



Report

Transmission

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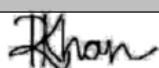
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Date: 12/07/2023

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ESKOM ENGINEERING DESIGN TEAM

Name	Functional Responsibility	Date	Signature
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PEER REVIEW TEAM

Name	Functional Responsibility	Date	Signature
Bharat Haridass	Peer Review (LES Senior Consultant)	12/07/2023	

1. REVISION CONTROL

Revision Number	Date issued	Brief details of updates	Approved by
1	August 2015	First issue	R.Vajeth
2.	July 2023	Second issue	F.Mokhonoana

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Foreword

This document was compiled to list the requirements to lift the new Kusile – Zeus 400 kV, tower 39. The line was renamed to Kusile – Zeus 400 kV from Apollo – Kendal 400 kV line 1, due to the construction of the Kusile access road. The span between towers 39 and 40 is under clearance and needs to be raised, in order to maintain a minimum clearance of 12 m, under full load from the road to the conductor.

This activity of raising the span was done at the same location on the Kendal – Duvha 400 kV line in early 2015, which was successful.

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1. Executive Summary

With the construction of the new Kusile access road between the existing N12 and D686 roads, the Apollo- Kendal 400 kV line 1 was renamed to the Kusile – Zeus 400 kV line. It was found that the vertical clearances of the Kusile – Zeus 400 kV line, between towers 39 and 40, did not satisfy the 12m requirement stipulated for roads which will be used for heavy/ abnormal loads. The normal OSHACT requirement for 400 kV lines over major roads is 9.3m, under full load of the line, but since this road is an access road to Kusile and alternative route for the other industries in the area, a 12m vertical clearance is requested which will be used for heavy/ abnormal loads.

In order to achieve the desired 12m clearance at full load of the line, a new 518H tower of conductor attachment height of 26m will be installed to replace tower 39. The new tower will be placed 30m away from the existing tower 39, towards tower 40.

By installing this new 518H tower, we raise the clearance above the 12m level.

Existing triple Dinosaur conductor and existing 2x19/2.65 earthwire will be maintained. No new joints or conductor will be required.

The new tower will be equipped with new phase and earthwire hardware and new glass insulators.

The existing tower 39, will be removed in stages as the new 518H (new 39) will be erected.

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1.1.1 Abbreviations

LES	Line Engineering Services
SOW	Scope of Work
CAH	Conductor Attachment Height

2. Document Content

2.1 Scope of work

In order to rectify the under clearance, on the Kusile – Zeus 400 kV line between towers 39 and 40, it is recommended to install a new 518H tower of CAH of 26m, 30m away from existing tower 39 towards 40. The existing tower 39 should be removed. This addition of a new higher suspension tower will pick up the conductor to above 12m clearance over the road at full load.

Table 2.1 lists the basic scope of work developed by LES but will be discussed with the appointed contractor for acceptance and changes that will be required by them to execute the work safely.

It is noted that the foundations for the tower has been completed. The scope of work will therefore focus on the work above ground level, tower assembling, erection and dressing as well as conductor stringing and regulating. LES recommends that the installed foundations be checked, to ensure that all specifications are met according to the accepted design drawings and TRMSAAC 6.0.

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Table 2-1 – Summarised scope of work

Item no	Basic description of steps to follow (not limited to these).
1	Site establishment by contractor
2	Foundation checks to be complete and sent through to LES for acceptance
3	Build tower up to safe level depending on the clearances (waist level)
4	Pre-assembly new tower in sections near new position.
5	Get outage on line
6	Install mitigation between road and new tower on tower 40 side, to prevent conductor and earthwards from touching the road.
7	Place conductor and earthwires of existing tower 39 in running blocks. May require placing existing towers 38 and 37 in running blocks as well.
8	Build new tower 39 in sections around phase and earthwires.
9	Attach phase and earthwires to new tower 39 with running blocks
10	Dismantle old tower 39 in sections.
11	Regulate and clamp in phases and earthwires on new tower 39. Remove running blocks from other towers.

NOTE:

1. Care must be taken by the contractor to safeguard all free issue materials and tower steelwork, as the area can be prone to theft.
2. Eskom will provide the contractor with method statements for the construction work, which must be used to develop their specific project method statements for the activities they will be executing.
3. Contractor is to adhere to specific steps stipulated in their method statements when doing activities like clamping in of the conductors, etc, to avoid any fatalities.

2.1.1 Details of existing tower 39

Existing tower 39 is a self- supporting suspension tower 512 series. This tower will be removed after the new tower is installed.



Figure 2.1 - Picture of the existing tower 39



Figure 2.2 -Picture of the tower 40
remains

2.1.2 Basic drawing of the existing and new layout

The diagrams below show the existing layout and new layout of the spans between towers 39 and 40.

