

RMDSTF Regulation Signal Design PJM's Current Proposal

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RMDSTF

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- Guiding principle remains the same: regulation provides
 Operations with capability to control ACE in the short-term
- PJM believes a single signal design is a more efficient method to provide that control
- Two signal design works today but complexities remain
 - Benefits factor
 - Effective MW and operational awareness
- Signal redesign provides an opportunity to improve and to better align market incentives with operational need

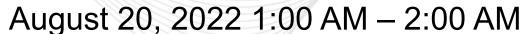


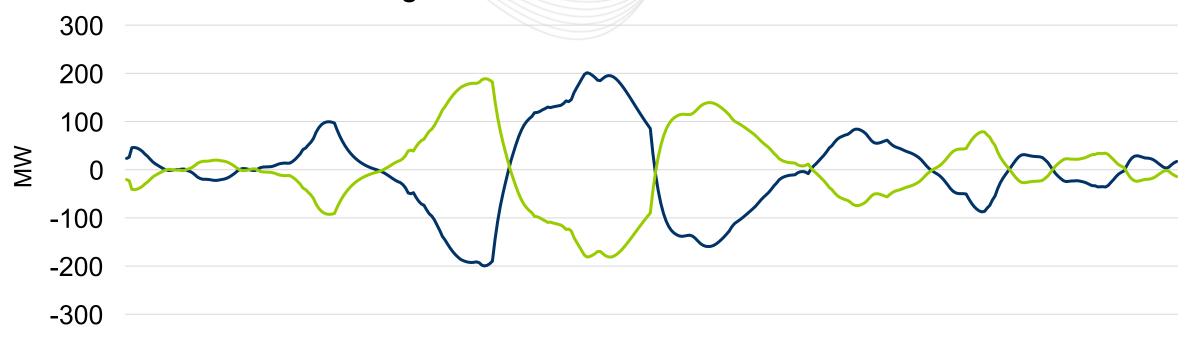
Single Signal Design: Characteristics

Speed: 10 seconds

- No change to telemetry requirements
- Requested response required within 10s for performance
- Signal Saturation (Peg):
 - No neutrality in the proposed signal
 - Pegs not addressed by the controller
 - Addressed in part by proposed modifications to the requirement
- Mileage: Have not fleshed out how mileage would look like under a single signal; TBD





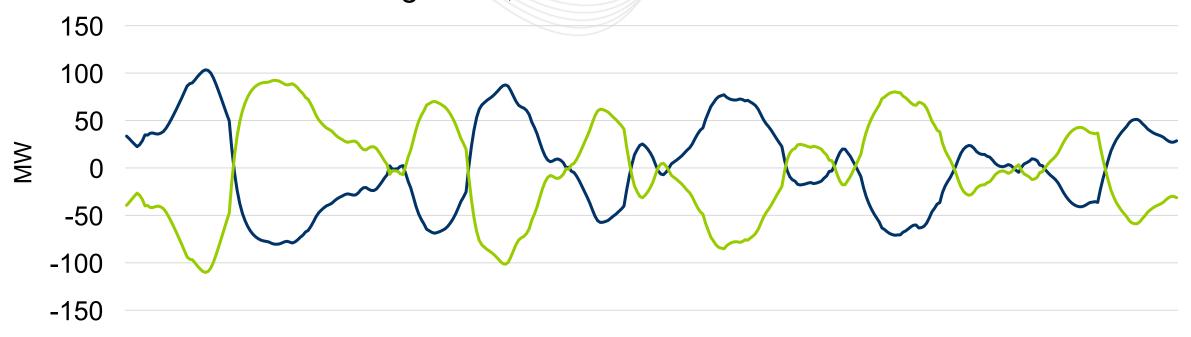


ACE Signal 10s
 Regulation Single Signal 10s

- Hypothetical single signal during early fall day with system ACE perturbation
- Mockup derived from real system ACE on that day (Item 06, Slide 04, October RMDSTF)



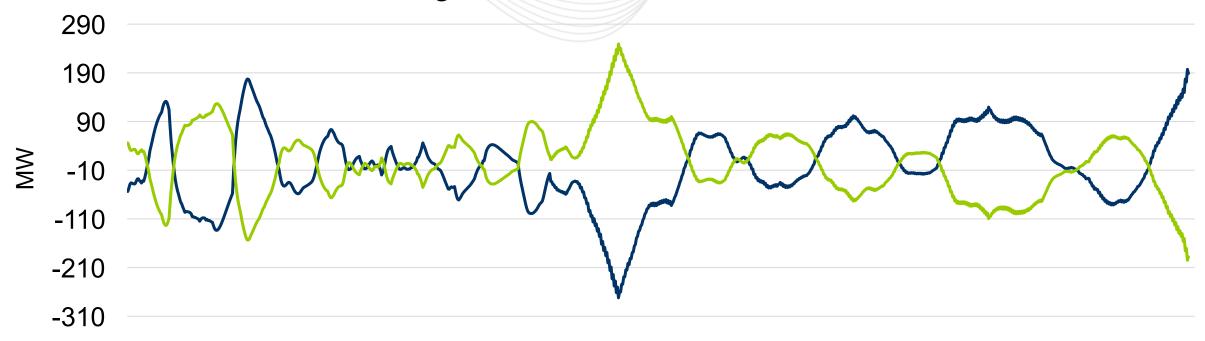
August 20, 2022 5:00 AM - 6:00 AM



- Single Regulation Signal 10s
 ACE Signal 10s
- Hypothetical single signal during load pickup on a fall day
- Mockup derived from real system ACE on that day (Item 06, Slide 04, October RMDSTF)







ACE Signal 10s
 Regulation Single Signal 10s

- Hypothetical single signal during early PM on a fall day
- Mockup derived from real system ACE on that day (Item 06, Slide 04, October RMDSTF)



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Regulation Signal Design



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Version No.	Date	Description
1	11/10/2022	Original slides posted
2	11/14/2022	Addition of slides #4, #5, #6; added graphics for context

