

Comparison Of Load Flow Analysis On IEEE 33 Bus System Based On Newton Raphson And Fast Decoupled Methods

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Abstract— In this paper, the comparison of load flow analysis on IEEE 33 bus system based on Newton Raphson and Fast Decoupled methods. The flowchart of the Newton Raphson method of load flow analysis and that of the Fast Decoupled method were presented. The study was based on the case study dataset of the IEEE 33 bus system. MATLAM program was developed based on the Newton Raphson flowchart and the Fast Decoupled method flowchart and the load flow analysis simulation was also conducted using each of the two methods. The Newton Raphson simulations converged on the 5th iteration while the fast decoupled load flow computations converged on the 13th iteration. The simulation results on the bus voltage show that the values estimated by Fast Decoupled method is very much similar to that obtained with the Newton Raphson method with maximum absolute percentage error of 1.26 % which occurred on bus 17. Also, the phase angle values estimated by the Fast Decoupled method is very much similar to that obtained with the Newton Raphson method with maximum absolute percentage error of 4.41 % which occurred on bus 31. The results show that the percentage error is zero (0 %) in most of the buses and only 12 buses have none zero percentage error in the bus voltages and phase angles.

Keywords— Newton Raphson Method, Load Flow Analysis, IEEE 33 Bus System, Bus Voltage, Phase Angle, Fast Decoupled Method

1.0 Introduction

Nowadays, technological advancements and increasing applications of such technologies have made humans to increasingly rely on electric power supply to pursue and realise their daily life ambitions [1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16]. Advancements in electronic and wireless communication technologies, as well as Internet and Internet of Things have led to the development of various smart systems that find applications in every aspect of human endeavour [17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32]. Today,

cashless policy, ELearning solutions, e-government, mobile devices and web-based apps, smart attendance system, e-voting technologies and many others have emerged and are driving the present day policies across the globe [33,34,35,36,37,38,39,40,44,42,43,44,5].

Notably, researchers have shown that dependence on Internet and social media in on the increase [46,47,48,49]. Also electric power and Internet driven technologies continue to shape the way we relate with other people and with our self. In all these electrical and electronic technology driven solutions, the bedrock is electric power supply. As such, the major dividing line between the developed and the developing countries is their ability to generate sufficient electric power and the extent they can utilise the generated electricity to innovate other technological solutions that address different aspects of the societal problems [50,51,52,53].

Particularly, planning and designing effective large scale power system network that can support the national power demand is a very difficult task. Many factors comes into play, the ratio of generated power to the load demand which in in the case of Nigeria is very low [54,55,56]. Also, the available power system infrastructure and their capacities, the load demand growth pattern among others. Equally, in the present days, power systems networks are expected to accommodate distributed power generation [57,58,59]. In this case, different brands of power generating systems that may include wind, solar, biomass and other renewable energy sources may be included in the distributed power generation system. In all these situations, load flow analysis can be used by the power system experts to analyse the power network so as to determine the voltage profile and the active and reactive power flows in the network [60,61,62,63]. The analysis can be conducted for diverse power system configurations so as to plan ahead of probable issues that may arise in the power network. In view of the importance of power flow analysis, this paper presents comparison of load flow analysis on IEEE 33 bus system based on Newton Raphson and Fast Decoupled methods [64,65,66,67]. The essence of the study is to

compare the two methods and determine their effectiveness in load flow analysis and hence recommend the best approach for conducting load flow analysis in power system.

2.0 Methodology

2.1 Newton Raphson Load Flow Method

Generally Newton Raphson (NR) iteration method is one of the best method for solving non-linear load flow equations

because it affords faster convergence speed when compared with the other load flow analysis methods. There are several published studies on the application of NR method in load flow analysis and a sample flowchart of Newton Raphson (NR) load flow analysis as used in this paper is given in Figure 1.