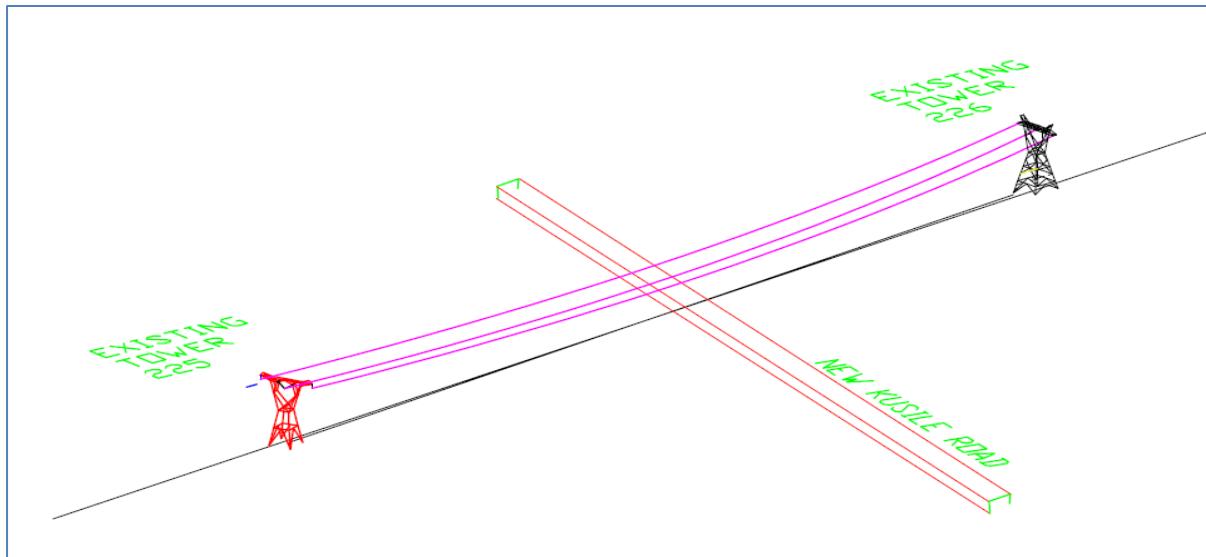


Figure 2.3- Current layout

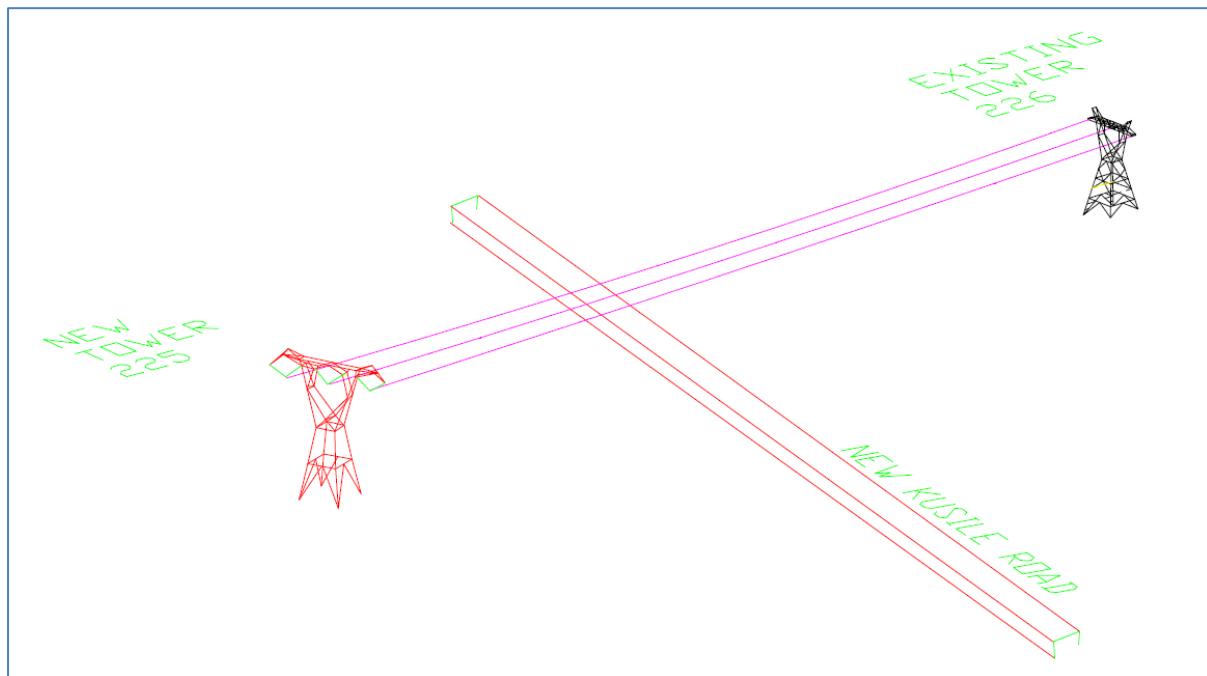


Figure 2.4 – Projected layout after the new tower

2.1.3 New profile and tower positions

The profile below is indicative of the lines previous name, Apollo – Kendal 400 kV as well as the new tower positions. The line is now named the Kusile – Zeus 400 kV line. Tower 225, and tower 226 on the Apollo – Kendal 400 kV line is tower 39 and tower 40 on the Kusile - Zeus 400 kV line.

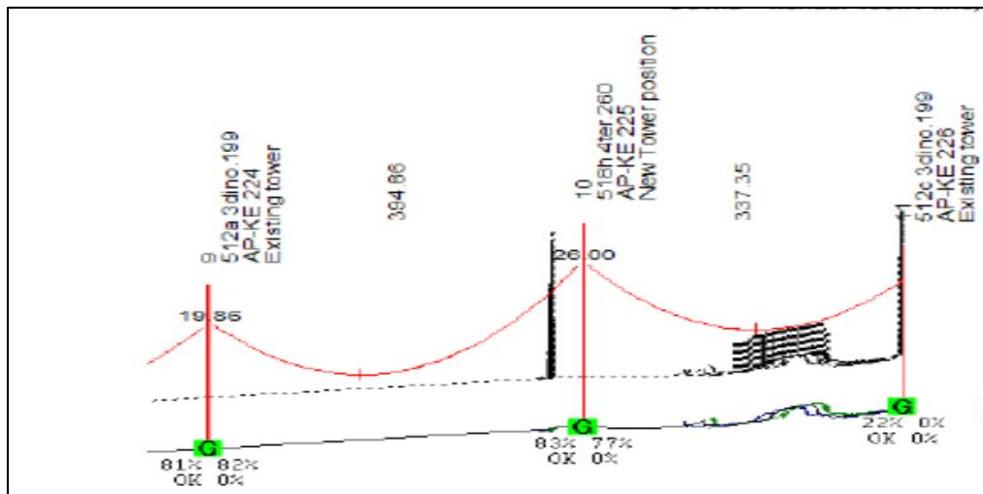


Figure 2.5 - Profile of new solution

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Staking Table

Structure Number	Station (m)	X Easting (m)	Y Northing (m)	Centerline Z Elevation (m)	TIN Z Elevation (m)	Ahead Span (m)	Line Angle (deg)	Transverse Axis Azimuth (deg)	Structure Name	Structure Description	Struct. Height (m)	Tower Number
10	3238.482	-10276.4	-2874002	1518.558	0	337.347	0	264.8136	518h 4ter.260	518H Self Supporting tower	32.14	AP-KE 225

Figure 23.6 New proposed Tower positions.

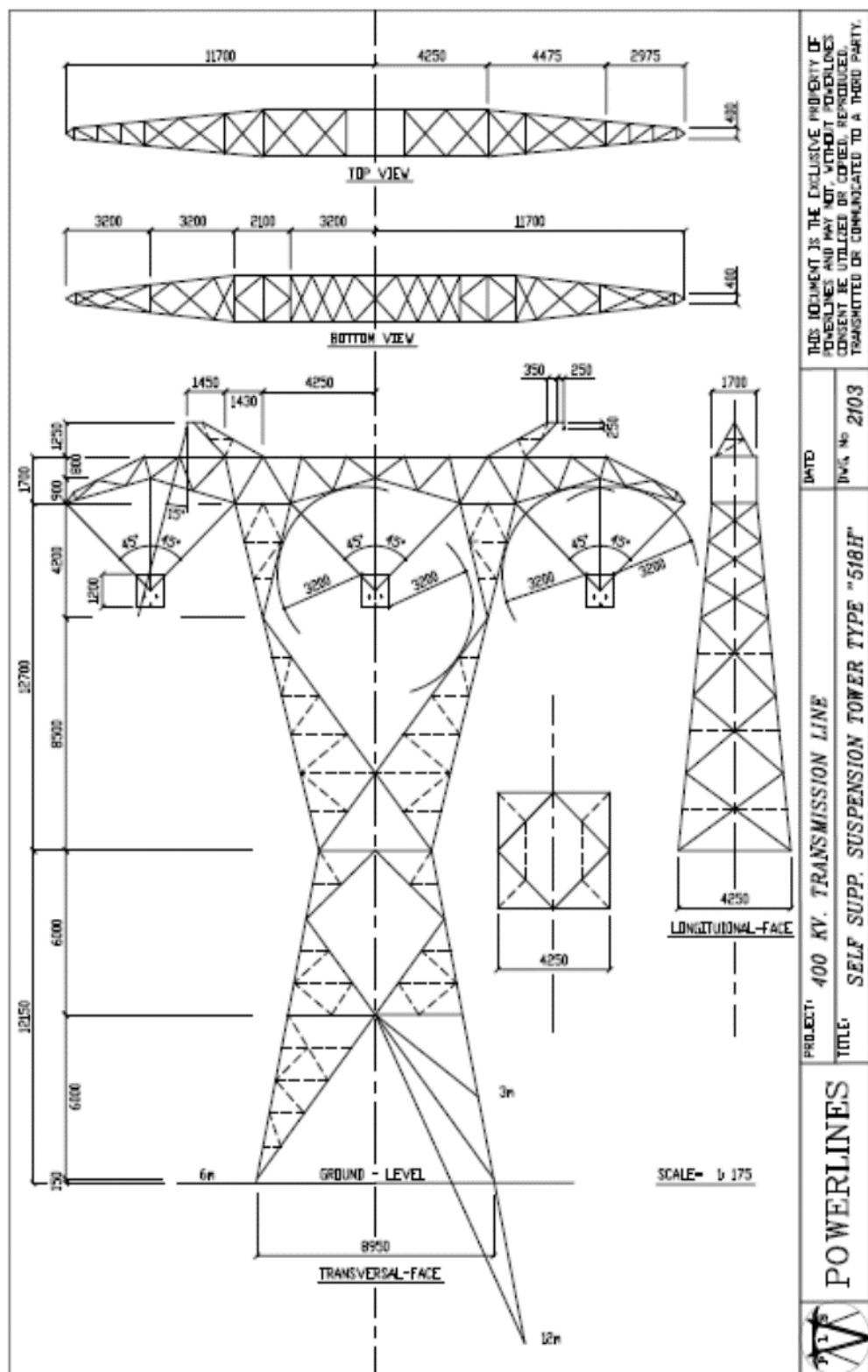
2.1.4 Free issue material

Eskom will provide the contractor with all new hardware for the new 518H structure. The existing 3x Dinosaur and 2x 19/2.65 earthwire will remain. New glass discs will also be supplied.

