

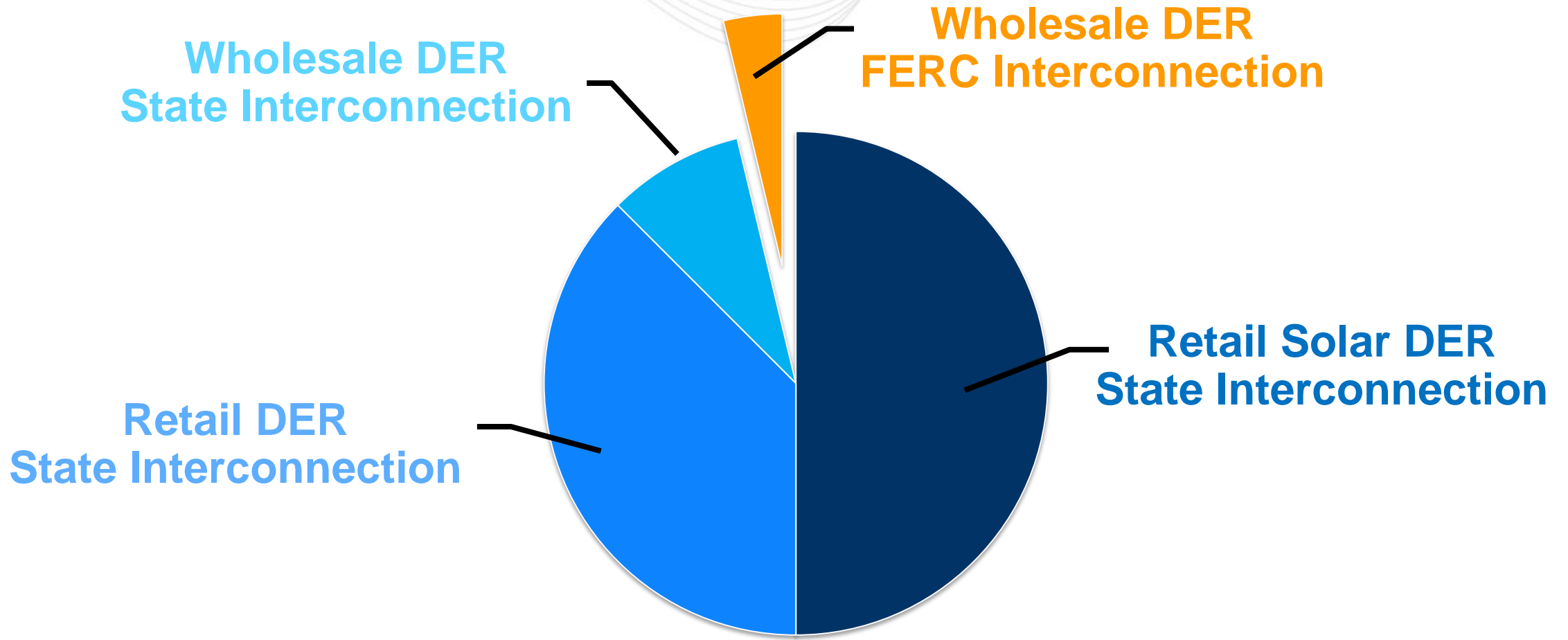


Second Read: DER Ride Through Issue Charge and Problem Statement

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1. Define “DER”—generators/storage on radial distribution < 50 kV
 - Excluding meshed subtransmission.
2. Clarify PJM intent to not require changes to existing generators.
3. Remove language suggesting state-jurisdictional DER is out of scope.
4. PJM policy scope is all DER, technical scope is inverter-based DER.
5. Background on when FERC has jurisdiction over interconnection of DER.
6. Include in scope changes to PJM governing documents if applicable.