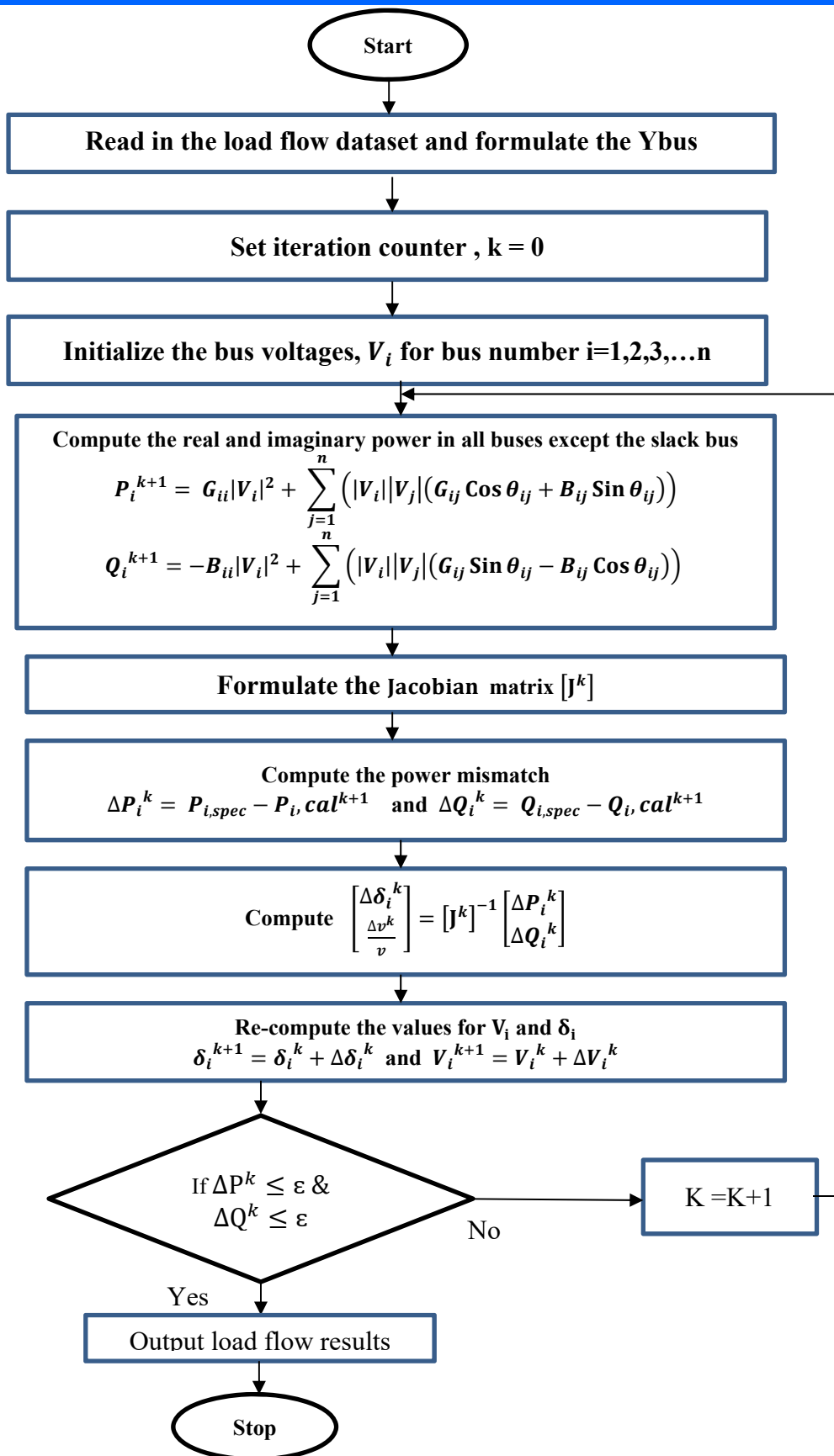


Figure 1 The flowchart of Newton Raphson (NR) load flow analysis method

2.2 Fast Decoupled Load Flow Method

The Fast Decoupled load flow (FDLF) method is based on the classical Newton-Raphson load flow method. The FDLF method makes some assumptions that enables it to