No	Item description	Quantity
1	V-assembly for triple Dinosaur configuration	3
2	Suspension Earthwire assemblies for 19/2.65	2
3	210kN standard glass discs	140.

2.1.5 Details for new tower.

The new tower is a 518H, of CAH 26m



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3. Details for 518H foundations

For the new tower, it is recommended that standard pad and chimney foundations be utilised. Eskom will supply the contractor with standard designs for this tower, which the contractor can use or design new foundations. Basic details for this tower loading are depicted below, to which the foundation designer must apply additional factors to increase the strength and performance of the foundations.

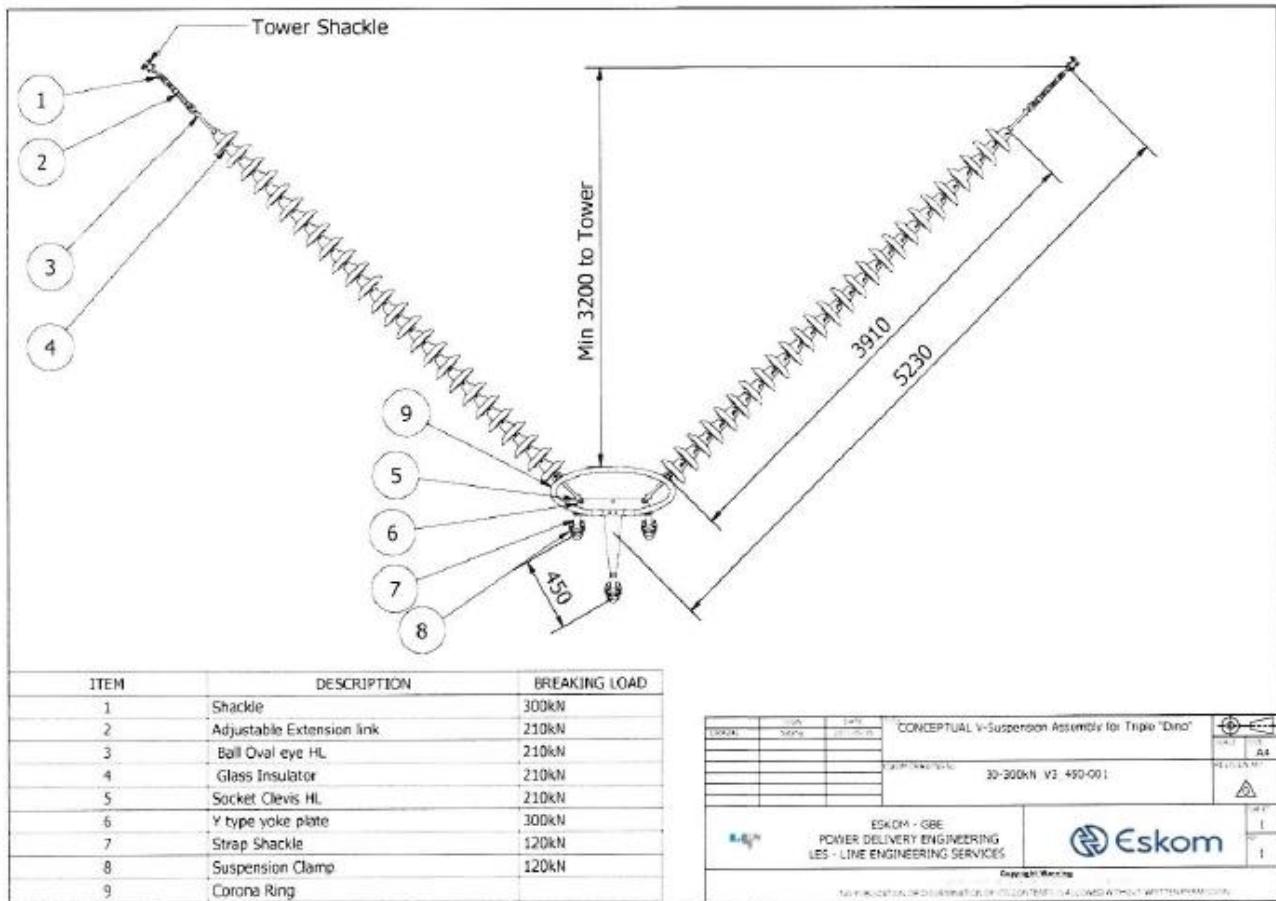
SELF-SUPPORTING TOWERS (ALL LOADS IN kN)	
TOWER TYPE	
518H	
COMPRESSION	
C = 754	
X = 30	
Y = 25	
UPLIFT	
U = 592	

