



# Impact Analysis of Photovoltaic Penetration in Radial Distribution System - A Case Study of Bazar Feeder in Dhulabari DC

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## Abstract

The increasing integration of photovoltaic (PV) systems in distribution networks has significantly influenced system performance in terms of the voltage profile and power losses. This study analyzed PV penetration in the 38-bus bazar feeder at the Dhulabari distribution center using Dig SILENT Power Factory. Load flow analyses were conducted under various PV penetration levels, with PV systems integrated near the source (Bus 4), middle (Bus 19), and end (Bus 38) of the feeders. The results show that at a low penetration level (10%), power loss reduction is more effective when the PV system is installed at the end bus (Bus 38), whereas at higher penetration levels, PV placement at the middle of the network (Bus 19) minimizes losses. At 40% PV penetration (2160 kW), the system showed improved voltage regulation and reduced power losses, with PV installation at Bus 19 minimizing the active and reactive losses by 40% and 44.83%, respectively. The lowest bus voltage (Bus 38) increased to only 9.80 kV under this configuration. To improve the voltage profile, an 840 kVAr capacitor bank was introduced at Bus 34 (the weak bus) alongside 40% PV penetration at Bus 19. This combination yielded a 54% reduction in active power loss and a 58.62% reduction in reactive power loss, significantly improving the system performance. This study demonstrates that the coordinated placement of PV units and capacitor banks can enhance voltage stability and network efficiency in radial distribution systems.

**Keywords:** Photovoltaic (PV) integration • power loss reduction • voltage profile • capacitor bank • Dig SILENT PowerFactory • PV penetration level

## 1. Introduction

The growing global demand for electrical energy and the increasing concern over environmental impacts have accelerated the adoption of renewable energy sources. Among these, photovoltaic (PV) systems have gained significant attention due to their clean, sustainable, and decentralized nature. Integrating PV generation into existing power distribution networks not only supports the transition toward green energy but also introduces new operational challenges in maintaining power quality and reliability.

Distribution networks are typically designed for unidirectional power flow from the substation to the end consumers. However, the integration of distributed PV generation leads to bidirectional power flow, which can affect the voltage profiles, system losses, and overall feeder stability. Therefore, a detailed study of PV penetration at

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various levels and locations within the network is essential to understand its technical impact and optimize the system performance.

This project focuses on the Bazar Feeder of the Dhulabari Distribution Center, where the effect of PV integration on the voltage profile and power loss was analyzed using the Dig SILENT Power Factory software. Different penetration levels of PV were considered at three strategic positions—near the source, at the midpoint, and at the end of the feeder—to determine the optimal configuration of the feeder. This study also includes reactive power compensation using capacitor banks to further enhance the network performance. The outcomes provide valuable insights into the effective planning and operation of PV-integrated radial distribution systems.

## 2. Literature Review

The integration of photovoltaic (PV) systems into radial distribution networks has been widely studied because of the increasing penetration of renewable energy and the operational challenges it poses. Several researchers have focused on understanding the effects of PV penetration on voltage profiles, power losses, and system stability, as well as on methods for the optimal placement and sizing of PV units.

### 2.1 Impact of PV Integration on Distribution Systems

When PV systems are connected to distribution networks, they can introduce bidirectional power flow, voltage fluctuations, and changes in power loss. According to Hatziyriou et al. (2017), high PV penetration can improve energy efficiency but may also lead to voltage rise issues at buses located near PV installation points. Similarly, Tripathy and Mishra (2015) observed that the strategic placement of PV units can reduce technical losses, enhance voltage stability, and mitigate the adverse effects of intermittent generation.

### 2.2 PV Penetration Levels and Placement Strategies

The effect of PV integration strongly depends on its penetration level and the location within the feeder. Studies by Kumar et al. (2016) demonstrated that low-to-moderate PV penetration near the substation has minimal impact on voltage deviations, whereas high PV penetration at the end of the feeder may lead to over-voltage conditions. Research by Singh and Goel (2018) highlighted that mid-feeder placements often provide a balance between loss reduction and voltage profile improvement.

### 2.3 Reactive Power Compensation and Voltage Regulation

Reactive power support through capacitor banks or PV inverters with reactive power control has been proposed to address voltage rise and maintain system stability. Ahmed et al. (2019) indicated that combining PV systems with properly sized capacitor banks can significantly improve voltage profiles and further reduce active and reactive power losses in the network.

### 2.4 Simulation and Analytical Studies

Dig SILENT Power Factory and MATLAB/Simulink are commonly used tools for evaluating the effects of PV integration. Simulation-based studies allow for the detailed modelling of feeder characteristics, load profiles, and PV generation patterns. For example, Yadav et al. (2020) conducted a case study on a radial 33-bus distribution system, concluding that optimal PV placement with reactive power compensation improved voltage levels and reduced system losses, similar to the findings of the present study.

### 2.5 Summary

The reviewed literature emphasizes that both the penetration level and location of PV units critically influence distribution system performance. Incorporating reactive power compensation strategies further enhances voltage stability and reduces losses. These collective insights provide a foundation for the present study, which analyzes PV integration on the Bazar Feeder of the Dhulabari Distribution Center using Dig SILENT Power Factory, considering various PV penetration levels and strategic placement points.

## 3. Methodology

The methodology adopted in this study aims to analyses the impact of photovoltaic (PV) penetration on the voltage profile and power losses in a radial distribution system, specifically the Bazar feeder of the Dhulabari distribution center. This approach combines simulation modelling, PV placement analysis, and reactive power compensation to evaluate the system performance.

### 3.1 Study System Description

The study was conducted on the Bazar Feeder, a radial distribution feeder comprising 38 buses. The feeder supplies power to various residential, commercial, and industrial facilities. Its electrical parameters, including the line resistances, reactance's, and bus load data, were collected from the distribution center. The feeder was modelled in Dig SILENT Power Factory for a detailed load flow analysis.

### 3.2 PV Penetration Levels

To assess the impact of PV integration, multiple penetration levels were considered: 10%, 20%, 30%, and 40% of the feeder peak load. PV units are injected at specific buses.

### 3.3 PV Placement Locations

Three strategic locations were selected for PV placement:

- Near the source (Bus 2–Bus 5):** To evaluate the effect of PV close to the substation.
- Midpoint of the feeder (Bus 18–Bus 19):** To examine balanced impact on feeder losses and voltage profile.
- End of the feeder (Bus 34–Bus 38):** To analyze potential voltage rise and over-voltage issues at the far end.

### 3.4 Load Flow Analysis

Load flow simulations were conducted using Dig SILENT Power Factory. The backward/forward sweep method was employed for radial systems, considering both active and reactive power flows in the system. The simulation objectives were as follows:

- To determine the voltage profile at each bus under different PV penetration levels.
- To calculate real (kW) and reactive (kVAR) power losses in the feeder.

### 3.5 Reactive Power Compensation

Capacitor banks were strategically placed at selected buses to provide reactive power support and improve voltage profile. The combination of PV generation and capacitor banks was tested to identify configurations that minimize power losses and maintain voltage within permissible limits.

### 3.6 Performance Evaluation Metrics

The impact of PV penetration was evaluated using the following metrics:

- Bus voltage magnitude:** To ensure compliance with standard voltage limits ( $\pm 5\%$  of nominal voltage).

- Real and reactive power losses:** To quantify efficiency improvements due to PV integration.

### 3.7 Simulation Procedure

- Model the Bazar Feeder in Dig SILENT PowerFactory with line and load data.
- Conduct base case load flow analysis without PV to establish reference voltage and losses.
- Integrate PV units at three location near source, middle of network and end of network for each penetration level.
- Load flow simulations were performed to evaluate the voltage profile and losses for each scenario.
- Capacitor banks were introduced to the selected buses, and the simulations were repeated.
- The results were compared and analyzed.

This methodology ensures a systematic assessment of the technical impact of PV penetration and provides insights into optimal planning and operational strategies for PV-integrated radial distribution networks.

