

Equisales Associates- June 24th , 2009

Details on a Real-World Fast-Track Transformer “Solution”



Situation:

On Wednesday, June 24th a large Power Utility in the U.S. suffered a catastrophic failure of a 360 MVA transformer per the above photo.

Equisales Associates received a call from the Power Utility’s facilities manager in the morning seeking a “solution.” Equisales Associates was able to propose a complete formal transformer “solution” a few hours later (including full logistics). Subsequently, Equisales Associates was told to undertake its proposal....See details on following page:

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Details:

After discussing the specific needs of the Power Utility, and reconfirming that both the specs and physical attributes of the Equisales Transformer would work for the Power Utility, Equisales offered an UNUSED 220 MVA unit out of inventory to help restore the Power Plant to operation.

The Power Utility conducted their evaluation of the Equisales proposal until noon on Tuesday, June 30th, at which time they formally accepted the Equisales solution. Equisales immediately formalized plans with sub-contractors for the logistics portion of the project.

On Wednesday, July 1st Equisales sub-contractor, Mammoet USA, loaded the Unused 220 MVA transformer (322,000 pounds) on a 14 line Goldhofer, and organized its transportation to the nearest rail spur. At 6:00AM on July 2nd an 800 Ton Crane arrived at the rail spur and was assembled to lift the Transformer immediately upon its arrival at the spur, that same morning at 10:00AM. The Transformer arrived at the rail spur at 9:45AM where it was then lifted off of the Goldhofer, and set on the rail car. This step of the operation was completed by 11:00AM and welding crews began securing the Transformer to the rail car. Because July 3rd was a holiday, the railroads acceptance of the Transformer had to be completed on July 2nd. In an effort to minimize the time that the tie down activity took, extra welding teams were used, and the unit tie down was completed and accepted by the inspector at 4:00PM on July 2nd.

Given that the weekend of July 4th was a holiday weekend, the earliest that the rail car could be pulled was on July 6th. Accordingly, the 220 MVA Transformer was pulled on July 6th, as scheduled, and through the use of Special Train it was shipped to the Power Utility's site in the Midwest. A special train interchange was arranged in St. Louis, allowing the Transformer to arrive at the site on Friday, July 10th (only 8 days after the order was released). One of Equisales four 40' mobile vacuum dehydrators and field crews was already on site awaiting the Transformers arrival ready to ensure the safe delivery of the Transformer, inspect the unit for any unexpected shipping damage, and prepare the site for an expedited installation.

On July 11th (only 9 days after the order was received) the unit was placed into position at the Power Plant, and the assembly process began. Equisales crews worked diligently over the next 48 hours to assemble the Transformer, and prepare it for the vacuum fill process (this is the removal of any moisture in the Transformer through the use of a vacuum processing unit, and filling of the Transformer with suitable insulating oil). At 9:00PM on July 13th the unit was placed under vacuum. The vacuum process lasted for 36 hours, which was immediately followed by the installation of the insulating oil, and field testing of the Transformer. At 9:00PM on July 16th the Transformer was turned over to the Utility, and deemed ready for service.

What was originally expected to be an extended outage of months was turned into weeks, through the use of Equisales expertise, diligence, dedication, and attention to detail. The Utilities decision to contract with Equisales not only reduced their down time, but it also reduced the insurance company's business interruption exposure. Equisales has warranted their product and installation through the application of a 12 month warranty on the Transformer.

Bottom Line: Equisales was able to respond with a formal presentation within hours, expedite the shipment, and installation of the Transformer allowing it to be on site and running at the Power Utility in just over 3 weeks from the time of loss.

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