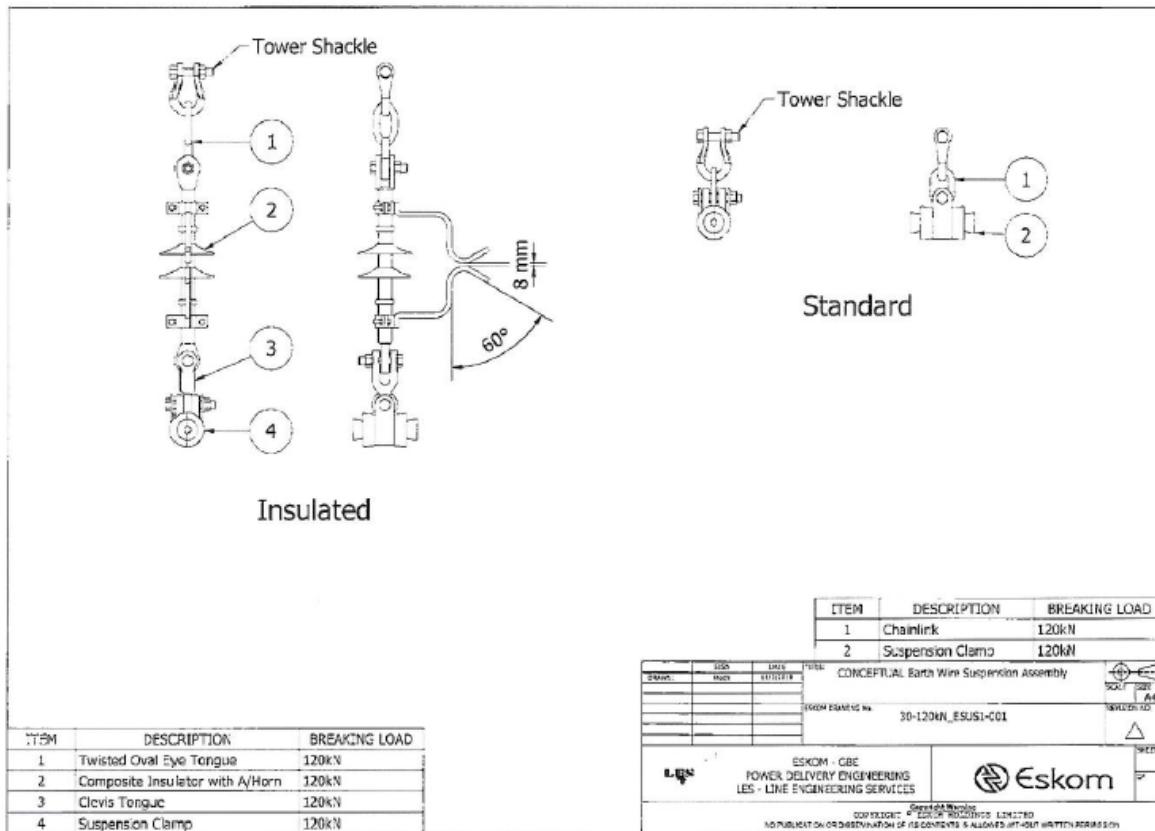
4. Conclusions

In order to maintain within the required statutory clearances for road crossings, the span between towers 39 and 40 on the Kusile – Zeus 400 kV line will be lifted. A new 518H tower will replace the existing tower 39, on the Kusile – Zeus 400 kV line. It is recommended to increase the clearance to minimum 12 m at full load. This current recommendation is based on a similar exercise done on the Kendal – Duvha 400 kV line which runs parallel to the Kusile – Zeus 400 kV line. This was executed successfully in early 2015.