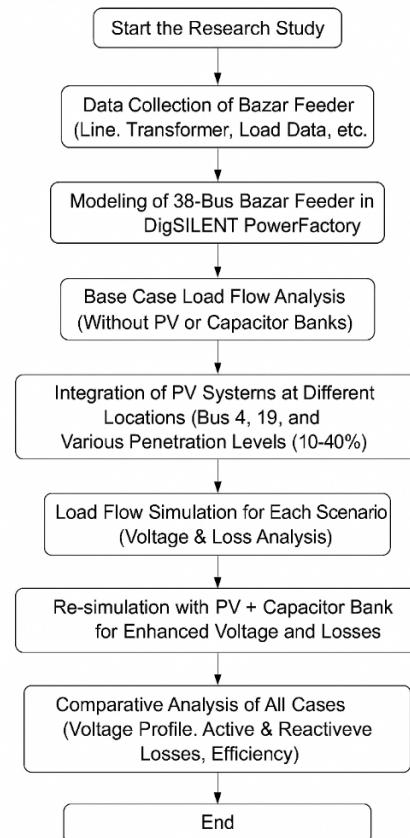


Figure 1: Methodology Flow Chart

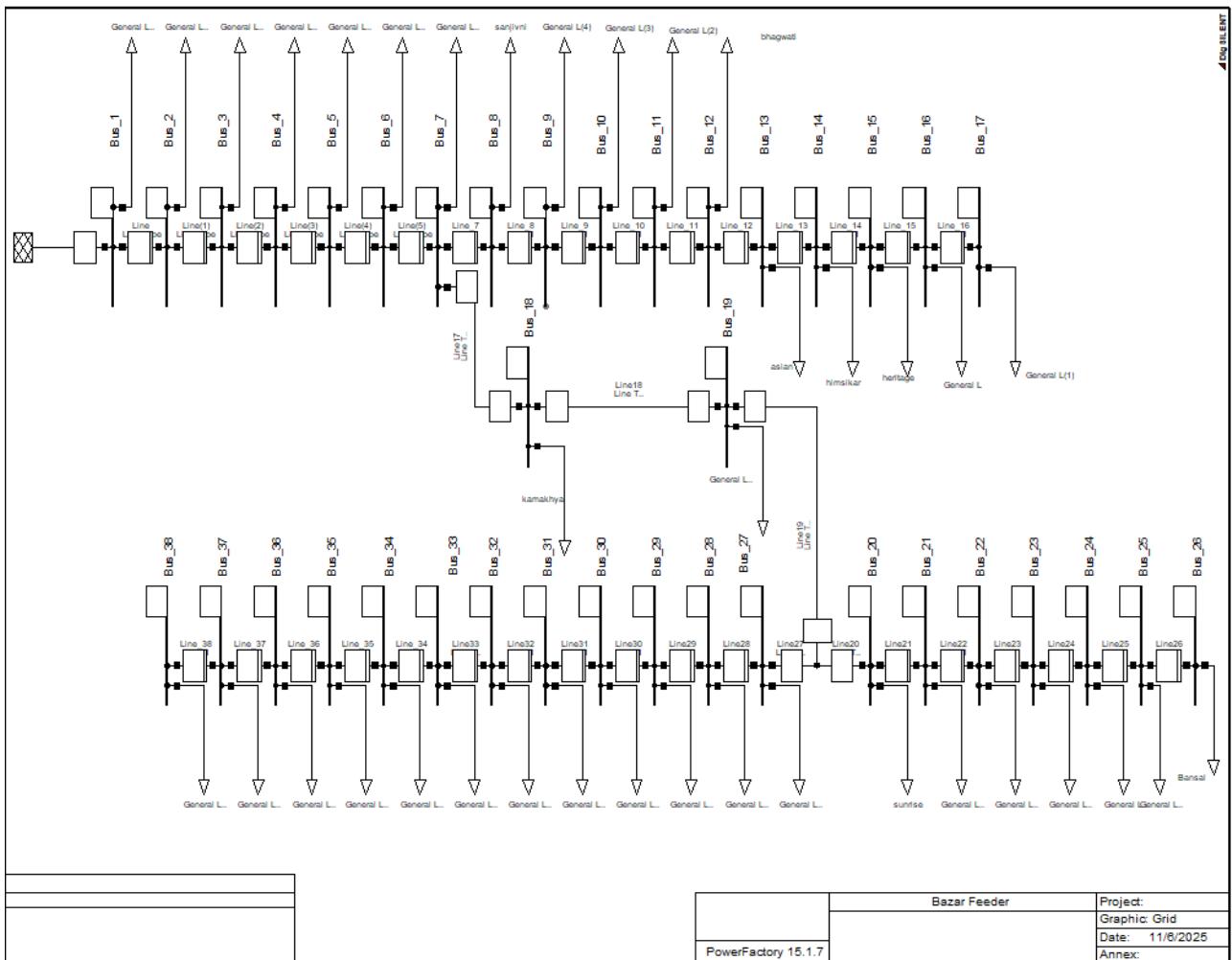


Figure 2: Dig SILENT Simulink Model of Bazar Feeder

#### 4. Results and Discussion

The Bazar Feeder is a 38-bus radial distribution system operating at 11 kV with a total load of 6145 kVA. Transformer peak loads were considered for NEA transformers, whereas 80% loading at 0.8 pf lagging was assumed for industrial transformers. The system includes branching connections and uses 100 MVA and 11 kV as the base values for per-unit calculations. Without PV or DG integration, the active and reactive power losses are 500 kW and 580 kVAR, respectively, with bus 1 at 1.0 p.u. and a minimum voltage of 0.86 p.u. at bus 38.

##### 4.1 Voltage and Loss Profile at 10% penetration

With 10% PV penetration (540 kW), the distribution network showed notable improvement in voltage profile and power loss (Table 1, Figures 3–5). The PV unit was integrated at different buses to assess system performance. At Bus 4, active and reactive losses decreased by 4% and 5.17%, respectively; at Bus 19, by 12% and 13.79%; and at Bus 38, by 16% and 17.24%. The minimum bus voltage (Bus 38) improved from 9.41 kV to 9.82 kV with PV at Bus 38. All simulations were performed in Dig SILENT Power Factory.

