

PACIFIC GAS AND ELECTRIC COMPANY
Wildfire Mitigation Plans
Rulemaking 18-10-007
Data Response

PG&E Data Request No.:	CalAdvocates_043-Q15		
PG&E File Name:	WildfireMitigationPlans_DR_CalAdvocates_043-Q15		
Request Date:	February 25, 2021	Requester DR No.:	CalAdvocates-PGE-2021WMP-09
Date Sent:	March 2, 2021	Requesting Party:	Public Advocates Office
PG&E Witness:		Requester:	Alan Wehrman

SUBJECT: ASSET INSPECTIONS

The following questions related to PG&E's 2021 Wildfire Mitigation Plan (WMP) Update.

QUESTION 15

P. 589 of PG&E's 2021 WMP states, "For 500 kV transmission facilities, [enhanced inspections of overhead transmission assets] also includes structural integrity assessment of tower structures via climbing inspection."

- a. Does PG&E perform climbing inspections of transmission towers in HFTD that operate at voltages other than 500 kV?
- b. If the answer to part (a) is no, please explain why not.
- c. If the answer to part (a) is yes, describe the inspection schedule for tower climbing inspections, disaggregated by voltage class.

ANSWER 15

- a. Yes
- b. N/A
- c. Per TD-1001M-B009 Electric Transmission Preventive Maintenance Manual (ETPM), climbing inspections on voltages lower than 500 kV are on a "as triggered" basis. In 2019, HFTD area steel structures were climbed. In 2021, select non-500 kV structures with internal guy wires within high fire threat districts will be climbed.

Currently the climbing inspections are triggered by engineering, asset strategy, or system inspections. In regards to assessing structural integrity during inspections, currently it is evaluated by inspecting foundations and steel members for degradation/corrosion. If there is high level of degradation, the inspector will notify the engineering department, then the engineering department leads the structural analysis, and climbing inspections may be required if safe to do so.

Another trigger mentioned is per the ETPM which provides "Climbing inspections also might be required for specific structures or components to assess a condition that could not be adequately assessed when identified during a detailed ground,

aerial inspection or patrol. Such conditions trigger a follow-up inspection to assign the proper Priority Code”