5. APPENDICES

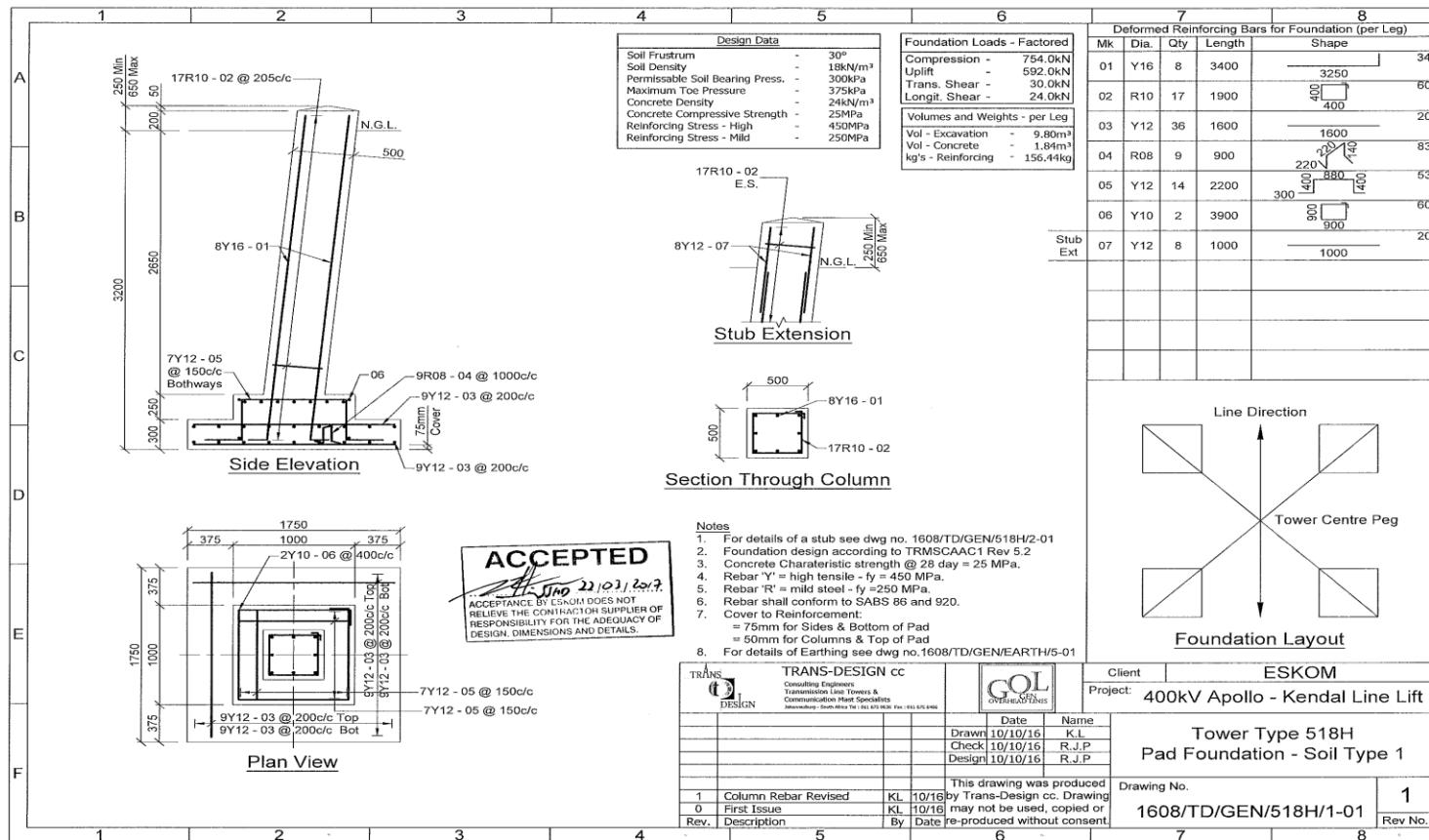
5.1 Hardware Drawings

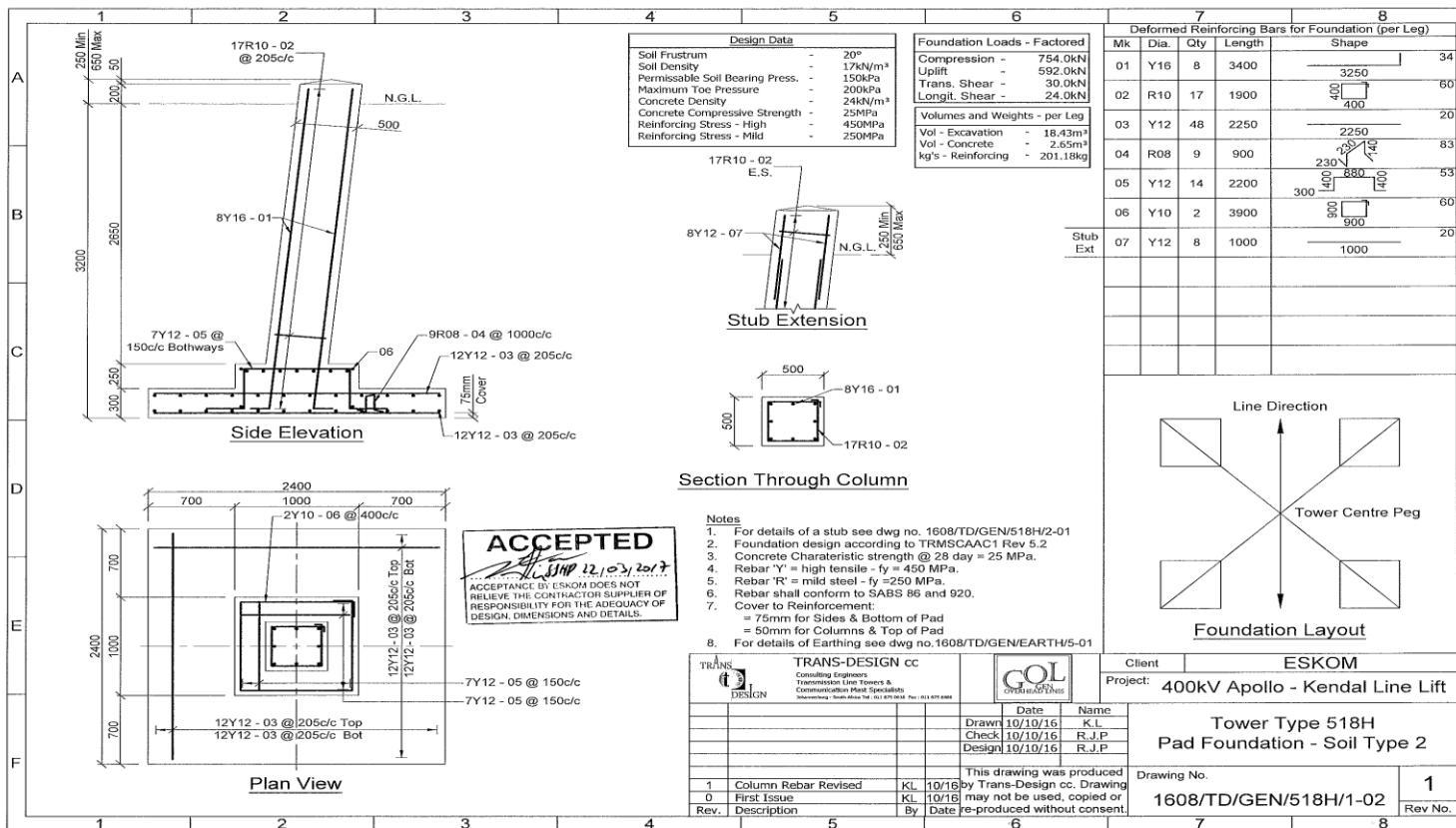




6. Foundation design information

6.1 Accepted Foundation drawings