Table 1: Voltage Profile with 10% PV Penetration at Bazar Feeder

| S.N | BUS    | Without PV (kV) | 10% PV Pen at Bus 4 (kV) | 10% PV Pen at Bus 19 (kV) | 10% PV Pen at Bus 38 (kV) |
|-----|--------|-----------------|--------------------------|---------------------------|---------------------------|
| 1   | Bus_1  | 11              | 11                       | 11                        | 11                        |
| 2   | Bus_2  | 10.84406        | 10.85301                 | 10.85468                  | 10.85517                  |
| 3   | Bus_3  | 10.69057        | 10.70842                 | 10.71175                  | 10.71272                  |
| 4   | Bus_4  | 10.53839        | 10.56507                 | 10.57007                  | 10.57153                  |
| 5   | Bus_5  | 10.38874        | 10.41586                 | 10.43085                  | 10.43279                  |
| 6   | Bus_6  | 10.24165        | 10.26922                 | 10.29411                  | 10.29654                  |
| 7   | Bus_7  | 10.09717        | 10.12516                 | 10.15990                  | 10.16281                  |
| 8   | Bus_8  | 10.02221        | 10.05042                 | 10.08543                  | 10.08836                  |
| 9   | Bus_9  | 9.966476        | 9.994859                 | 10.03006                  | 10.03302                  |
| 10  | Bus_10 | 9.901425        | 9.930000                 | 9.965442                  | 9.968414                  |
| 11  | Bus_11 | 9.848745        | 9.877475                 | 9.913109                  | 9.916097                  |
| 12  | Bus_12 | 9.797600        | 9.826482                 | 9.862302                  | 9.865305                  |
| 13  | Bus_13 | 9.771041        | 9.800002                 | 9.835919                  | 9.838930                  |
| 14  | Bus_14 | 9.751878        | 9.780896                 | 9.816883                  | 9.819900                  |
| 15  | Bus_15 | 9.742594        | 9.771640                 | 9.807661                  | 9.810681                  |
| 16  | Bus_16 | 9.724012        | 9.753113                 | 9.789203                  | 9.792229                  |
| 17  | Bus_17 | 9.717817        | 9.746936                 | 9.783048                  | 9.786076                  |
| 18  | Bus_18 | 10.06670        | 10.09479                 | 10.13273                  | 10.13579                  |
| 19  | Bus_19 | 9.815866        | 9.844735                 | 9.914315                  | 9.918928                  |
| 20  | Bus_20 | 9.607647        | 9.637161                 | 9.708278                  | 9.736255                  |
| 21  | Bus_21 | 9.583746        | 9.613335                 | 9.684630                  | 9.712676                  |
| 22  | Bus_22 | 9.562046        | 9.591702                 | 9.663159                  | 9.691268                  |
| 23  | Bus_23 | 9.544754        | 9.574465                 | 9.646050                  | 9.674210                  |
| 24  | Bus_24 | 9.523207        | 9.552985                 | 9.624732                  | 9.652954                  |
| 25  | Bus_25 | 9.510338        | 9.540156                 | 9.611999                  | 9.640259                  |
| 26  | Bus_26 | 9.495120        | 9.524986                 | 9.596942                  | 9.625246                  |
| 27  | Bus_27 | 9.616721        | 9.646208                 | 9.717260                  | 9.751258                  |
| 28  | Bus_28 | 9.588197        | 9.617774                 | 9.689039                  | 9.738186                  |
| 29  | Bus_29 | 9.562816        | 9.592472                 | 9.663928                  | 9.728221                  |
| 30  | Bus_30 | 9.540584        | 9.570310                 | 9.641933                  | 9.721364                  |
| 31  | Bus_31 | 9.508745        | 9.538572                 | 9.610434                  | 9.720073                  |
| 32  | Bus_32 | 9.483241        | 9.513148                 | 9.585203                  | 9.725019                  |
| 33  | Bus_33 | 9.467606        | 9.497564                 | 9.569737                  | 9.724696                  |
| 34  | Bus_34 | 9.448456        | 9.478474                 | 9.550792                  | 9.735900                  |
| 35  | Bus_35 | 9.435678        | 9.465737                 | 9.538152                  | 9.753322                  |
| 36  | Bus_36 | 9.426091        | 9.456181                 | 9.528669                  | 9.773861                  |
| 37  | Bus_37 | 9.419699        | 9.449808                 | 9.522345                  | 9.797509                  |
| 38  | Bus_38 | 9.416502        | 9.446621                 | 9.519182                  | 9.824256                  |

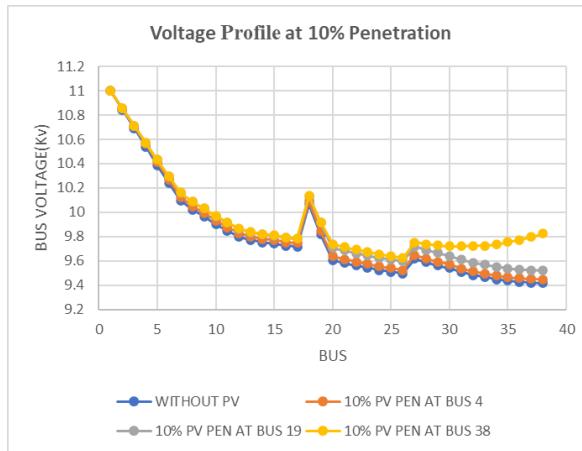


Figure 3: Voltage profile at 10% penetration



Figure 4: Line loss at 10% penetration

Table 2: Voltage profile, with 20% PV penetration at Bazar feeder

| S.N | Bus    | Without PV (kV) | 20% PV at Bus 4 (kV) | 20% PV at Bus 19 (kV) | 20% PV at Bus 38 (kV) |
|-----|--------|-----------------|----------------------|-----------------------|-----------------------|
| 1   | Bus_1  | 11              | 11                   | 11                    | 11                    |
| 2   | Bus_2  | 10.84406        | 10.86186             | 10.86485              | 10.86477              |
| 3   | Bus_3  | 10.69057        | 10.72608             | 10.73206              | 10.73189              |
| 4   | Bus_4  | 10.53839        | 10.59150             | 10.60047              | 10.60021              |
| 5   | Bus_5  | 10.38874        | 10.44274             | 10.47128              | 10.47095              |
| 6   | Bus_6  | 10.24165        | 10.29653             | 10.34454              | 10.34412              |
| 7   | Bus_7  | 10.09717        | 10.15291             | 10.22026              | 10.21976              |
| 8   | Bus_8  | 10.02221        | 10.07838             | 10.14625              | 10.14575              |
| 9   | Bus_9  | 9.96648         | 10.02298             | 10.09124              | 10.09074              |
| 10  | Bus_10 | 9.90143         | 9.95831              | 10.02703              | 10.02652              |
| 11  | Bus_11 | 9.84875         | 9.90594              | 9.97502               | 9.97451               |
| 12  | Bus_12 | 9.79760         | 9.85509              | 9.92454               | 9.92402               |
| 13  | Bus_13 | 9.77104         | 9.82869              | 9.89832               | 9.89781               |
| 14  | Bus_14 | 9.75188         | 9.80964              | 9.87941               | 9.87889               |
| 15  | Bus_15 | 9.74259         | 9.80041              | 9.87024               | 9.86973               |
| 16  | Bus_16 | 9.72401         | 9.78194              | 9.85190               | 9.85139               |
| 17  | Bus_17 | 9.71782         | 9.77578              | 9.84579               | 9.84527               |
| 18  | Bus_18 | 10.06670        | 10.12262             | 10.19628              | 10.19576              |

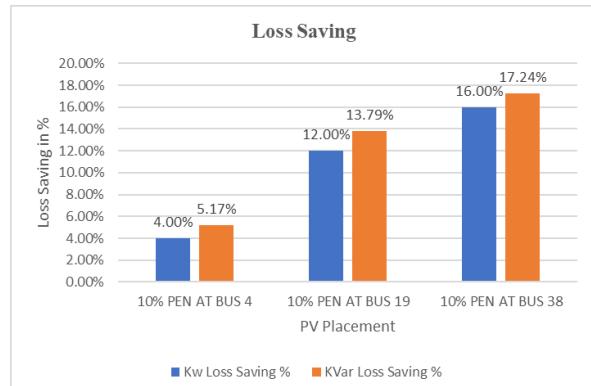


Figure 5: Loss saving % at 10% penetration

#### 4.2 Voltage and Loss Profile at 20% penetration

At 20% PV penetration (1080 kW), the system showed significant improvement in performance (Table 2, Figures 6–8). Installing PV at Bus 4 reduced active and reactive losses by 8% and 10.34%, respectively; at Bus 19, by 24% and 27.59%; and at Bus 38, by 22% and 27.59%. The minimum bus voltage (Bus 38) increased from 9.41 kV to 10.19 kV with PV at Bus 38.

