

Southern California Edison
2025-WMPs – 2025-WMPs

DATA REQUEST SET Cal Advocates - SCE - 2025 WMP - 06

To: Cal Advocates
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Response Date: 4/18/2024

Question 09:

In SCE's 2025 WMP Update at 33, SCE states that:

In the 2023-2025 WMP, the 2025 target for this program was "to be developed based on an engineering analysis to be performed in 2023 and 2024." Based on the 0% find rate in 2023 and 2024, and the cost and complexity of performing the inspections, SCE determined that resources can be used more effectively for other inspection programs.

In 2022, SCE reported a 54 percent find rate. More than half of inspections revealed problems requiring maintenance.⁷ SCE noted that the 63 splices it X-rayed revealed four Level 1 maintenance tags (which require immediate action), 20 Level 2 tags, and ten Level 3 tags.⁸

- a) In 2022, SCE identified a significant number of defects using X-ray and LineVue technologies. What factors explain the difference in inspection results between 2022 and 2023?
- b) What specific findings or data from 2023 influenced the decision to end the X-ray and LineVue inspection program?
- c) Has SCE conducted any comparative analyses, research, or benchmark studies with its IOU peers on its LineVue splice inspection results to understand any discrepancies in its findings?
- d) If the answer to (c) is "yes," provide a copy of any such comparative analyses, research, or benchmark studies.
- e) If the answer to (c) is "no," explain why not.

⁷ SCE 2023-2025 WMP at 309.

⁸ SCE 2023-2025 WMP at 309.

Response to Question 09:

a) In 2022, SCE identified a significant number of defects using X-ray and LineVue technologies. What factors explain the difference in inspection results between 2022 and 2023?

SCE would like to clarify that Transmission Conductor & Splice Assessment (IN-9) includes two different inspection technologies, with different inspection results:

IN-9a: Spans with LineVue: a technology used on conductor that determines the deterioration of the cross-sectional area of the conductor steel core and detects any localized breaks or corrosion pits on the steel wires and loss of zinc galvanized layer.

- For IN-9a: Spans with LineVue, SCE had a 0% find rate for both 2022 and 2023 inspection years.

IN-9b: Splices with X-ray: a technology used on splices to verify proper installation as well as identify broken strands or deformities.

- For IN-9b: Splices with X-ray, SCE had an overall combined find rate of 68% for both 2022 and 2023 inspection years. Please note that SCE identified an error in the find rate reported in the 2023-2025 WMP at page 309. This has been updated in the 2025 WMP Update (pg. 65 refers to attachment – 2025 WMP Update ACE SCE-23-10 Splice findings). The updated 2022 inspection find rate was 89% with 3 P1 findings, 26 P2 findings and 27 P3 findings from a total of 63 inspections. In 2023, SCE continued to see a find rate of 44% from 55 X-ray inspections.

b) What specific findings or data from 2023 influenced the decision to end the X-ray and LineVue inspection program?

Page 33 of SCE's 2025 WMP Update indicates that IN-9a: Spans with LineVue will be discontinued. This is based on the 0% find rate from a total of 79 inspections performed in 2022 and 70 inspections in 2023. SCE also determined that resources can be used more effectively for other inspection programs, including IN-9b: Splices with X-ray.

Page 28 of SCE's 2025 WMP Update indicates that IN-9b: Splices with X-ray will continue to be an inspection program in 2025 based on the number of findings from inspections performed in 2022 and 2023. With the additional inspections on splices in 2024 and 2025, SCE can further evaluate the identified splice issues and develop analysis in determining scope and scale of a more formalized and proactive splice remediation program.

c) Has SCE conducted any comparative analyses, research, or benchmark studies with its IOU peers on its LineVue splice inspection results to understand any discrepancies in its findings?

SCE would like to clarify that the LineVue inspections are done on conductor spans and not splices.

For IN-9a: Spans with LineVue, multiple surveys were sent out in 2020 through the Center for Energy Advancement for Technology Innovation and the Transmission & Distribution Maintenance Management Association on IOU inspection methods. None of the California utilities that responded to the surveys were performing LineVue inspections.

d) If the answer to (c) is "yes," provide a copy of any such comparative analyses, research, or benchmark studies.

Please refer to response in Part "c" above.

e) If the answer to (c) is "no," explain why not.

Please refer to response in Part "c" above.