simplify the Newton Raphson method and hence tends to offer faster convergence than the classical Newton Raphson method. In view of the assumptions made in the FDLF, the Jacobian matrix is reduced to about half as two components

of the Jacobean matrix, namely J2 and J3 are ignored or assumed to be zero. However, the value of the ratio of resistance –to-reactance or instance of low voltage at some buses do affect the convergence performance of FDLF method. Again, there

are several published studies on the application of FDLF method in load flow analysis and a sample flowchart of Fast Decoupled load flow analysis as used in this paper is given in Figure 2.

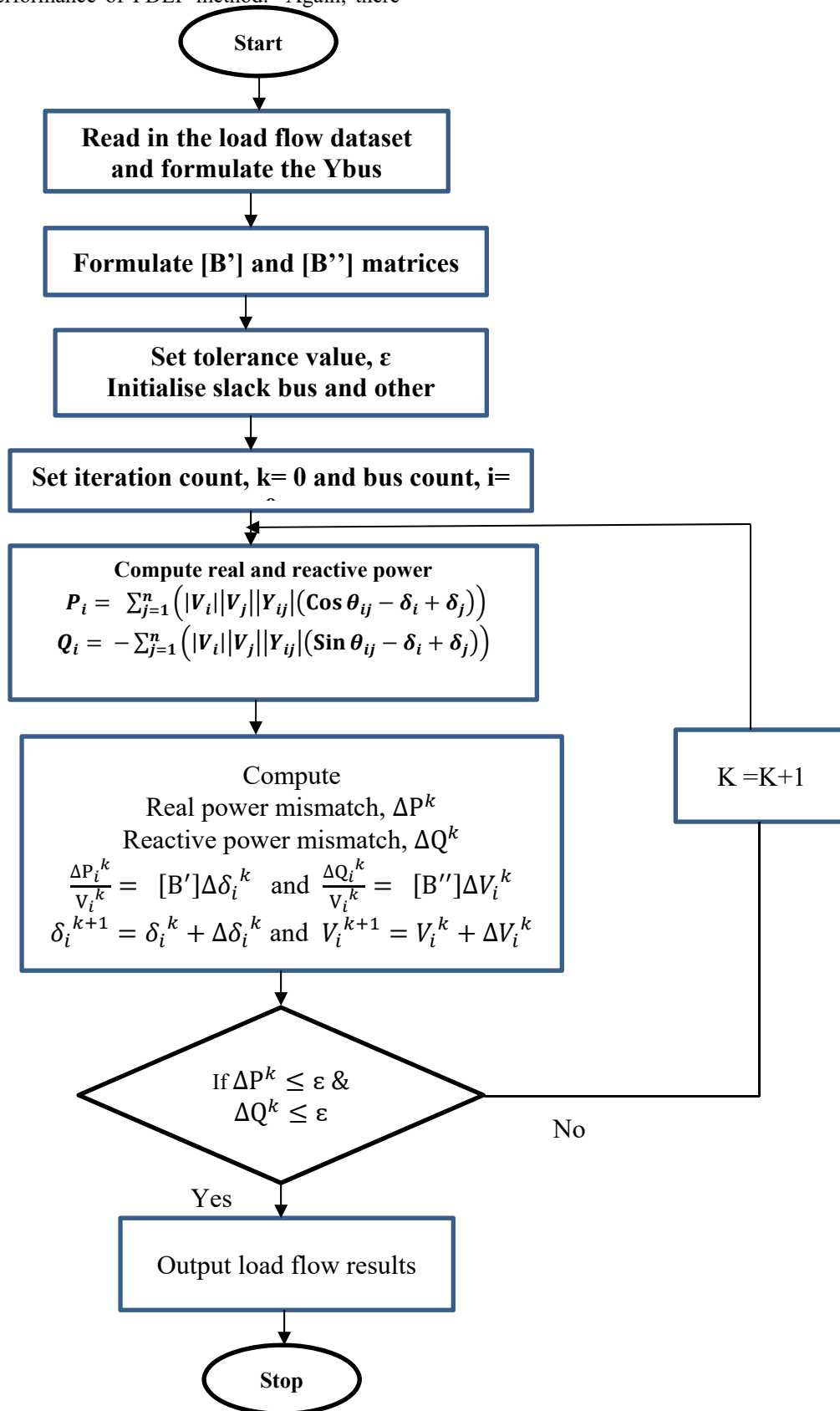


Figure 2 The flowchart of Fast Decoupled load flow method

2.3 Simulation and the dataset for the case study IEEE 33 bus system

The study is based on the case study dataset of the IEEE 33 bus system. The line data for the case study IEEE 33 bus

system is shown in Table 1 while Table 2 shows the bus data for the case study IEEE 33 bus system.

Table 1 The line data for the case study IEEE 33 bus system

Bus Number	Sending Bus Number	Receiving Bus Number	Line Resistance	Line Reactance
1	1	2	0.0922	0.047
2	2	3	0.493	0.2511
3	3	4	0.366	0.1864
4	4	5	0.3811	0.1941
4	5	6	0.819	0.707
6	6	7	0.1872	0.6188
7	7	8	0.7114	0.2351
8	8	9	1.03	0.74
9	9	10	1.044	0.74
10	10	11	0.1966	0.065
11	11	12	0.3744	0.1238
12	12	13	1.468	1.155
13	13	14	0.5416	0.7129
14	14	15	0.591	0.526
15	15	16	0.7463	0.545
16	16	17	1.289	1.721
17	17	18	0.732	0.574
18	2	19	0.164	0.1565
19	19	20	1.5042	1.3554
20	20	21	0.4095	0.4784
21	21	22	0.7089	0.9373
22	3	23	0.4512	0.3083
23	23	24	0.898	0.7091
24	24	25	0.896	0.7011
25	6	26	0.203	0.1034
26	26	27	0.2842	0.1447
27	27	28	1.059	0.9337
28	28	29	0.8042	0.7006