|    |        |         |         |          |          |
|----|--------|---------|---------|----------|----------|
| 19 | Bus_19 | 9.81587 | 9.87333 | 10.00945 | 10.00867 |
| 20 | Bus_20 | 9.60765 | 9.66639 | 9.80548  | 9.84854  |
| 21 | Bus_21 | 9.58375 | 9.64264 | 9.78207  | 9.82524  |
| 22 | Bus_22 | 9.56205 | 9.62108 | 9.76081  | 9.80408  |
| 23 | Bus_23 | 9.54475 | 9.60389 | 9.74388  | 9.78722  |
| 24 | Bus_24 | 9.52321 | 9.58248 | 9.72278  | 9.76621  |
| 25 | Bus_25 | 9.51034 | 9.56969 | 9.71017  | 9.75366  |
| 26 | Bus_26 | 9.49512 | 9.55456 | 9.69527  | 9.73883  |
| 27 | Bus_27 | 9.61672 | 9.67541 | 9.81437  | 9.86883  |
| 28 | Bus_28 | 9.58820 | 9.64707 | 9.78644  | 9.86983  |
| 29 | Bus_29 | 9.56282 | 9.62184 | 9.76158  | 9.87392  |
| 30 | Bus_30 | 9.54058 | 9.59975 | 9.73981  | 9.88109  |
| 31 | Bus_31 | 9.50875 | 9.56811 | 9.70863  | 9.90773  |
| 32 | Bus_32 | 9.48324 | 9.54277 | 9.68366  | 9.94057  |
| 33 | Bus_33 | 9.46761 | 9.52723 | 9.66835  | 9.95412  |
| 34 | Bus_34 | 9.44846 | 9.50820 | 9.64960  | 9.99324  |
| 35 | Bus_35 | 9.43568 | 9.49551 | 9.63709  | 10.03849 |
| 36 | Bus_36 | 9.42609 | 9.48598 | 9.62771  | 10.08684 |
| 37 | Bus_37 | 9.41970 | 9.47963 | 9.62145  | 10.13827 |
| 38 | Bus_38 | 9.41650 | 9.47645 | 9.61832  | 10.19277 |

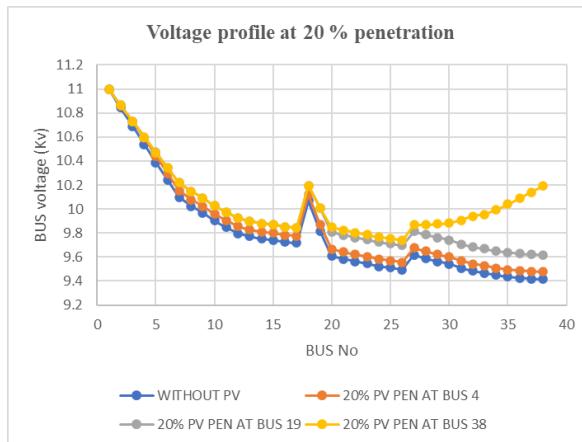


Figure 6: Voltage profile at 20% penetration

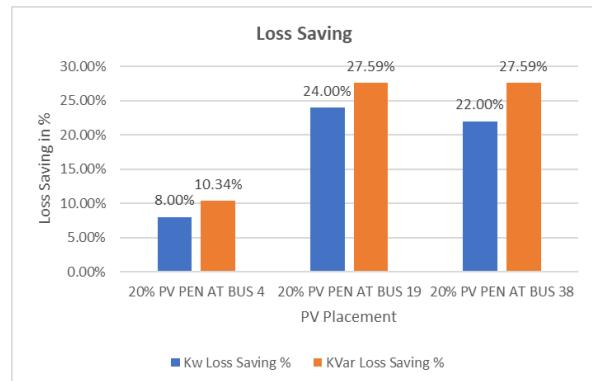


Figure 8: Loss saving % at 20% penetration

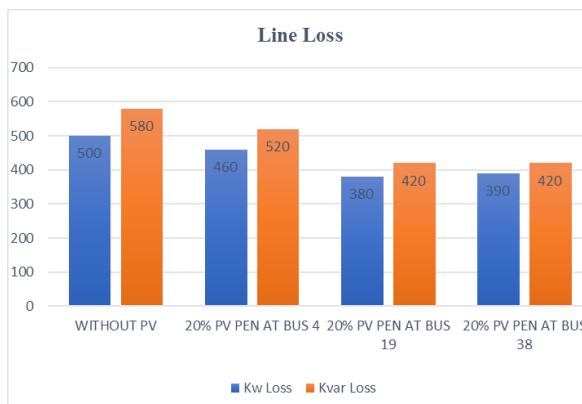


Figure 7: Line loss at 20% penetration

#### 4.3 Voltage and Loss Profile at 30% penetration

At 30% PV penetration (1620 kW), system performance improved significantly in terms of voltage profile and loss reduction (Table 3, Figures 9–11). With PV at Bus 4, active and reactive losses dropped by 12% and 13.79%, respectively. At Bus 19, losses decreased by 34% and 36.21%, while at Bus 38, by 22% and 32.76%. The minimum voltage (Bus 38) rose from 9.41 kV to 10.53 kV after PV installation at Bus 38.

Table 3: Voltage profile, with 30% PV penetration at Bazar feeder

| S.N | Bus    | Without PV<br>(kV) | 30% PV<br>at Bus 4 (kV) | 30% PV<br>at Bus 19 (kV) | 30% PV<br>at Bus 38 (kV) |
|-----|--------|--------------------|-------------------------|--------------------------|--------------------------|
| 1   | Bus_1  | 11                 | 11                      | 11                       | 11                       |
| 2   | Bus_2  | 10.84406           | 10.87062                | 10.87461                 | 10.87317                 |
| 3   | Bus_3  | 10.69057           | 10.74357                | 10.75155                 | 10.74866                 |
| 4   | Bus_4  | 10.53839           | 10.61770                | 10.62966                 | 10.62534                 |
| 5   | Bus_5  | 10.38874           | 10.46938                | 10.51016                 | 10.50440                 |
| 6   | Bus_6  | 10.24165           | 10.32360                | 10.39307                 | 10.38588                 |
| 7   | Bus_7  | 10.09717           | 10.18039                | 10.27841                 | 10.26979                 |
| 8   | Bus_8  | 10.02221           | 10.10608                | 10.20485                 | 10.19616                 |
| 9   | Bus_9  | 9.96648            | 10.05084                | 10.15017                 | 10.14143                 |
| 10  | Bus_10 | 9.90143            | 9.98636                 | 10.08635                 | 10.07755                 |
| 11  | Bus_11 | 9.84875            | 9.93414                 | 10.03466                 | 10.02581                 |
| 12  | Bus_12 | 9.79760            | 9.88344                 | 9.98447                  | 9.97559                  |
| 13  | Bus_13 | 9.77104            | 9.85711                 | 9.95842                  | 9.94950                  |
| 14  | Bus_14 | 9.75188            | 9.83812                 | 9.93962                  | 9.93069                  |
| 15  | Bus_15 | 9.74259            | 9.82892                 | 9.93051                  | 9.92157                  |
| 16  | Bus_16 | 9.72401            | 9.81050                 | 9.91228                  | 9.90333                  |
| 17  | Bus_17 | 9.71782            | 9.80436                 | 9.90620                  | 9.89724                  |
| 18  | Bus_18 | 10.06670           | 10.15020                | 10.25754                 | 10.24845                 |
| 19  | Bus_19 | 9.81587            | 9.90167                 | 10.10151                 | 10.08783                 |
| 20  | Bus_20 | 9.60765            | 9.69535                 | 9.89949                  | 9.94789                  |
| 21  | Bus_21 | 9.58375            | 9.67167                 | 9.87631                  | 9.92482                  |
| 22  | Bus_22 | 9.56205            | 9.65017                 | 9.85526                  | 9.90388                  |
| 23  | Bus_23 | 9.54475            | 9.63304                 | 9.83849                  | 9.88719                  |
| 24  | Bus_24 | 9.52321            | 9.61169                 | 9.81759                  | 9.86640                  |
| 25  | Bus_25 | 9.51034            | 9.59894                 | 9.80511                  | 9.85398                  |
| 26  | Bus_26 | 9.49512            | 9.58386                 | 9.79035                  | 9.83929                  |
| 27  | Bus_27 | 9.61672            | 9.70434                 | 9.90830                  | 9.97296                  |
| 28  | Bus_28 | 9.58820            | 9.67609                 | 9.88064                  | 9.98694                  |
| 29  | Bus_29 | 9.56282            | 9.65094                 | 9.85603                  | 10.00401                 |
| 30  | Bus_30 | 9.54058            | 9.62891                 | 9.83447                  | 10.02417                 |
| 31  | Bus_31 | 9.50875            | 9.59737                 | 9.80360                  | 10.07668                 |
| 32  | Bus_32 | 9.48324            | 9.57211                 | 9.77887                  | 10.13541                 |
| 33  | Bus_33 | 9.46761            | 9.55662                 | 9.76371                  | 10.16172                 |
| 34  | Bus_34 | 9.44846            | 9.53765                 | 9.74515                  | 10.22685                 |
| 35  | Bus_35 | 9.43568            | 9.52499                 | 9.73276                  | 10.29808                 |
| 36  | Bus_36 | 9.42609            | 9.51549                 | 9.72347                  | 10.37244                 |
| 37  | Bus_37 | 9.41970            | 9.50916                 | 9.71727                  | 10.44990                 |
| 38  | Bus_38 | 9.41650            | 9.50599                 | 9.71417                  | 10.53042                 |

