## Name of line : 66kV Rangpar Jamkandorana Line

Material Required For HTLS Conductor Stringing

| Sr. No. | Loc. No. | H-Frame / Tower | Type of Tower / H-Frame | Ten / Susp / Double Ten / Double Susp | Line Configuration S/C / D/C | Span (Mtr) | Work Coldline / Hotline | Conductor | 66KV Susp. SRI | 66KV Tension SRI | Single Tension H/W | Single Suspension H/W | Double Tension H/W | Double Suspension H/W | PA Rod | Vibration Damper | Mid Span Jointsr | Repair Sleeve | T connector with pad | Jumper terminal w/o hole with | River/Road/Railway crossing |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Mtr | No | No | Set | Set | Set | Set | Set | No | No | No | No | No | |
| 1 | Rangpar Gentry | | | | | 0 | | 0 | | 3 | 3 | | | | | 3 | | | 3 | 6 | |
| 2 | 49/1 | TOWER | TOWER | TC | D/C | 45 | Hotline | 135 | 3 | 6 | 6 | 3 | | | 3 | 6 | | | | | |
| 3 | 49/2 | TOWER | TOWER | T | D/C | 170 | Hotline | 510 | | 6 | 6 | | | | | 6 | | | | | |
| 4 | 49/3 | TOWER | TOWER | S | D/C | 200 | Hotline | 600 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 5 | 49/4 | TOWER | TOWER | S | D/C | 200 | Hotline | 600 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 6 | 49/5 | TOWER | TOWER | T | D/C | 200 | Hotline | 600 | | 6 | 6 | | | | | 6 | | | | | |
| 7 | 49/6 | TOWER | TOWER | S | D/C | 220 | Hotline | 660 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 8 | 49/7 | TOWER | TOWER | S | D/C | 225 | Hotline | 675 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 9 | 49/8 | TOWER | TOWER | T | D/C | 220 | Hotline | 660 | | 6 | 6 | | | | | 6 | | | | | |
| 10 | 49 | H-FRAME | H-FRAME | T | S/C | 145 | Coldline | 435 | | 6 | 6 | | | | | 6 | | | | | |
| 11 | 50 | H-FRAME | H-FRAME | S | S/C | 166.6 | Coldline | 499.8 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 12 | 51 | H-FRAME | H-FRAME | S | S/C | 199.5 | Coldline | 598.5 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 13 | 52 | H-FRAME | H-FRAME | S | S/C | 207.2 | Coldline | 621.6 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 14 | 53 | H-FRAME | H-FRAME | S | S/C | 182 | Coldline | 546 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 15 | 54 | H-FRAME | H-FRAME | S | S/C | 175.8 | Coldline | 527.4 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 16 | 55 | H-FRAME | H-FRAME | S | S/C | 183.6 | Coldline | 550.8 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 17 | 56 | H-FRAME | H-FRAME | S | S/C | 186.6 | Coldline | 559.8 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 18 | 57 | H-FRAME | H-FRAME | TC | S/C | 185.7 | Coldline | 557.1 | 3 | 6 | 6 | 3 | | | 3 | 6 | | | | | |
| 19 | 58 | H-FRAME | H-FRAME | TB | S/C | 221.3 | Coldline | 663.9 | | 9 | 3 | | 3 | | | 6 | | | | | River crossing of Fofal River |
| 20 | 59 | H-FRAME | H-FRAME | S | S/C | 180.1 | Coldline | 540.3 | 6 | | | | | 3 | 3 | 6 | | | | | |
| 21 | 60 | H-FRAME | H-FRAME | S | S/C | 180.1 | Coldline | 540.3 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 22 | 61 | H-FRAME | H-FRAME | T | S/C | 155.9 | Coldline | 467.7 | | 6 | 6 | | | | | 6 | | | | | |
| 23 | 62 | H-FRAME | H-FRAME | T | S/C | 150.6 | Coldline | 451.8 | | 6 | 6 | | | | | 6 | | | | | |
| 24 | 63 | H-FRAME | H-FRAME | S | S/C | 202.2 | Coldline | 606.6 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 25 | 64 | H-FRAME | H-FRAME | S | S/C | 200.5 | Coldline | 601.5 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 26 | 65 | H-FRAME | H-FRAME | S | S/C | 194.9 | Coldline | 584.7 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 27 | 66 | H-FRAME | H-FRAME | S | S/C | 224.5 | Coldline | 673.5 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 28 | 67 | H-FRAME | H-FRAME | S | S/C | 182 | Coldline | 546 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 29 | 68 | H-FRAME | H-FRAME | S | S/C | 193.2 | Coldline | 579.6 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 30 | 69 | H-FRAME | H-FRAME | S | S/C | 189.4 | Coldline | 568.2 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 31 | 70 | H-FRAME | H-FRAME | S | S/C | 183.7 | Coldline | 551.1 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 32 | 71 | H-FRAME | H-FRAME | S | S/C | 217.1 | Coldline | 651.3 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 33 | 72 | H-FRAME | H-FRAME | S | S/C | 198.5 | Coldline | 595.5 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 34 | 73 | H-FRAME | H-FRAME | T | S/C | 176.4 | Coldline | 529.2 | | 6 | 6 | | | | | 6 | | | | | |
| 35 | 74 | H-FRAME | H-FRAME | S | S/C | 193 | Coldline | 579 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 36 | 75 | H-FRAME | H-FRAME | S | S/C | 185.8 | Coldline | 557.4 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 37 | 76 | H-FRAME | H-FRAME | S | S/C | 187.4 | Coldline | 562.2 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 38 | 77 | H-FRAME | H-FRAME | S | S/C | 194.9 | Coldline | 584.7 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 39 | 78 | H-FRAME | H-FRAME | S | S/C | 191.2 | Coldline | 573.6 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 40 | 79 | H-FRAME | H-FRAME | S | S/C | 185.7 | Coldline | 557.1 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 41 | 80 | H-FRAME | H-FRAME | S | S/C | 200.6 | Coldline | 601.8 | 3 | | | 3 | | | 3 | 6 | | | | | |
| 42 | 81 | H-FRAME | H-FRAME | T | S/C | 180.1 | Coldline | 540.3 | | 6 | 6 | | | | | 6 | | | | | |
| 43 | 82 | H-FRAME | H-FRAME | T | S/C | 192.4 | Coldline | 577.2 | | 6 | 6 | | | | | 6 | | | | | |
| 44 | Jkn Gentry | | | | S/C | 28.5 | Coldline | 85.5 | | 3 | 3 | | | | | 3 | 6 | 6 | 3 | 6 | |
| | | | | | Total = | 7902 | | 23706 | 99 | 81 | 75 | 93 | 3 | 3 | 96 | 258 | 6 | 6 | 6 | 12 | |
| | | | | | Add 0.5 % sag for conductor | | | 23825 | | | | | | | | | | | | | |

| Span (Mtr) | | Conductor | 66KV Susp. SRI | 66KV Tension SRI | Single Tension H/W | Single Suspension H/W | Double Tension H/W | Double Suspension H/W f | PA Rod r | Vibration Damper | Mid Span Jointsr | Repair Sleeve | T-Connector | Jumper Terminal | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Additional Quantities | 6 | 6 | 2 | 2 | 2 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | |
| | | Final Quantities | 105 | 87 | 77 | 95 | 5 | 5 | 99 | 264 | 6 | 6 | 6 | 12 | |