"/> MANUAL	<input type="checkbox"/> MANUAL	<input type="checkbox"/> MANUAL		
<input type="checkbox"/> LOCAL TEST	<input type="checkbox"/> PURGING			<input type="checkbox"/> PURGING		<input type="checkbox"/> PURGING	<input type="checkbox"/> PURGING	<input type="checkbox"/> STOP INITIATED							