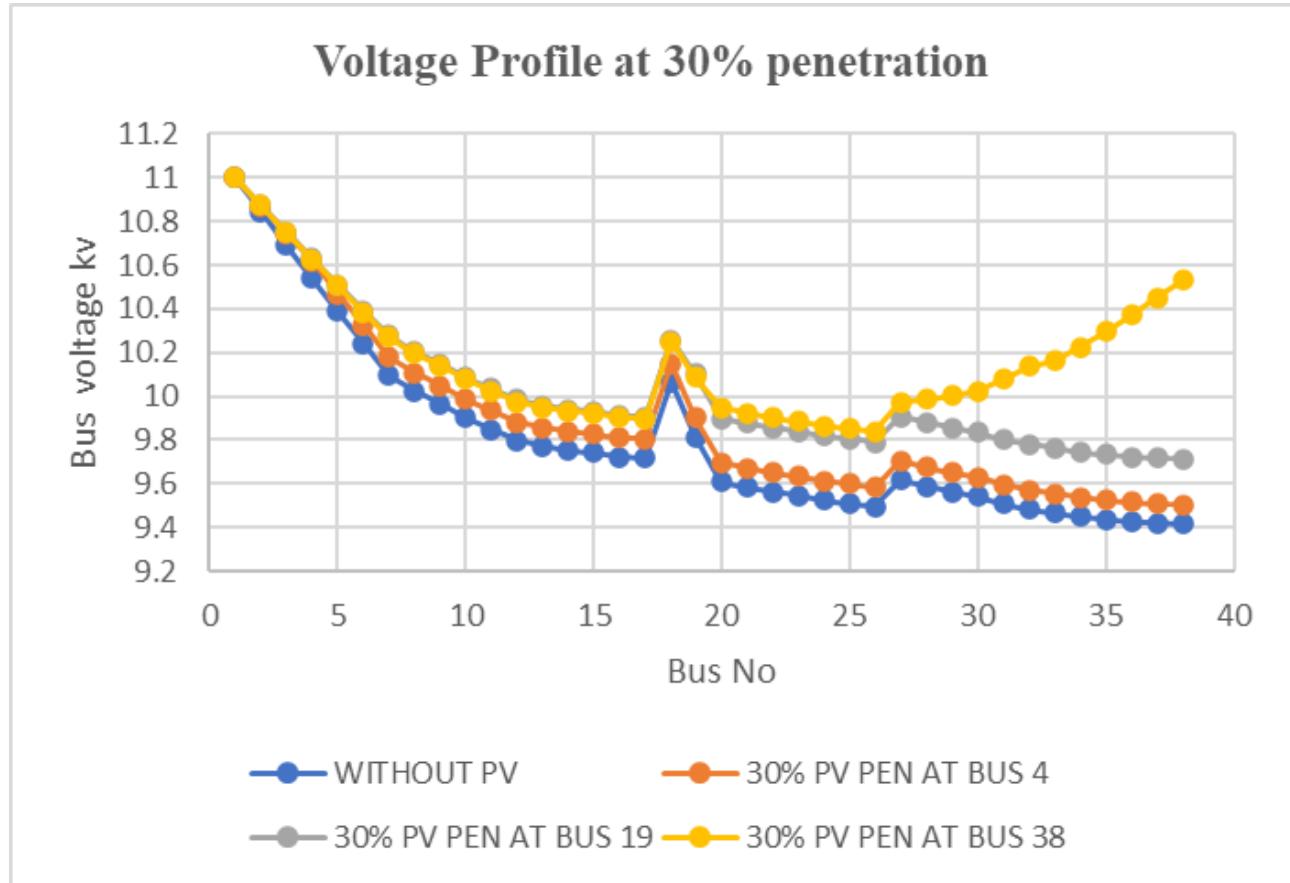


Figure 9: Voltage profile at 30% penetration



Figure 10: Line loss at 30% penetration

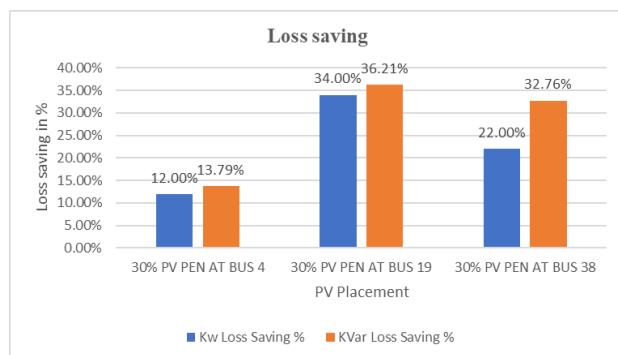


Figure 11: Loss saving % at 30% penetration

#### 4.4 Voltage and Loss Profile at 40% penetration

At 40% PV penetration (2160 kW), the distribution network demonstrated a substantial enhancement in both the voltage profile and reduction of power losses, as presented in Table 4 and Figures 12, 13, and 14. When the PV system was installed at Bus 4, the active and reactive power losses decreased by 16% and 17.24%, respectively. The most significant improvement was observed when the PV was integrated at Bus 19, resulting in 40% and 44.83% reductions in active and reactive power losses, respectively. Similarly, PV installation at Bus 38 led to decreases of 14% in active power loss and 31.03% in reactive power loss. Moreover, the voltage of the lowest-voltage bus (Bus 38) increased from 9.41 to 10.84 kV with PV penetration at Bus 38.