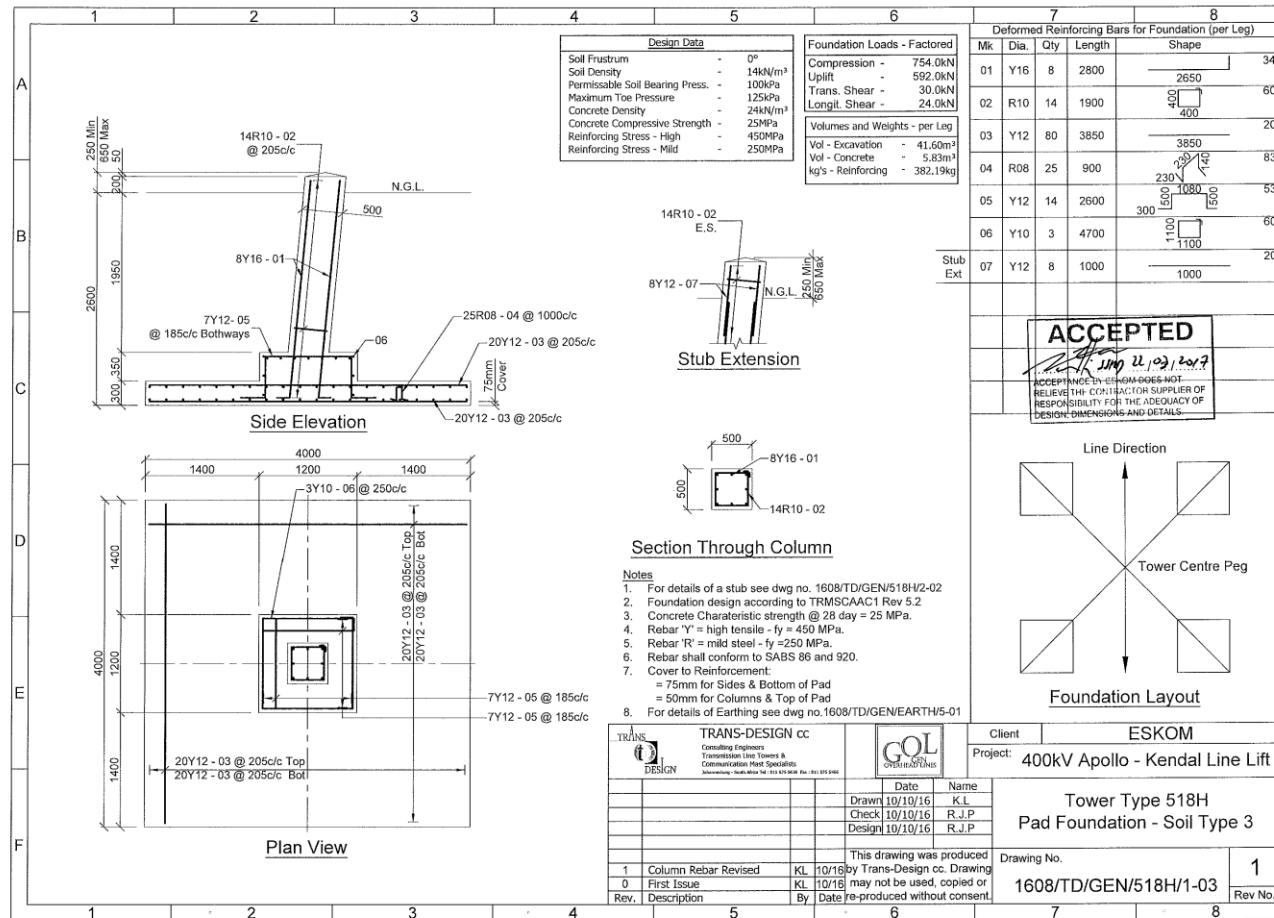




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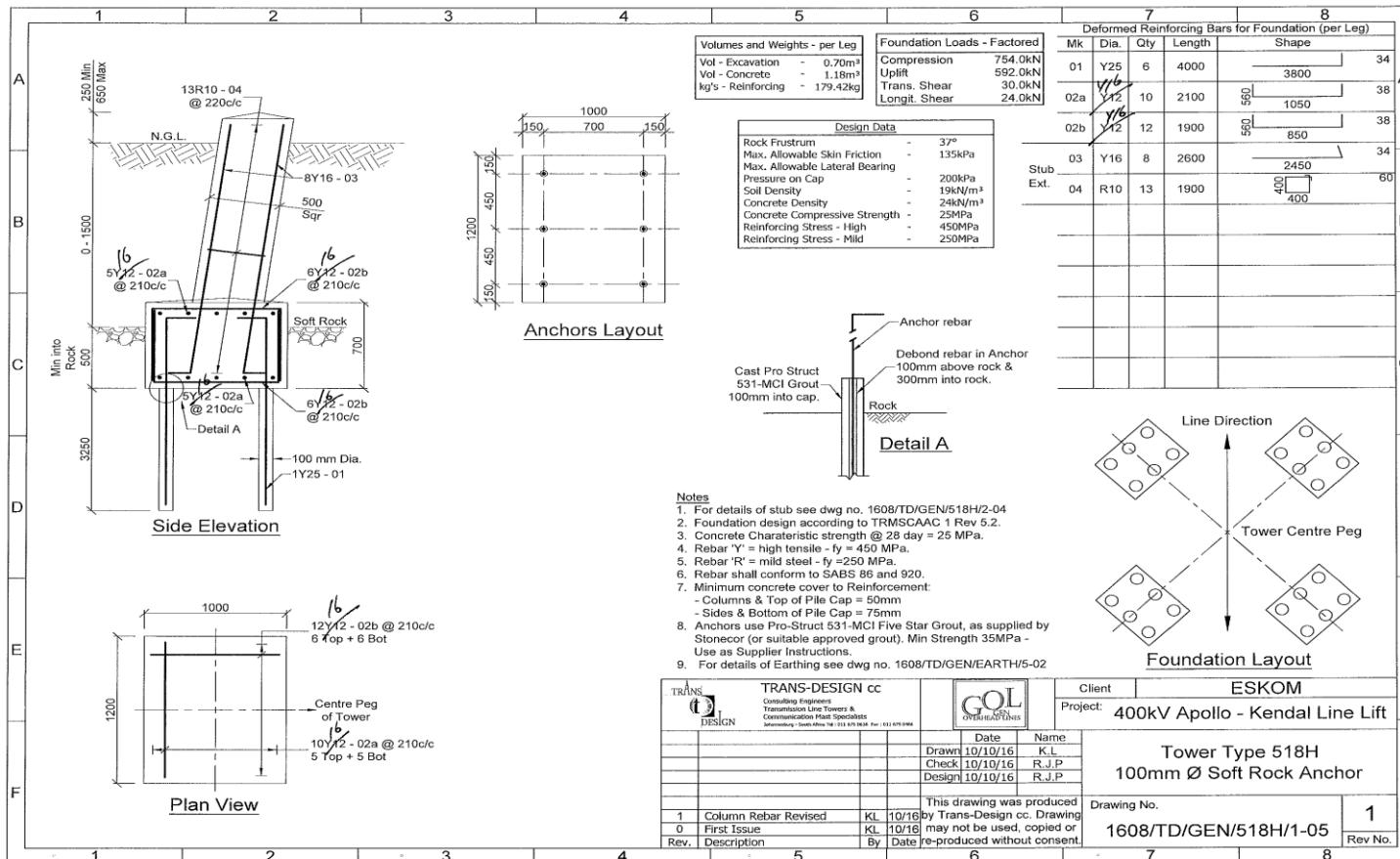
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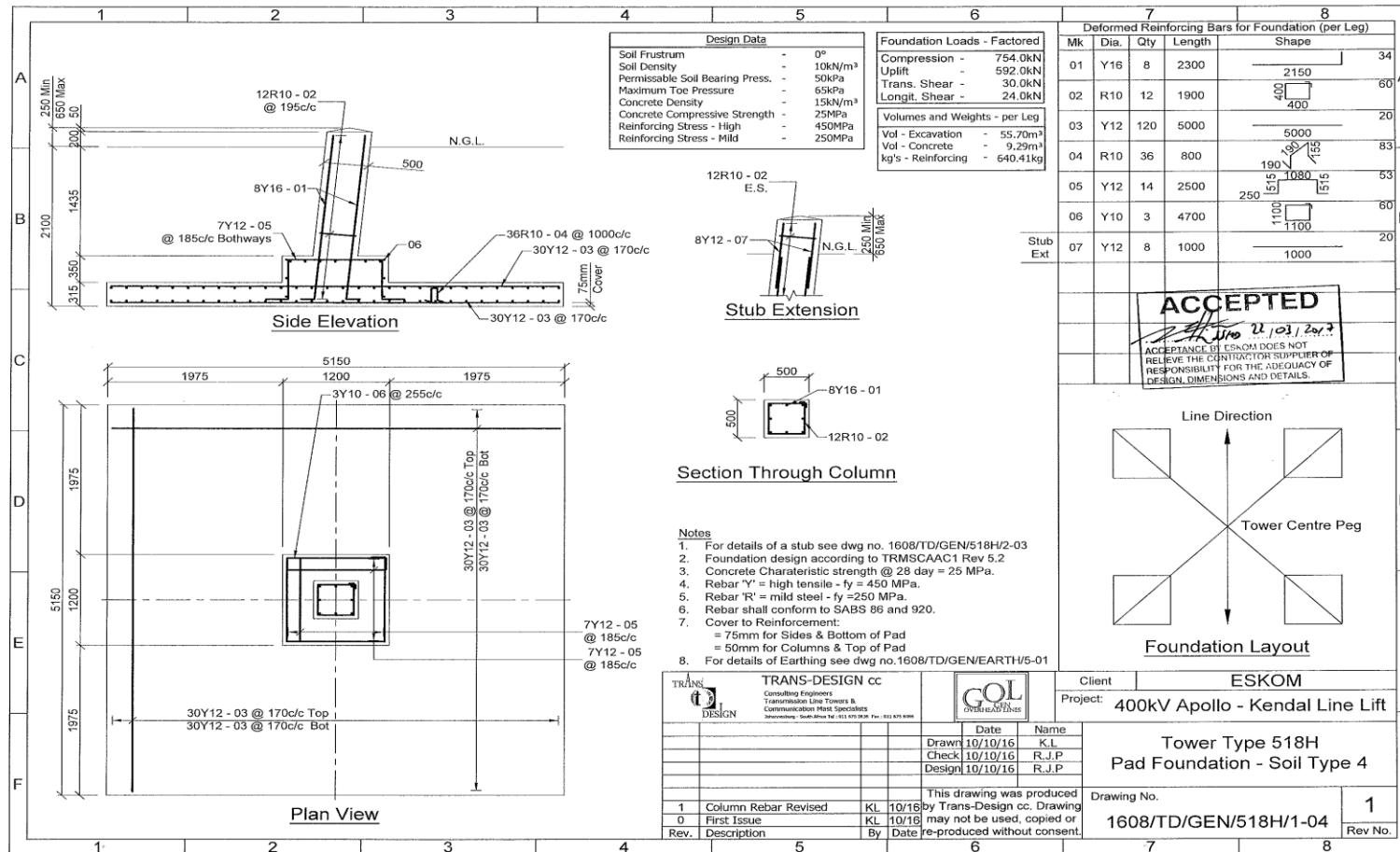


