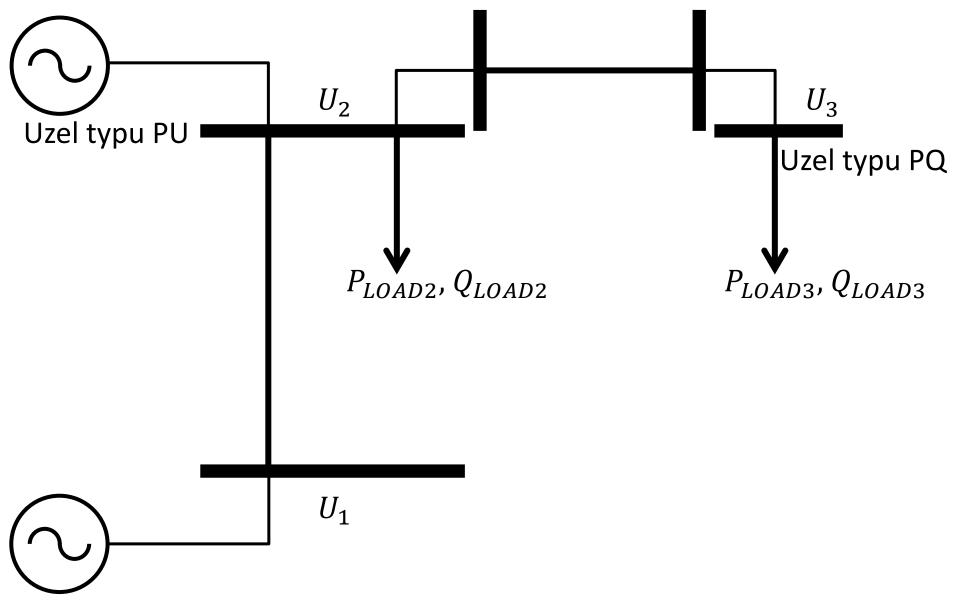


Software pro řešení chodu ES

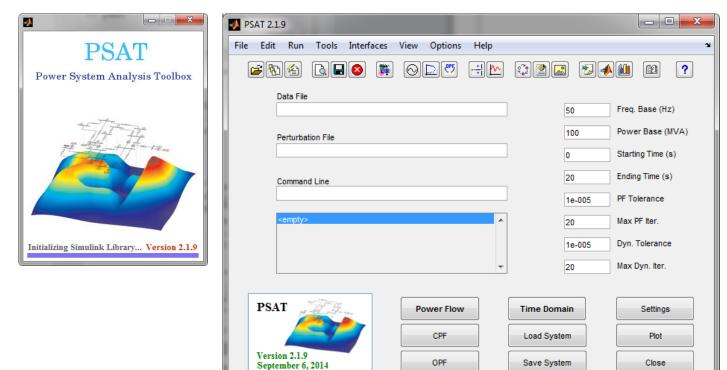
PSAT GridCal MatPower

doc. Ing. Karel Noháč, Ph.D. Plzeň 2017



Referenční uzel - Slack

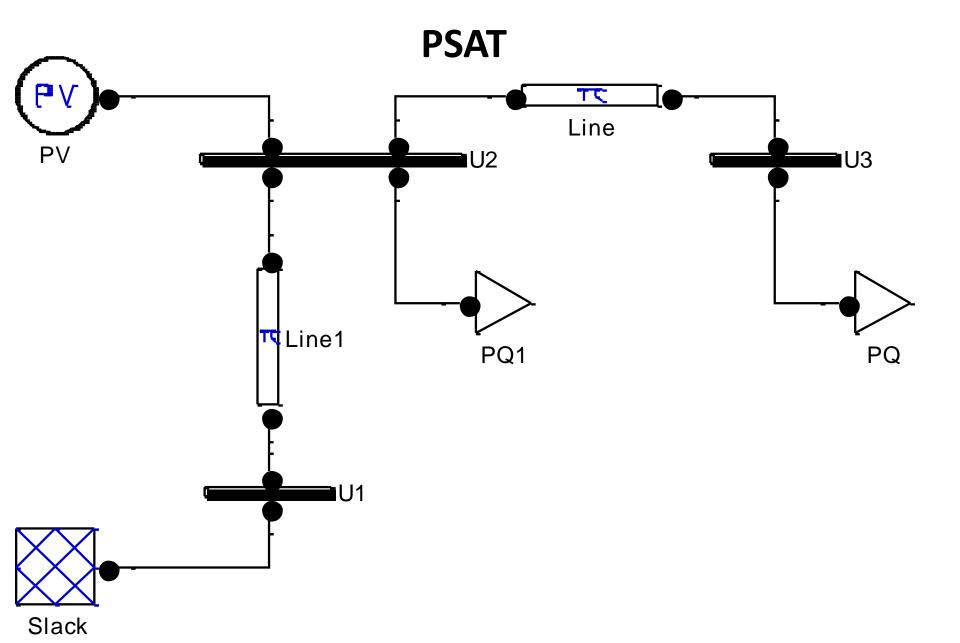
PSAT



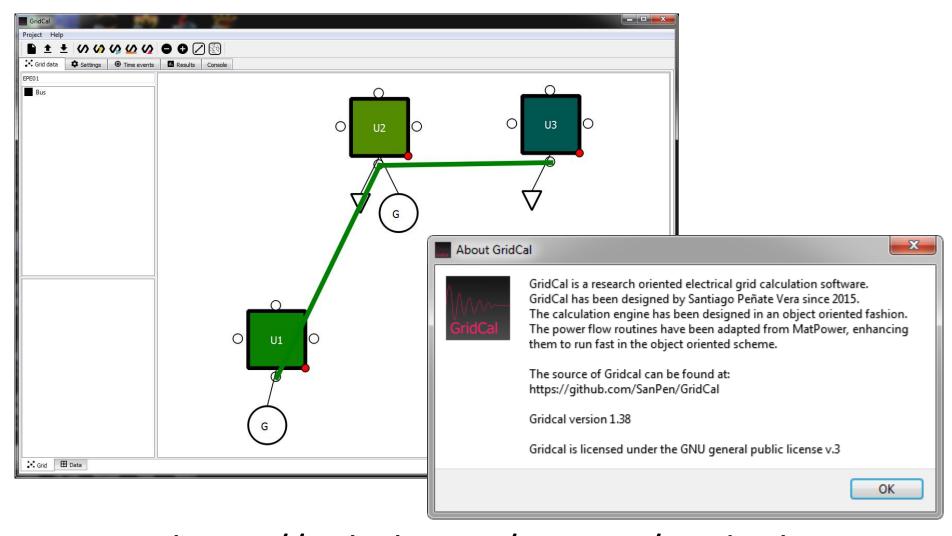