29	29	30	0.5075	0.2585
30	30	31	0.9744	0.963
31	31	32	0.3105	0.3619
32	32	33	0.341	0.5302

Table 2 The bus data for the case study IEEE 33 bus system

Bus Number	LOAD: Active Power (KW)	LOAD : Reactive Power (KVAR)	Q Injected	Bus Number	LOAD: Active Power (KW)	LOAD : Reactive Power (KVAR)	Q Injected
1	0	0	0	17	60	20	0
2	100	60	0	18	90	40	0
3	90	40	0	19	90	40	0
4	120	80	0	20	90	40	0
5	60	30	0	21	90	40	0
6	60	20	0	22	90	40	0
7	200	100	0	23	90	50	0
8	200	100	0	24	420	200	0
9	60	20	0	25	420	200	0
10	60	20	0	26	60	25	0
11	45	30	0	27	60	25	0
12	60	35	0	28	60	20	0
13	60	35	0	29	120	70	0
14	120	80	0	30	200	600	0
15	60	10	0	31	150	70	0
16	60	20	0	32	210	100	0
17	60	20	0	33	60	40	0

3. Results and discussion

MATLAM program was developed based on the Newton Raphson flowchart in Figure 1 and the Fast Decoupled method flowchart in Figure 2 and the load flow analysis simulation was also conducted using each of the two methods and the results are presented in tables and graphs. The Newton Raphson simulations converged on the 5th iteration while the fast decoupled load flow computations converged on the 13th iteration. The results on bus voltage magnitudes obtained from the Newton Raphson and the fast decoupled methods are shown in Table 3 while the results on the phase angles obtained from the Newton Raphson and the fast decoupled methods are shown in Table 4. The results on the percentage error (%) of the Fast Decoupled estimated bus voltage magnitude relative to the value computed with the Newton Raphson method as the base case are shown in Table 3 and Figure 4. Similarly, the

results on the percentage error (%) of the Fast Decoupled estimated phase angles relative to the value computed with the Newton Raphson method as the base case are shown in Table 4 and Figure 5.