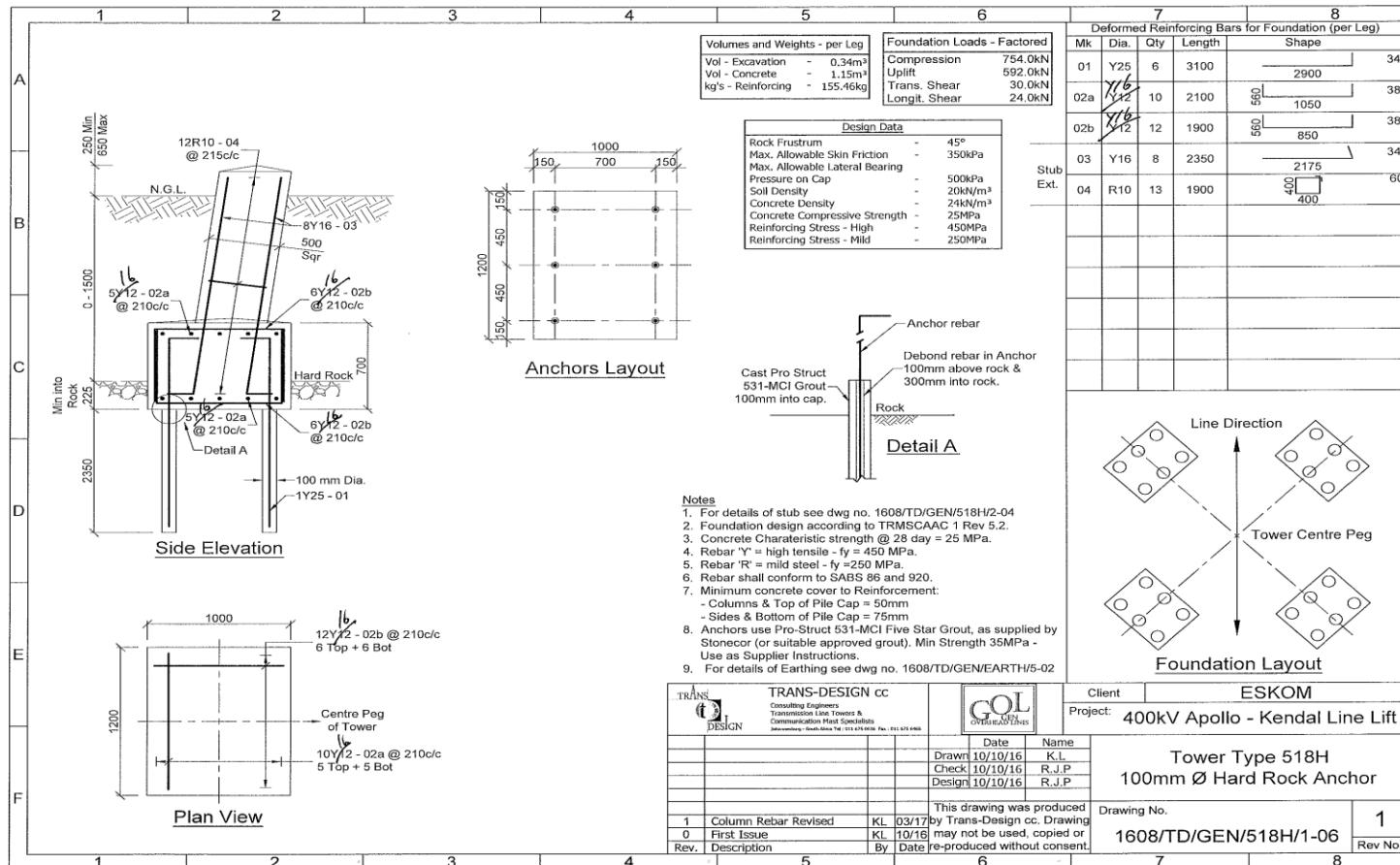


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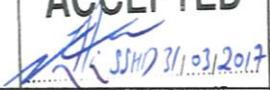
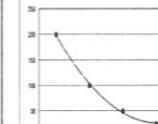
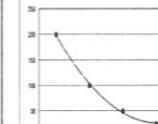
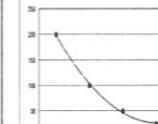
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6.2 Accepted concrete mix

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Report

Kusile – Zeus T39 line lift – due to the new Kusile Access road.

Transmission

KUSLE

Designed by: Jacques Smith
Reviewed date: 20/03/2013

CEMENT / WATER RATIO : 2,22
WATER / CEMENT RATIO : 0,45

QUANTITIES PER m ³	
MATERIAL	WEIGHT (kg)
WATER (lt)	189
OPC CEM I 52.5 ex PPC	294
DURA POZZ ex ASH RESOURCES	126
19mm Quartzite ex Afrimatt	0
26.5mm Dolerite ex B&E	0
19mm Dolerite ex B&E	1050
13mm Dolerite ex B&E	0
Washed River Sand ex Honingkranz	850
Washed River Sand ex Cluver	0
Crusher Sand ex Afrimatt	0
Optima 100 ex Chryso (ml)	0
OMEGA 136 ex Chryso (ml)	2100

CUBE RESULTS		PLANT uploaded	
7 DAY	28 DAY	By:	On:
33.18 Mpa	48.61 Mpa	Signed:	Signed:

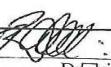
ACCEPTED

ACCEPTED
2/15/2017
ACCEPTEANCE BY ESKOM DOES NOT
RELIEVE THE CONTRACTOR SUPPLIER OF
RESPONSIBILITY FOR THE ADEQUACY OF
DESIGN DIMENSIONS AND DETAILS.

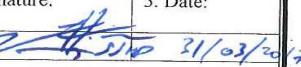
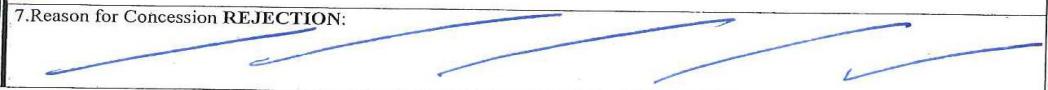
Revision Date	20/03/2013
Revision Number	1

	Report Kusile – Zeus T39 line lift – due to the new Kusile Access road.	Transmission
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6.3 Concession request

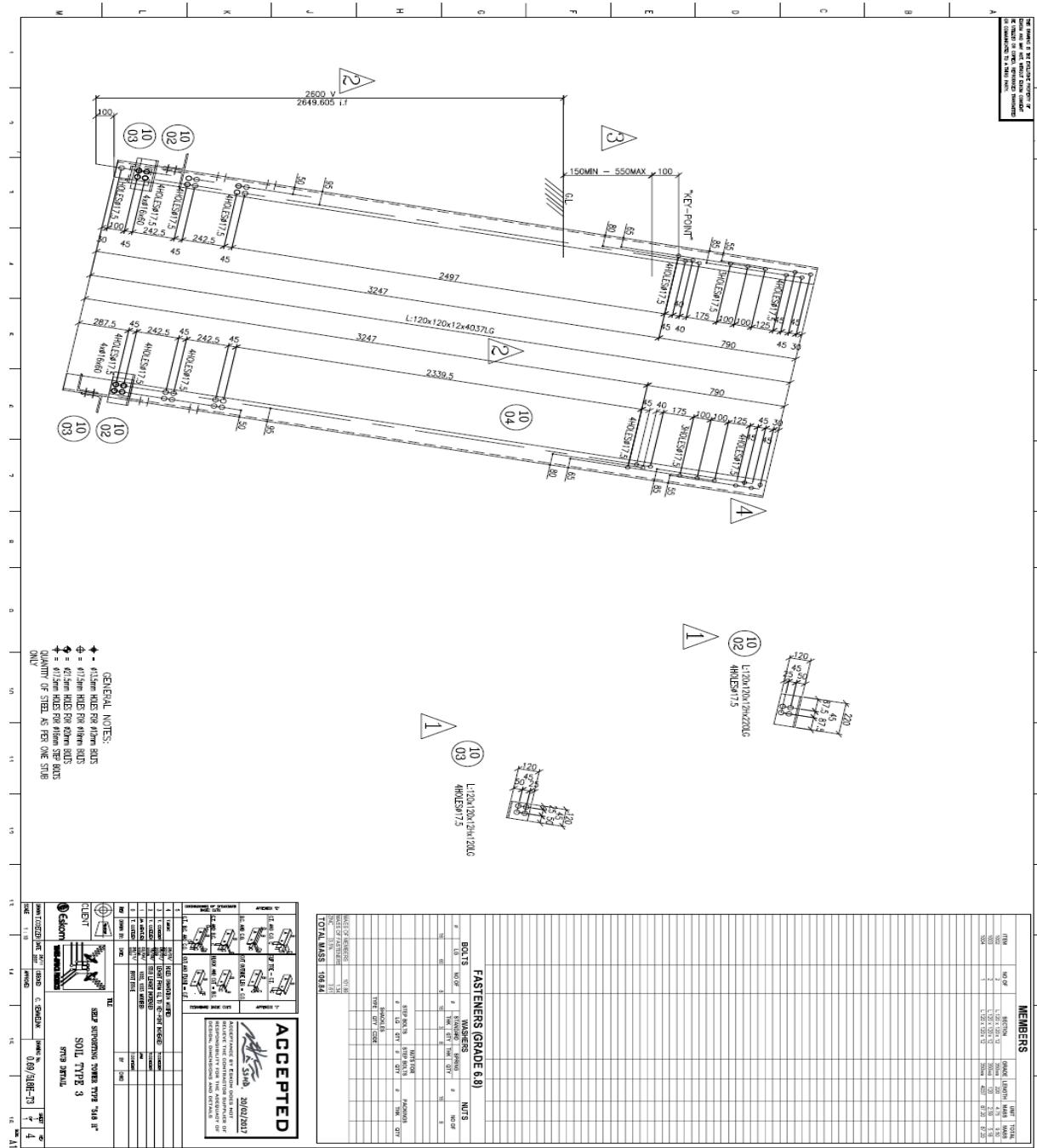
	FORM CONCESSION REQUEST GOL/SHEQ/FRM/7			
Page 1 of 2				
TO (CUSTOMER): Eskom Transmission	EMAIL/FAX No:			
ATT.: Emmanuel Dlamini	YOUR REF: Apollo-Kendal Line Lift			
FROM: Renier Van Colle	DESIGNATION: Managing Director			
DATE: 30 March 2017	OUR REF: APLKND.Con1			
PART "A" – To be completed by GEN OVERHEAD LINES				
1. Request No.: 1	2. Date raised: 30/03/17	3. ORIGINATOR:	R van Colle 	
4. Position: Managing Director		5. Signature:		
6. DESCRIPTION OF CONCESSION REQUESTED: Approval of submitted concrete mix designs,				
6.1. LIST Attached: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 				
7. Reason/Justification for Concession Request: Supplier in area can not conform to Eskom Transmission line Specifications, but all mix designs are approved and used on construction of Kusile power station, and suppliers are not adaptable to change their mix designs for 15cubic meters of concrete				
8. REVIEWER:	9. Position:	10. Signature:		
11. AFFECTED ITEM	Proc ^{<input checked="" type="checkbox"/>} Prod ^{<input type="checkbox"/>} Material ^{<input type="checkbox"/>} Design ^{<input checked="" type="checkbox"/>} Specification ^{<input type="checkbox"/>} Dr ^{<input type="checkbox"/>} iving	Other		
12. Affected COST:	13. Affected TIME:			
12.1 Increase <input type="checkbox"/> Decrease <input type="checkbox"/> Unchanged <input checked="" type="checkbox"/> Amount.....	13.1 Increase <input type="checkbox"/> Decrease <input type="checkbox"/> Unchanged <input type="checkbox"/> Amount.....			
14. Affected Factors:	CA Approval <input type="checkbox"/> QA/QC <input type="checkbox"/> Contractual <input type="checkbox"/> Functional <input type="checkbox"/> Performance <input type="checkbox"/> Integrity/Reliability <input type="checkbox"/> Interchangeability <input type="checkbox"/> Appearance <input type="checkbox"/> Strength <input type="checkbox"/> Code compliance <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Item Life <input type="checkbox"/> Others <input type="checkbox"/> None <input type="checkbox"/>			
15. Documents affected by Request				
Ref. No.	Title	Section	Rev. No.	Date
16. Request submitted to				
Customer	For Attention	Department	Date	