Table 4: Voltage profile, with 40% PV penetration at Bazar feeder

| S.N | Bus    | Without PV<br>(kV) | 40% PV<br>at Bus 4 (kV) | 40% PV<br>at Bus 19 (kV) | 40% PV<br>at Bus 38 (kV) |
|-----|--------|--------------------|-------------------------|--------------------------|--------------------------|
| 1   | Bus_1  | 11                 | 11                      | 11                       | 11                       |
| 2   | Bus_2  | 10.84406           | 10.87928                | 10.88397                 | 10.88057                 |
| 3   | Bus_3  | 10.69057           | 10.76089                | 10.77027                 | 10.76346                 |
| 4   | Bus_4  | 10.53839           | 10.64368                | 10.65774                 | 10.64753                 |
| 5   | Bus_5  | 10.38874           | 10.49578                | 10.54759                 | 10.53397                 |
| 6   | Bus_6  | 10.24165           | 10.35042                | 10.43984                 | 10.42282                 |
| 7   | Bus_7  | 10.09717           | 10.20763                | 10.33451                 | 10.31410                 |
| 8   | Bus_8  | 10.02221           | 10.13353                | 10.26138                 | 10.24081                 |
| 9   | Bus_9  | 9.96648            | 10.07845                | 10.20701                 | 10.18633                 |
| 10  | Bus_10 | 9.90143            | 10.01415                | 10.14355                 | 10.12273                 |
| 11  | Bus_11 | 9.84875            | 9.96208                 | 10.09216                 | 10.07124                 |
| 12  | Bus_12 | 9.79760            | 9.91152                 | 10.04227                 | 10.02124                 |
| 13  | Bus_13 | 9.77104            | 9.88527                 | 10.01636                 | 9.99528                  |
| 14  | Bus_14 | 9.75188            | 9.86633                 | 9.99767                  | 9.97655                  |
| 15  | Bus_15 | 9.74259            | 9.85716                 | 9.98862                  | 9.96747                  |
| 16  | Bus_16 | 9.72401            | 9.83879                 | 9.97050                  | 9.94931                  |
| 17  | Bus_17 | 9.71782            | 9.83267                 | 9.96445                  | 9.94326                  |
| 18  | Bus_18 | 10.06670           | 10.17753                | 10.31665                 | 10.29514                 |
| 19  | Bus_19 | 9.81587            | 9.92974                 | 10.19070                 | 10.15827                 |
| 20  | Bus_20 | 9.60765            | 9.72404                 | 9.99054                  | 10.03661                 |
| 21  | Bus_21 | 9.58375            | 9.70043                 | 9.96757                  | 10.01375                 |
| 22  | Bus_22 | 9.56205            | 9.67899                 | 9.94672                  | 9.99299                  |
| 23  | Bus_23 | 9.54475            | 9.66191                 | 9.93010                  | 9.97645                  |
| 24  | Bus_24 | 9.52321            | 9.64063                 | 9.90940                  | 9.95585                  |
| 25  | Bus_25 | 9.51034            | 9.62792                 | 9.89704                  | 9.94354                  |
| 26  | Bus_26 | 9.49512            | 9.61288                 | 9.88241                  | 9.92899                  |
| 27  | Bus_27 | 9.61672            | 9.73300                 | 9.99928                  | 10.06603                 |
| 28  | Bus_28 | 9.58820            | 9.70483                 | 9.97187                  | 10.09212                 |
| 29  | Bus_29 | 9.56282            | 9.67976                 | 9.94748                  | 10.12131                 |
| 30  | Bus_30 | 9.54058            | 9.65780                 | 9.92613                  | 10.15359                 |
| 31  | Bus_31 | 9.50875            | 9.62636                 | 9.89555                  | 10.23032                 |
| 32  | Bus_32 | 9.48324            | 9.60117                 | 9.87105                  | 10.31333                 |
| 33  | Bus_33 | 9.46761            | 9.58573                 | 9.85604                  | 10.35149                 |
| 34  | Bus_34 | 9.44846            | 9.56681                 | 9.83765                  | 10.44110                 |
| 35  | Bus_35 | 9.43568            | 9.55420                 | 9.82538                  | 10.53683                 |
| 36  | Bus_36 | 9.42609            | 9.54473                 | 9.81617                  | 10.63574                 |
| 37  | Bus_37 | 9.41970            | 9.53842                 | 9.81003                  | 10.73780                 |
| 38  | Bus_38 | 9.41650            | 9.53526                 | 9.80696                  | 10.84297                 |

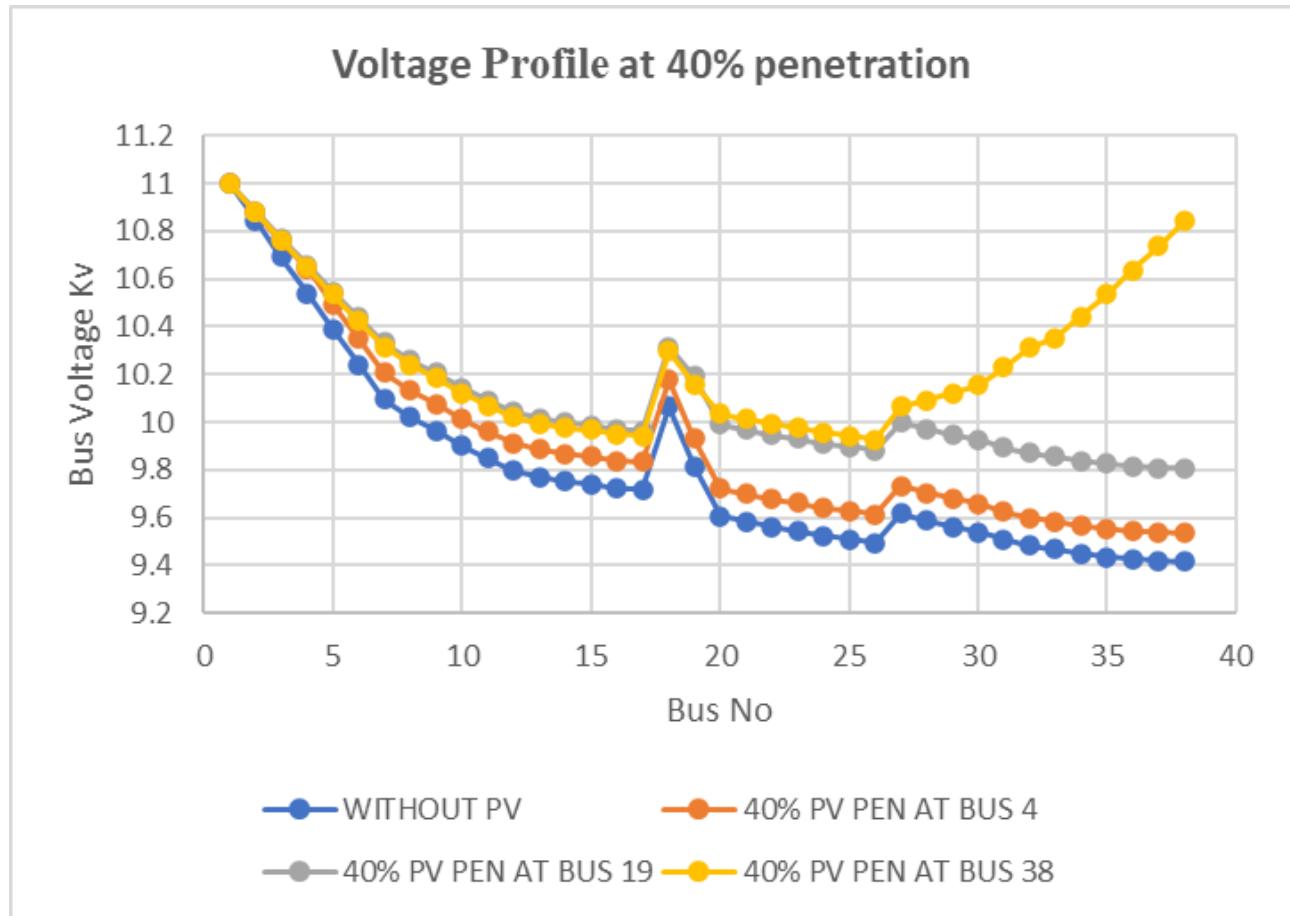


Figure 12: Voltage profile at 40% penetration

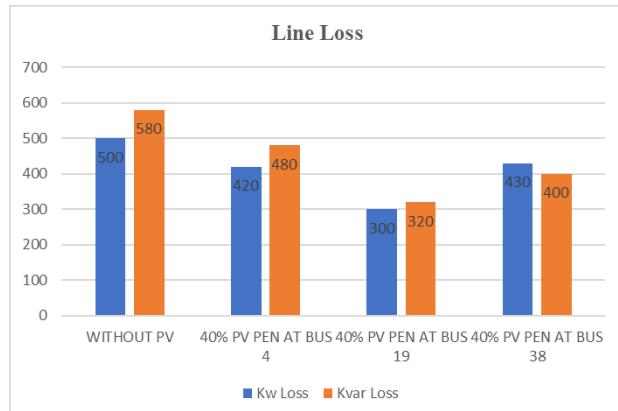


Figure 13: Line loss at 40% penetration

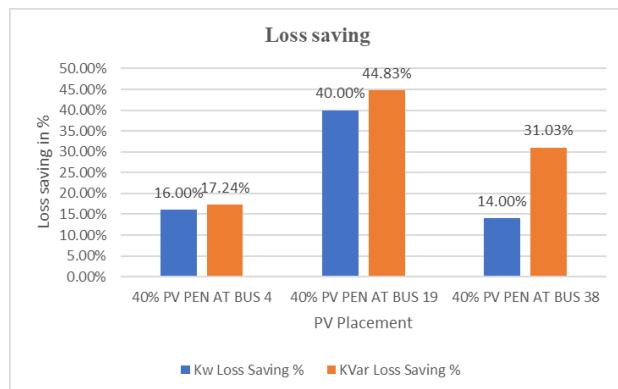


Figure 14: Loss saving % at 40% penetration

#### 4.5 Voltage and Loss Profile at 40% penetration and 420kvar cap bank

With 40% PV penetration (2160 kW), the distribution system showed significant improvements in power losses, as presented in Table 4 and Figures 12, 13, and 14. Among the different bus locations evaluated, PV installation at Bus 19 provided the greatest reduction in losses. In this configuration, the active and reactive power losses decreased by 40% and 44.83%, respectively, while the lowest bus voltage (Bus 38) increased from 9.41 kV to 9.80 kV. Although the lowest bus voltage is higher when PV is installed at Bus 38, Bus 19 was chosen because it achieves the maximum loss reduction, providing the best compromise between minimizing losses and improving voltage profile.