PSAT version 2.1.9, Copyright (C) 2002-2013 Federico Milano



http://faraday1.ucd.ie/psat.html

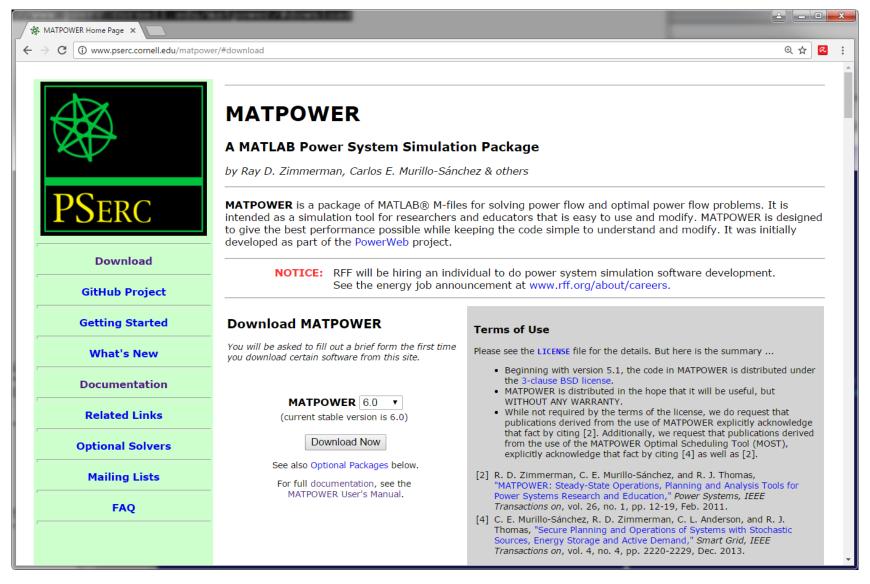


GridCal



https://github.com/SanPen/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi.python.org/pypi/GridCalhttps://pypi/GridCalh

