ABSTRACT: In recent years, voltage stability problems have been increasing since power systems operate close to stability limits. The voltage stability problem of a power system is associated with a rapid voltage drop due to heavy system load and it occurs because of inadequate reactive power support at some critical bus. One of the serious consequences of the voltage stability is a system blackout, and this has received more attention in recent years. Accurate determination of stability limit and amount of reactive power injection to stabilize is important. This paper proposes to determine voltage stability margin of a critical bus and also provide amount of reactive power injection to the bus particularly during overload, a simple two bus equivalent model of the power system is used to determine the maximum apparent power for different power factors. Any required apparent power can directly obtained by correcting the reactive power at critical bus. Experimental results support our theoretical findings.

Keywords-Critical Voltage, Reactive Power, Voltage Stability, Harmonics.

I. INTRODUCTION

When power is supplied to a load through a transmission line keeping the sending end voltage constant, the receiving end voltage variations depend upon the reactive power and power factor of load. The voltage variation at a node is an indication of the unbalance between the reactive power generated and reactive power consumed by the load. The voltage stability problem can be analyzed using the P-V or Q-V curve. A series of load flow simulations are usually required to generate the PV and Q-V curve. However there is a critical load beyond which there is no load flow solution and thus the load flow method would not converge. The P-V curve and Q-V curves are plotted for a constant power factor and voltage v1 constant then v2 is given by:

\[ \text{Q} = \text{v}_1 \times \text{v}_2 \]

This paper describes a new method of assessing the voltage stability of a critical bus in a power system using maximum apparent power in P-Q plane. The maximum apparent power of a critical bus is obtained from a two bus equivalent of original system. The active, reactive power and critical voltage of the critical bus are then directly determined from the system.

II. TWO BUS EQUIVALENT OF POWERSYSTEM

With reference to fig.1, node one is a generated node with reference voltage v1 and node two is the load node with voltage v2. The two bus bars are interconnected through a short line. Assuming the interconnection to be lossless (r=0) and voltage v1 constant then v2 is given by:

\[ \text{V}_2 = \text{V}_1 - \text{IZ} \]

\[ \text{P}_+\text{JQ} = \text{V}_1\text{I} \]

\[ \text{V}_1^*\text{I} = \text{P}_-\text{JQ} \]

\[ \text{I} = \text{P}_-\text{JQ}/\text{V}_1^* \]

\[ \text{V}_1^* = \text{V}_1, \text{as v}_1 \text{ is the reference voltage} \]

\[ \text{V}_2 = \text{V}_1 - \text{IZ} \]

\[ \text{V}_2 = \text{V}_1 - (\text{P}_-\text{JQ}/\text{V}_1)\text{X} \]

\[ \text{V}_2 = (\text{V}_1 - (\text{Q}/\text{V}_1)) \text{X} \]

from the above it is clear that the load voltage v2 is not affected much due to real component of load ‘p’ and v2 is more affected due to reactive component of load. i.e

\[ \text{V}_2 = \text{V}_1 - \text{Q}/\text{V}_1 \]

in order to keep the receiving end voltage v2 fixed for a particular sending end voltage v1, the variable quantity ‘Q’ must be locally adjusted to keep this quantity fixed. The local generation of reactive power can be obtained by connecting shunt capacitors.

III. THEVENIN EQUIVALENT CIRCUIT OF A CRITICAL BUS

Two bus equivalent of a power system can be obtained using thevenins theorem. Thevenin equivalent voltage can be obtained from load flow solution of a power system by considering all the loads except the load on critical bus.
Thevenin's equivalent impedance ($z_{th}$) can be obtained from the $k$th diagonal element of $Z$-matrix and the load on the $k$th bus.