The results of the bus voltage show that the estimated bus voltage by the Fast Decoupled method is very much similar to that obtained with the Newton Raphson method with maximum absolute percentage error of 1.26 % which occurred on bus 17. Also, the phase angle values estimated by the Fast Decoupled method is very much similar to that obtained with the Newton Raphson method with maximum absolute percentage error of 4.41 % which occurred on bus 31. The results show that the percentage error is zero (0 %) in most of the buses and only 12 buses have none zero percentage error in the bus voltages and phase angles.

Table 3 The results of the bus voltage magnitudes obtained from the Newton Raphson and the fast decoupled methods

Bus Number	Bus Voltage (p.u.) obtained with Newton Raphson Load Flow Method	Bus Voltage (p.u.) obtained with Fast Decoupled Load Flow Method	Error (p.u.)	Percentage Error (%)
1	1	1	0	0
2	0.9862	0.9862	0	0
3	0.927	0.927	0	0
4	0.8924	0.8924	0	0
5	0.8607	0.8607	0	0
6	0.7693	0.7693	0	0
7	0.7277	0.7277	0	0
8	0.7236	0.7236	0	0
9	0.7036	0.7036	0	0
10	0.6954	0.6954	0	0
11	0.6981	0.6981	0	0
12	0.7032	0.7072	-0.004	-0.56883
13	0.7077	0.7037	0.004	0.565211
14	0.7053	0.7033	0.002	0.283567
15	0.7085	0.7095	-0.001	-0.14114
16	0.7135	0.7175	-0.004	-0.56062
17	0.715	0.724	-0.009	-1.25874
18	0.717	0.723	-0.006	-0.83682
19	0.9821	0.9791	0.003	0.305468
20	0.9543	0.9583	-0.004	-0.41916
21	0.9486	0.9486	0	0
22	0.9432	0.9452	-0.002	-0.21204
23	0.9198	0.9188	0.001	0.108719
24	0.9094	0.9094	0	0
25	0.9042	0.9042	0	0
26	0.7635	0.7635	0	0
27	0.7568	0.7568	0	0
28	0.7226	0.7226	0	0
29	0.7025	0.7025	0	0
30	0.6971	0.6971	0	0
31	0.6815	0.6805	0.001	0.146735
32	0.6776	0.6776	0	0
33	0.6746	0.6746	0	0