To further enhance the system performance, a 420 kVA capacitor bank was installed at the weak Bus 34 in combination with PV at Bus 19. This setup further reduced active and reactive power losses by 50% and 53.45%, respectively,

and improved voltage magnitude across the system, as shown in Table 5 and Figures 15, 16, and 17.

Table 5: Voltage profile, with 40% PV penetration and Cap bank at Bazar feeder

| S.N | Bus    | Without PV (kV) | 40% PV Pen at Bus 19 (kV) | 40% PV Pen at Bus 19 and Cap 420 kvar at Bus 34 (kV) |
|-----|--------|-----------------|---------------------------|--|
| 1   | Bus_1  | 11              | 11                        | 11   |
| 2   | Bus_2  | 10.84406        | 10.88397                  | 10.89195   |
| 3   | Bus_3  | 10.69057        | 10.77027                  | 10.78623   |
| 4   | Bus_4  | 10.53839        | 10.65774                  | 10.68167   |
| 5   | Bus_5  | 10.38874        | 10.54759                  | 10.57949   |
| 6   | Bus_6  | 10.24165        | 10.43984                  | 10.47970   |
| 7   | Bus_7  | 10.09717        | 10.33451                  | 10.38232   |
| 8   | Bus_8  | 10.02221        | 10.26138                  | 10.30958   |
| 9   | Bus_9  | 9.96648         | 10.20701                  | 10.25552   |
| 10  | Bus_10 | 9.90143         | 10.14355                  | 10.19242   |
| 11  | Bus_11 | 9.84875         | 10.09216                  | 10.14131   |
| 12  | Bus_12 | 9.79760         | 10.04227                  | 10.09170   |
| 13  | Bus_13 | 9.77104         | 10.01636                  | 10.06594   |
| 14  | Bus_14 | 9.75188         | 9.99767                   | 10.04736   |
| 15  | Bus_15 | 9.74259         | 9.98862                   | 10.03835   |
| 16  | Bus_16 | 9.72401         | 9.97050                   | 10.02033   |
| 17  | Bus_17 | 9.71782         | 9.96445                   | 10.01433   |
| 18  | Bus_18 | 10.06670        | 10.31665                  | 10.36701   |
| 19  | Bus_19 | 9.81587         | 10.19070                  | 10.26615   |
| 20  | Bus_20 | 9.60765         | 9.99054                   | 10.08567   |
| 21  | Bus_21 | 9.58375         | 9.96757                   | 10.06294   |
| 22  | Bus_22 | 9.56205         | 9.94672                   | 10.04230   |
| 23  | Bus_23 | 9.54475         | 9.93010                   | 10.02586   |
| 24  | Bus_24 | 9.52321         | 9.90940                   | 10.00538   |
| 25  | Bus_25 | 9.51034         | 9.89704                   | 9.99314  |
| 26  | Bus_26 | 9.49512         | 9.88241                   | 9.97867  |
| 27  | Bus_27 | 9.61672         | 9.99928                   | 10.09904   |
| 28  | Bus_28 | 9.58820         | 9.97187                   | 10.07682   |
| 29  | Bus_29 | 9.56282         | 9.94748                   | 10.05760   |
| 30  | Bus_30 | 9.54058         | 9.92613                   | 10.04137   |
| 31  | Bus_31 | 9.50875         | 9.89555                   | 10.02090   |
| 32  | Bus_32 | 9.48324         | 9.87105                   | 10.00645   |
| 33  | Bus_33 | 9.46761         | 9.85604                   | 10.00344   |
| 34  | Bus_34 | 9.44846         | 9.83765                   | 9.99506  |
| 35  | Bus_35 | 9.43568         | 9.82538                   | 9.98299  |
| 36  | Bus_36 | 9.42609         | 9.81617                   | 9.97394  |
| 37  | Bus_37 | 9.41970         | 9.81003                   | 9.96790  |
| 38  | Bus_38 | 9.41650         | 9.80696                   | 9.96488  |

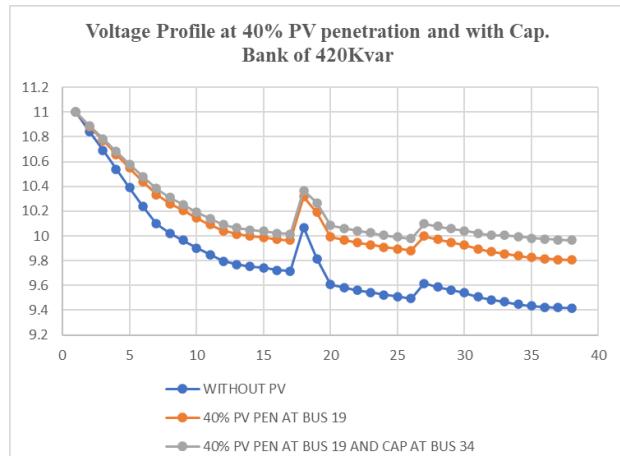


Figure 15: Voltage profile at 40% penetration and cap bank of 420kvar at bus 34

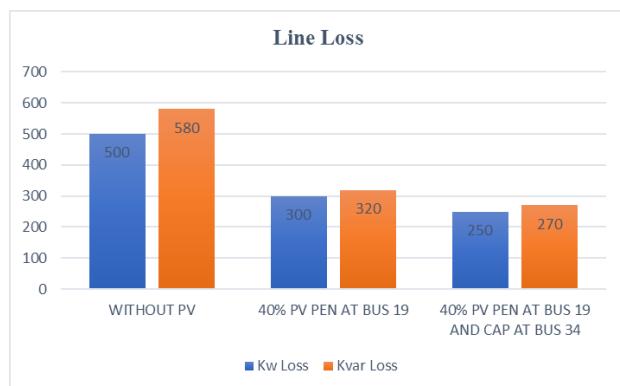


Figure 16: Line loss at 40% penetration and 420kvar cap bank

Table 6: Voltage profile, with 40% PV penetration and Cap bank of 840 kvar at Bazar feeder

| S.N | Bus    | Without PV (kV) | 40% PV at Bus 19 + Cap 420 kvar at Bus 34 (kV) | 40% PV at Bus 19 + Cap 840 kvar at Bus 34 (kV) |
|-----|--------|-----------------|--|--|
| 1   | Bus_1  | 11              | 11   | 11   |
| 2   | Bus_2  | 10.84406        | 10.89195                                       | 10.89987                                       |
| 3   | Bus_3  | 10.69057        | 10.78623                                       | 10.80206                                       |
| 4   | Bus_4  | 10.53839        | 10.68167                                       | 10.70543                                       |
| 5   | Bus_5  | 10.38874        | 10.57949                                       | 10.61116                                       |
| 6   | Bus_6  | 10.24165        | 10.47970                                       | 10.51928                                       |
| 7   | Bus_7  | 10.09717        | 10.38232                                       | 10.42980                                       |
| 8   | Bus_8  | 10.02221        | 10.30958                                       | 10.35741                                       |
| 9   | Bus_9  | 9.96648         | 10.25552                                       | 10.30360                                       |
| 10  | Bus_10 | 9.90143         | 10.19242                                       | 10.24080                                       |
| 11  | Bus_11 | 9.84875         | 10.14131                                       | 10.18994                                       |
| 12  | Bus_12 | 9.79760         | 10.09170                                       | 10.14056                                       |
| 13  | Bus_13 | 9.77104         | 10.06594                                       | 10.11492                                       |
| 14  | Bus_14 | 9.75188         | 10.04736                                       | 10.09643                                       |
| 15  | Bus_15 | 9.74259         | 10.03835                                       | 10.08747                                       |
| 16  | Bus_16 | 9.72401         | 10.02033                                       | 10.06953                                       |