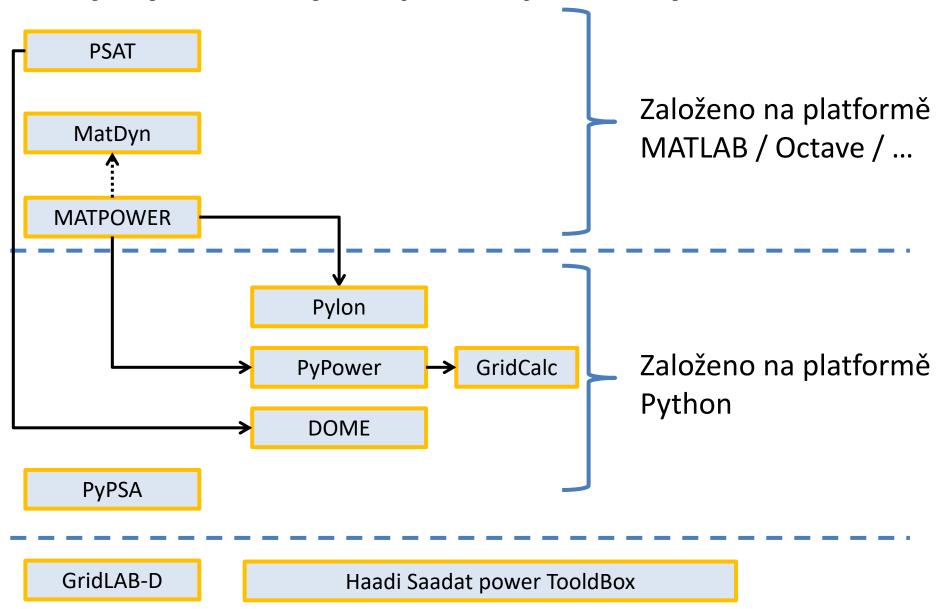
GridCal 0 U3 U2 U1



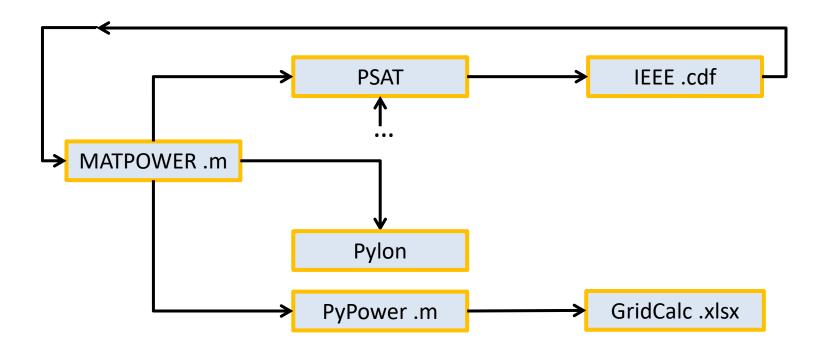
http://www.pserc.cornell.edu/matpower

-400 kV

Vývoj otevřených aplikací pro analýzu chodu ES



Formáty souborů otevřených aplikací pro analýzu chodu ES



PSAT

Bus	V [p.u.]	phase [rad]	P gen [p.u.]	Q gen [p.u.]	P load [p.u.]	Q load [p.u.]
	- -		- -	- -	- -	
U1	1	0	-0.39558	-1.4079	0	0
U2	1.0125	0.002578	5	1.7514	0.5	0.2
U3	0.93671	-0.27676	0	0	4	1
LINE FLO	ws					
From Bus	To Bus	Line	P Flow	Q Flow	P Loss	Q Loss
			[p.u.]	[p.u.]	[p.u.]	[p.u.]
U2	U3	1	4.1028	0.41824	0.10278	-0.58176
U1	U2	2	-0.39558	-1.4079	0.001644	-0.2748
LINE FLO	WS					
From Bus	To Bus	Line	P Flow	Q Flow	P Loss	Q Loss
			[p.u.]	[p.u.]	[p.u.]	[p.u.]
บ3	U2	1	-4	-1	0.10278	-0.58176
U2	U1	2	0.39722	1.1331	0.001644	-0.2748