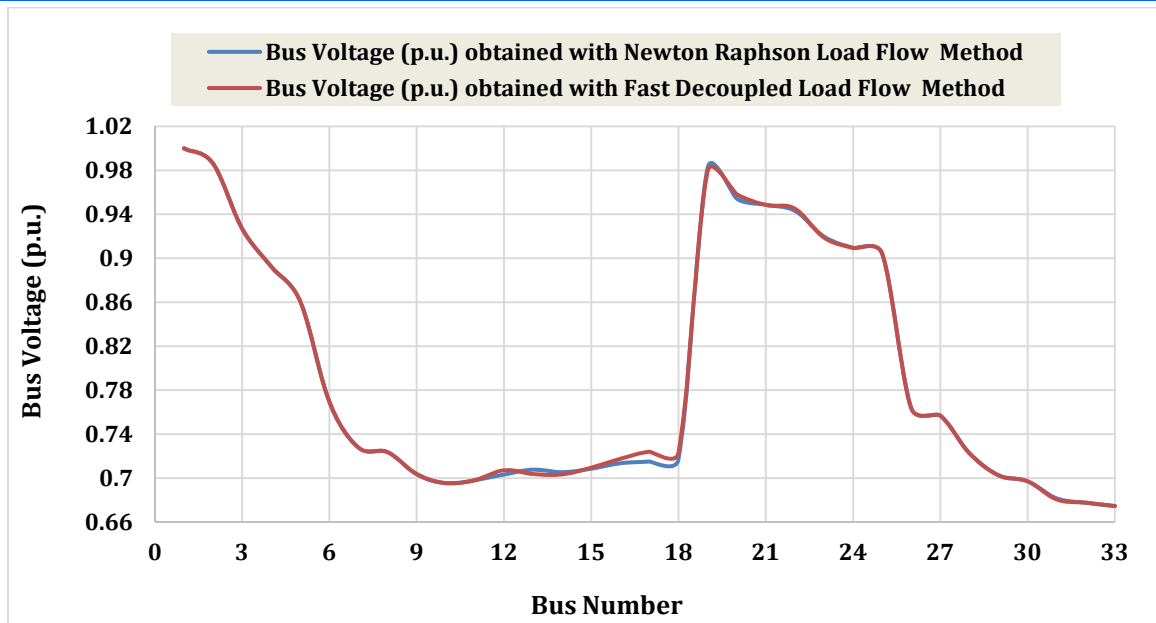


Figure 3 The flowchart of Fast Decoupled load flow method

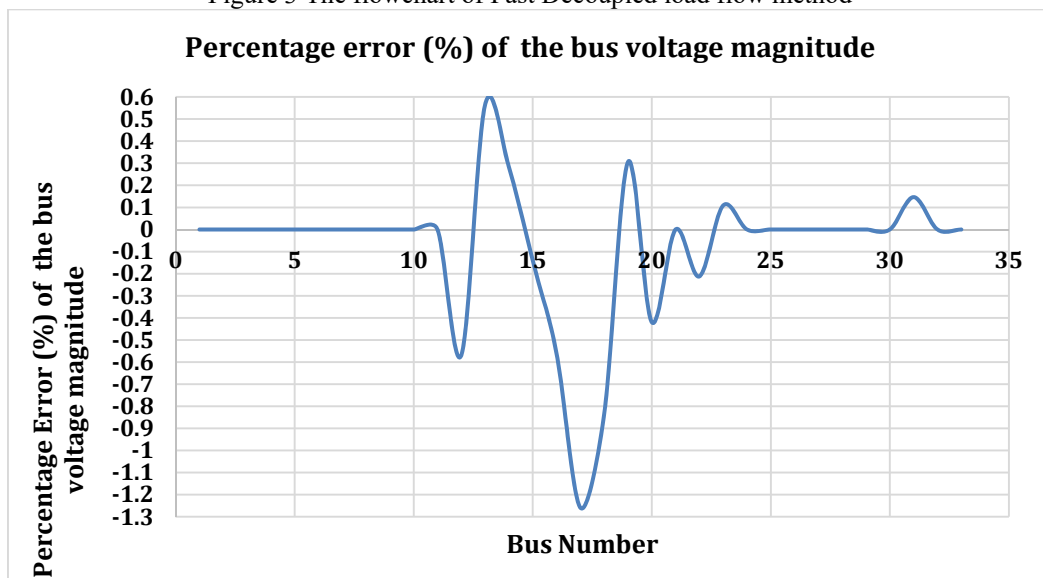


Figure 4 The results on the percentage error (%) of the Fast Decoupled estimated bus voltage magnitude relative to the value computed with the Newton Raphson method as the base case

Table 4 The results of the phase angles obtained from the Newton Raphson and the fast decoupled methods