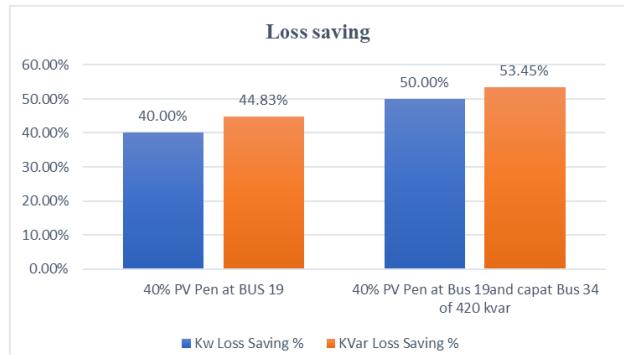


Figure 17: Loss saving % at 40% penetration and 420kvar cap bank

#### 4.6 Voltage and Loss Profile at 40% penetration and cap bank of 840kvar

Furthermore, by injecting an 840 kVAr capacitor bank at the weak Bus 34 along with 40% PV penetration (2160 kW) at Bus 19, the active and reactive power losses were further reduced by 54% and 58.62%, respectively, while significantly enhancing the overall voltage profile, as presented in Table 6 and Figures 18, 19, and 20.

|    |        |          |          |          |
|----|--------|----------|----------|----------|
| 17 | Bus_17 | 9.71782  | 10.01433 | 10.06355 |
| 18 | Bus_18 | 10.06670 | 10.36701 | 10.41704 |
| 19 | Bus_19 | 9.81587  | 10.26615 | 10.34137 |
| 20 | Bus_20 | 9.60765  | 10.08567 | 10.18059 |
| 21 | Bus_21 | 9.58375  | 10.06294 | 10.15807 |
| 22 | Bus_22 | 9.56205  | 10.04230 | 10.13763 |
| 23 | Bus_23 | 9.54475  | 10.02586 | 10.12134 |
| 24 | Bus_24 | 9.52321  | 10.00538 | 10.10104 |
| 25 | Bus_25 | 9.51034  | 9.99314  | 10.08892 |
| 26 | Bus_26 | 9.49512  | 9.97867  | 10.07459 |
| 27 | Bus_27 | 9.61672  | 10.09904 | 10.19868 |
| 28 | Bus_28 | 9.58820  | 10.07682 | 10.18160 |
| 29 | Bus_29 | 9.56282  | 10.05760 | 10.16750 |
| 30 | Bus_30 | 9.54058  | 10.04137 | 10.15639 |
| 31 | Bus_31 | 9.50875  | 10.02090 | 10.14608 |
| 32 | Bus_32 | 9.48324  | 10.00645 | 10.14182 |
| 33 | Bus_33 | 9.46761  | 10.00344 | 10.15113 |
| 34 | Bus_34 | 9.44846  | 9.99506  | 10.15300 |
| 35 | Bus_35 | 9.43568  | 9.98299  | 10.14112 |
| 36 | Bus_36 | 9.42609  | 9.97394  | 10.13221 |
| 37 | Bus_37 | 9.41970  | 9.96790  | 10.12626 |
| 38 | Bus_38 | 9.41650  | 9.96488  | 10.12329 |

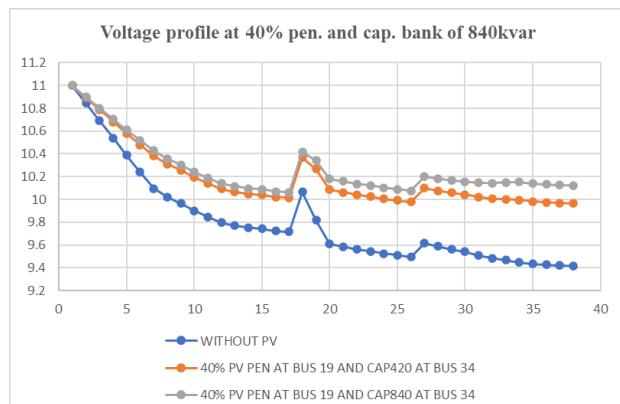


Figure 18: Voltage profile at 40% penetration and cap bank 840kvar

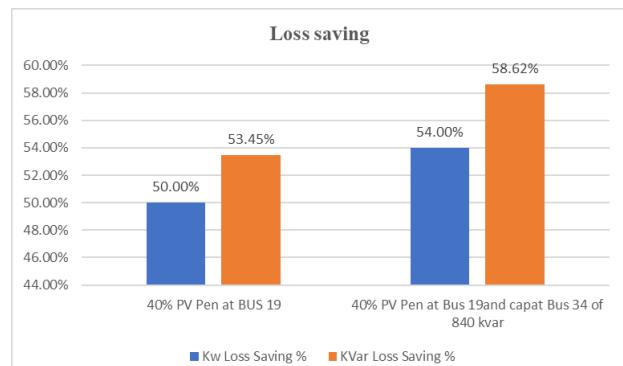


Figure 20: Loss saving % at 40% penetration and 840kvar cap bank

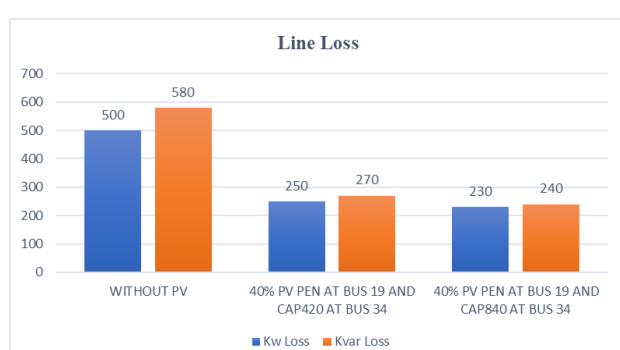


Figure 19: Line loss at 40% penetration and 840kvar cap bank

## Conclusion and Recommendations

This study analyzed the impact of photovoltaic (PV) system integration on the performance of the 11 kV Bazar Feeder, a 38-bus radial distribution network. Load flow analyses were conducted under various PV penetration levels, with PV systems strategically integrated near the source (Bus 4), middle (Bus 19), and end (Bus 38) of the feeder. Simulations were performed in DlgsILENT PowerFactory to evaluate improvements in voltage profile and power loss.

The results demonstrated that PV integration significantly enhanced the overall system performance. At 10%, 20%, 30%, and 40% PV penetration levels, both active and reactive power losses were progressively reduced, and bus voltages improved accordingly. Results show that at a low penetration level (10%), power loss reduction is more effective when the PV system is installed at the end bus (Bus 38). However, as the penetration level increases, PV placement at the middle of the network (Bus 19) becomes more effective in minimizing losses. Among the tested buses, PV integration at Bus 19 consistently provided the maximum reduction in losses, achieving up to 40% reduction in active power loss and 44.83% in reactive power loss at the 40% penetration level. However, despite the minimum losses, the lowest bus voltage (Bus 38) remained relatively low at 9.80 kV.

To address this, reactive power compensation was introduced. The installation of a 420 kVAr capacitor bank at the weak Bus 34 improved the voltage profile while maintaining reduced losses. Furthermore, by increasing the capacitor bank capacity to 840 kVAr along with 40% PV penetration at Bus 19, the system achieved a substantial 54% reduction in active power loss and a 58.62% reduction in reactive power loss, with a notable improvement in the overall voltage profile across the feeder.

### **Recommendations:**

For optimal performance in radial distribution systems, PV units should be strategically placed

at the middle of the network at higher penetration levels, while lower penetration levels may benefit from placement near the feeder end. Additionally, coordinated integration of capacitor banks with PV systems is recommended to enhance voltage stability, reduce power losses, and improve overall system efficiency.

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