PSAT

GLOBAL SUMMARY REPORT

TOTAL GENERATION

REAL POWER [p.u.] REACTIVE POWER [p.u.]	4.6044 0.34345
TOTAL LOAD	
REAL POWER [p.u.]	4.5

TOTAL LOSSES

REAL POWER [p.u.]	0.10442
REACTIVE POWER [p.u.]	-0.85655

REACTIVE POWER [p.u.] 1.2

GridCal U3 U2 V1 V: 1.0000 < 0.0000° [p.u.] V: 400.0000 < 0.0000° [kV] S: 80.0000+0.0000j [MVA]

GridCal 0 U3 U2 V: 1.0125 < 0.1477° [p.u.] V: 405.0000 < 0.1477° [kV] S: 450.0000-20.0000j [MVA] U1

GridCal U3 U3 V: 0.9367 < -15.8564° [p.u.] V: 374.6905 < -15.8564° [kV] S: -400.0000-100.0000j [MVA] U1

GridCal 0 U3 U2 branch 1 loading: 0.0000 [%] Power: 39.7241+113.3128j [MVA] Losses: 0.1644-27.4795j [MVA] U1

GridCal 0 U3 branch 0 loading: 0.0000 [%] Power: 410.2679+41.8020j [MVA] Losses: 10.2769-58.1873j [MVA]

U1

GridCal

			Bus voltage	
	Bus voltage		Magnitude	Angle
U1	(1+0j)	U1		
U2	(1.01249663514+0.00261033065899j)	U2	1.0125	0.002578107
U 3	(0.901083399485-0.255939068324j)	U 3	0.936726267	-0.276746265
	Branch power		Branch power 2	
branch 0	(410.267890265+41.8020313205j)	branch 0	-399.9909823	
branch 1	(39.7241365202+113.312804972j)	branch 1	39.55969914	
	Branch losses		Bus load	
branch 0	(10.2769079851-58.1872861404j)	U1	0 0	
branch 1	(0.164437384923-27.4795175534j)	U2	50 20	
		U 3	400 100	
			Bus generation	
		U1	-39.55969914	-140.7923225
		U2	499.9920268	175.1148363
		U 3	0.00901772	0.010682539
			Total generation	
			460.4413454	34.33319631
			Total load	
			450	120
			Total losses	
			10.44134537	-85.66680369

How many?		How much?	P (MW)	Q (MVAr)	
Buses	3	Total Gen Capacity	780.0	-250.0 to 400.0	
Generators	2	On-line Capacity	780.0	-250.0 to 400.0	
Committed Gens	2	Generation (actual)	460.4	34.3	
Loads	2	Load	450.0	120.0	
Fixed	2	Fixed	450.0	120.0	
Dispatchable	0	Dispatchable	-0.0 of -0 .	0 -0.0	
Shunts	0	Shunt (inj)	-0.0	0.0	
Branches	2	Losses (I^2 * Z)	10.44	121.59(85.66)	
Transformers	0	Branch Charging (inj)	-	207.2	
Inter-ties	0	Total Inter-tie Flow	0.0	0.0	
Areas	1				
	Minimum		Maximum		
Voltage Magnitude	0.93	37 p.u. @ bus 3	1.013 p.u. @	bus 2	
Voltage Angle	-15.86	deg @ bus 3	0.15 deg @	bus 2	
P Losses (I^2*R)		-	10.28 MW @	line 2-3	

119.91 MVAr @ line 2-3

Q Losses (I^2*X)

		Load		neration L		nera	Gei	cage	Vol	Bus
		Q (MVAr)						Ang (deg)	Mag(pu)	#
	•				-140.7			0.000*	1.000	1
		20.00	50.00	4	175.1	00	500.0	0.148	1.013	2
	_	100.00	00.00	4	-		-	-15.857	0.937	3
		120.00	50.00	4 4	34.3	44	460.4	Total:		
 						====		======================================	Branch I	
 [^2 * Z)	Loss (I	ction	 ıs Inje	To B	ection	Inj	om Bus	To F:	From	 Brnch
Q (MVAr)	P (MW)	(MVAr)	V) Q	P (M	(MVAr)	Q	(MW)	Bus	Bus	#
119.91 (58.3	10.278	.00.00)0 -1	-400.	41.82		10.28	3	2	1
1.68 (27.4									1	2

Total:

10.442

121.59 (85.66)