Bus Number	Phase angle in radians obtained with Newton Raphson Load Flow Method	Phase angle in radians obtained with Fast Decoupled Load Flow Method	Error (p.u.0	Percentage error (%) of the Phase angle
1	0	0	0	0
2	0.0116	0.0116	0	0
3	0.0743	0.0743	0	0
4	0.1218	0.1219	-1E-04	-0.0821
5	0.1739	0.174	-1E-04	-0.0575
6	0.2954	0.299	-0.0036	-1.21869
7	0.3218	0.3218	0	0
8	0.3904	0.3904	0	0
9	0.4948	0.4948	0	0
10	0.5951	0.5951	0	0
11	0.6094	0.6094	0	0
12	0.633	0.6329	1E-04	0.015798
13	0.7334	0.73	0.0034	0.463594
14	0.7737	0.7732	0.0005	0.064625
15	0.8019	0.8019	0	0
16	0.8253	0.8253	0	0
17	0.8631	0.8631	0	0
18	0.8706	0.8721	-0.0015	-0.17229
19	0.0116	0.0116	0	0
20	0.0124	0.0124	0	0
21	0.0118	0.0118	0	0
22	0.011	0.011	0	0
23	0.0769	0.0769	0	0
24	0.08	0.08	0	0
25	0.0814	0.0814	0	0
26	0.3074	0.3074	0	0
27	0.3226	0.3223	0.0003	0.092994
28	0.3739	0.3739	0	0
29	0.409	0.4088	0.0002	0.0489
30	0.4272	0.4272	0	0
31	0.4554	0.4755	-0.0201	-4.4137
32	0.4616	0.4747	-0.0131	-2.83795
33	0.4653	0.4781	-0.0128	-2.75091

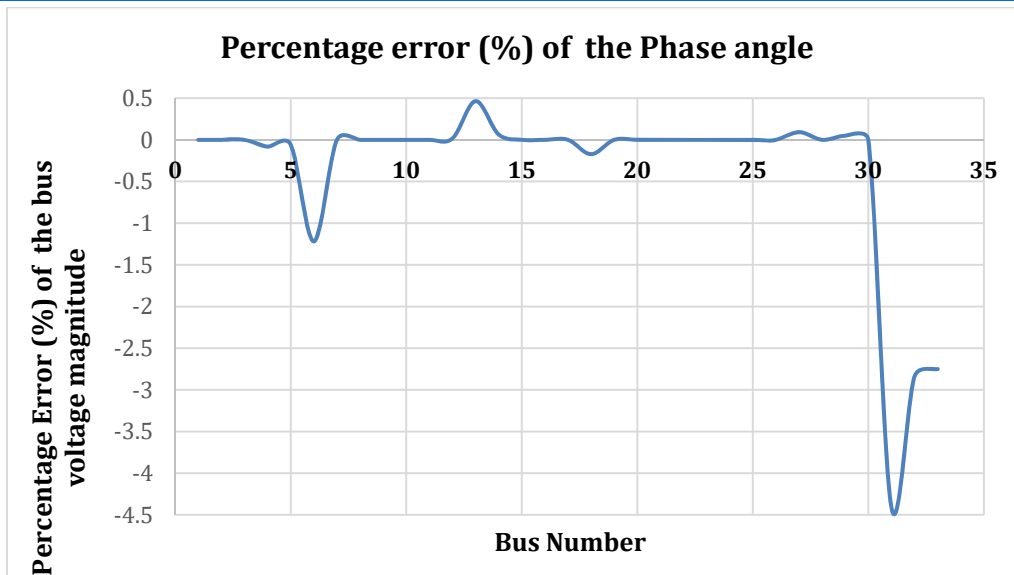


Figure 5 The results on the percentage error (%) of the Fast Decoupled estimated phase angles relative to the value computed with the Newton Raphson method as the base case

4. Conclusion

The load flow analysis capability of Fast Decoupled method is evaluated relative to that of the Newton Raphson method. The comparison is done with respect to the bus voltages and phase angles estimated using the Fast Decoupled method and the Newton Raphson method. The percentage error is estimated and the maximum absolute percentage error is obtained for the two parameters. The percentage error is zero (0 %) in most of the buses and only 12 buses have none zero percentage error in the bus voltages and phase angles.

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