Few Wholesale DER Have FERC Interconnection





IEEE 1547
Standard for DER
Interconnection

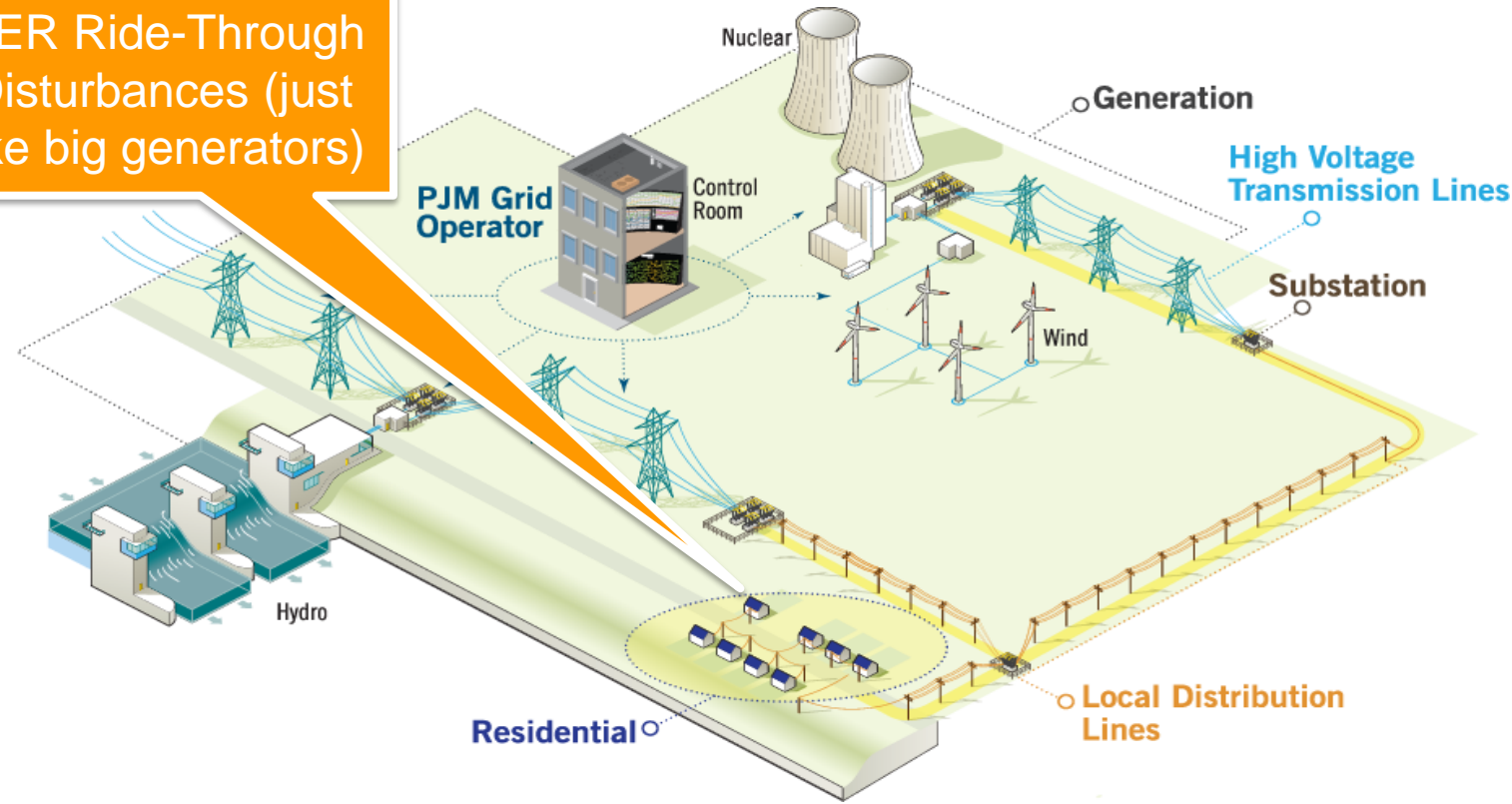
DER Ride-Through
Disturbances (just
like big generators)

Reliability
(BES)

Safety
(Distribution)

Complexity
(Utility)

Expected
Behavior



- PJM-wide consensus across T+D on a preferred IEEE 1547-2018 profile (e.g., Category II with specified trip adjustments and addition of momentary cessation)
- If necessary: 2 preferred profiles: e.g., a Category II and a Category III
- Two deliverables for technical profile: a policy guide for state/local regulators, and PJM manual language changes.

Ride through capability and trip parameters only.

- Not voltage regulation or communications, etc

For generators:

- PJM Policy discussion is all generators
- Technical discussion is Inverter-based only
- Connected to radial distribution < 50 kV
- Not connected to BPS or meshed sub-transmission.

PJM Stakeholder Effort for DER Ride Through