PART "B" – To be completed by CUSTOMER's Representative

1. Name of Receiving REVIEWER:	2. Department:	3. Position:	4. Signature:	5. Date:
SHAKIR DUDHIA	PDE-LES	Civil Engineer		31/03/2017
6. Condition for Concession ACCEPTANCE: <i>Shuttering/ formwork <u>MUST</u> remain in place for a minimum of 7 days after pouring of concrete due to high fly ash content.</i>				
7. Reason for Concession REJECTION:				
				

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6.4 Stub details - 518H Soil Type 3



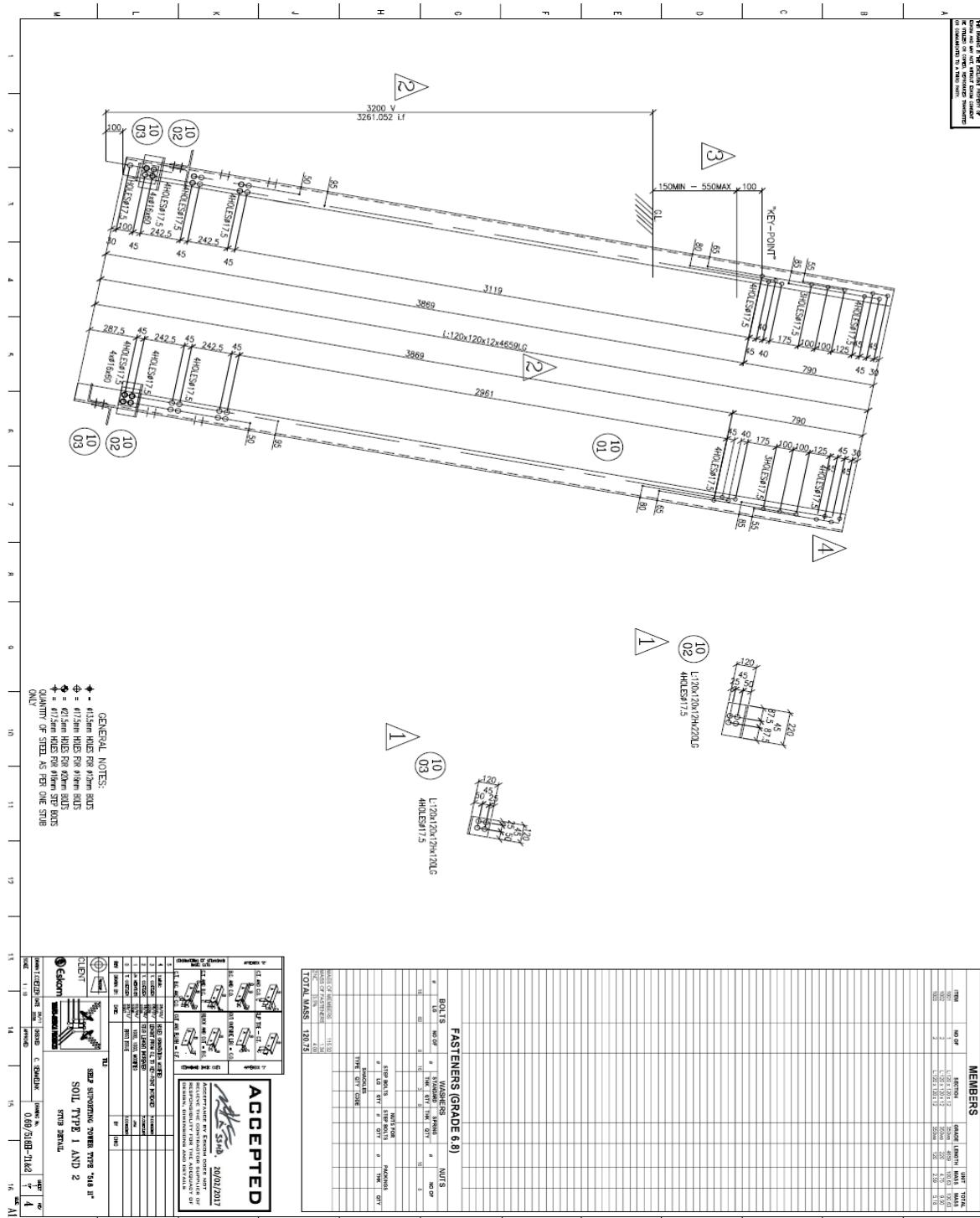


Report

Kusile – Zeus T39 line lift – due to the new Kusile Access road.

Transmission

6.5 Stub details - 518H Soil Type 1 and 2



LES1794

Revision 2

Date
June 2023

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