

**Minutes of Meetings**  
**IEEE Standard 519A and**  
**IEEE Standard 519 Task Force**  
**Summer 2000 IEEE PES Meeting**  
**July 2000**

Mark McGranaghan opened the meeting at 2:05 PM and announced that the 519A portion of the meeting would be brief.

1. We have received comments on Draft 6 of the proposed guide, and incorporated them into Draft 7. [Draft 7 is now posted on the IEEE website.]
2. The Balloting Committee is being formed, anyone that wishes to be included should contact Mark McGranaghan or Bill Moncrief right away.
3. In response to a question, Mark briefly explained the difference between the two documents, 519 and 519A. Simply put, 519 is moving to Standard status, and the tutorial material is moving to the companion guide, 519A. Much of 519A will be devoted to examples of using 519 in practice.

Mark Halpin convened the IEEE Standard 519 meeting at 2:20PM.

Mark reminded the members that 4 meetings per year made up these IEEE 519 work sessions, 2 at PES and 2 at IAS. He started off the meeting with a recap of the last business meeting, held at IAS. At the IAS meeting, strong support for a recommendation for internal bus voltage distortion developed. While the existing point-of-common-coupling limits have support, that requirement is not practical for downstream busses inside a commercial operation or industrial plant. A THD/single-harmonic limit of 8% / 5% for inside 3-phase busses was proposed.

Those numbers happen to match the IEC limitations, but were not chosen for that reason. Those numbers are reasonable and are generally acceptable.

Dennis Hansen noted that the 8% number might be OK for lower harmonics, but higher harmonics could present problems. Jim Wikston observed that the IEC uses a graduated voltage harmonics limitation. There was discussion about extra zero crossings causing electronic interference at lower than 8% harmonics. Paulo Ribiero noted that the 5% / 8% limits will respect the thermal requirements and avoid derating of motors and other heating considerations, but simply do not address electronic sensitivity.

At the IAS session, they discussed removing content other than limits. Volunteers from the PES group should contact Mark Halpin to collaborate.

Mark suggested that the 5% / 8% limit for internal busses be adopted, with the caveat that it addresses thermal, not electronic considerations. Electronic problems caused by extra zero crossings might occur at very low harmonic levels.

Mark asked for input from other PES task forces.

Paulo Ribiero said his group would work on a table of values to go into the revised 519. Questions like, "If the limit is 0.1 volts, can that be measured?" have to be answered if a frequency-graduated table is to be pursued.

Mark reminded the group to use Allen Ludbrook's e-mail system to submit suggestions or comments. The virtual committee "meets" year-round.

The meeting adjourned at 3:45PM.