**IV. RELATION BETWEEN APPARENT POWER AND VOLTAGE**

From fig.1, considering transmission line with impedance $Z=R+jQ$ with $v_1$ voltage constant as that corresponding bus is considered as swing bus. Now relation between receiving end power and load power $S=P+jQ$ can be written as:

$$V_1^2=V_2^2+2(RP+XQ)+(R^2+X^2)((P^2+Q^2)/(V_2^2))$$

Assuming $V_2^2=x$; we get a quadratic equation and solving it gives two solutions:

- $a=1$
- $b=2(RP+XQ)-V_1^2$
- $c=(R^2+X^2)(P^2+Q^2)$
- $d=V_1^4+4[(2PQX-2RPX-V_1^2)(RP+XQ)]^2$

Equating $d=0$ and solving quadratic equation we get:

$$S_m=\frac{(V_1^2-Z(R\cos\theta+X\sin\theta))}{2(R\sin\theta+X\cos\theta)}$$

$$V_{cr}=\sqrt{\left((V_1^2-2Sm(R\cos\theta+X\sin\theta))/2\right)^2+1^2}$$

Substituting angle=90 in critical voltage equation we get the relation between reactive power and voltage stability limit of a critical bus.

**V. MAXIMUM APPARENT POWER IN P-Q PLANE**

$$Q_m=a(P)$$

**VI. MAXIMUM APPARENT POWER OF CRITICAL BUS**
We can predetermine the stability margin of critical bus at different power factors (Φ) and the power factor of a critical bus is desired by load on it as shown in fig.5. Let us consider the load on a critical bus is P+jQ

\[ \cos \theta = \cos \left[ \tan^{-1} \left( \frac{Q}{P} \right) \right] \]

And then,

\[ S_m = \frac{V_1^2 \left[ Z - (R \cos \Phi + X \sin \Phi) \right]}{2 \left[ (R \sin \Phi + X \cos \Phi) \right]^2} \]

For a given power factor angle \( \Phi \) maximum real power can be obtained by setting \( \Phi = 0 \) and maximum reactive power can be obtained by setting \( \Phi = 90^\circ \)

\[ P_m = \frac{V_1^2 (Z - R)}{X^2} \]
\[ Q_m = \frac{V_1^2 (Z - X)}{R^2} \]

For a particular power factor we predetermine \( S_m \) (oa) which is the maximum apparent power or stability margin of the critical bus. From the graph it can be understood that if the apparent power of load lies within line oa then system is stable and if lies between point a and b then it is unstable.

**Fig.7**, graphical representation of \( S < S_m \)

**A. CASE-I:**

The load apparent power \( S = \sqrt{P^2 + Q^2} \) is less compared with \( S_m \), the voltage stability is maintained at the critical bus k and space (da) is the reserve capacity of apparent power at critical bus which is represented by \( S_r \) in fig.6. The real power and reactive power of that bus can be obtained using formula:

\[ P_r = S_r \cos \Phi \]
\[ Q_r = S_r \sin \Phi \]

This excess reactive power can be supplied to any bus which is unstable.

**B. CASE-II:**

If the load apparent power \( S \) located between a and b then the load is unstable and this state can be overcome by adjusting the reactive power at the bus k by connecting a suitable compensating component which improves the power factor by supplying reactive power. The value of compensating component to be used is determined by the difference between \( (Q_m - Q) \) as shown in fig.7.

The adjusting reactive power can bring the operating point within valid portion of \( oS_m \).

**VI. METHOD FOR STABILIZING UNSTABLE SYSTEM USING REACTIVE POWER COMPENSATION**

**A. CASE-I:**

**Fig.9**, graphical representation of reactive power compensation method by power factor improvement.

**B. CASE-II**

In the fig.9 a purple line indicates the load apparent power. This is a case in which after compensation if operating point doesn’t come under stable limit then from that point line is drawn parallel to real axis to measure reactive power say \( Q' \), which is compared with \( Q \) and the same above procedure as in case i is repeated until the operating point comes under stable limit.
VII. CONCLUSION

In this paper, the stability limit of any load in n-bus system can be improved without change of real power demand. Since power factor plays a role to improve the stability limit, the regulation and voltage drop of transmission line will be reduced by the method proposed in this paper. The reactive power cited is allowed from each generator is limited and harmonics are arrested. This method provides accurate rating of compensating device by optimisation i.e. this proves to be superior than any other method. And we have mat-lab program to calculate in short time. The result obtained was similar to the manual calculation.

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