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Dedicated Thermal, Thermal-hydraulic and Thermal-mechanical Analyses in support of DEMO WCLL BB design

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Context

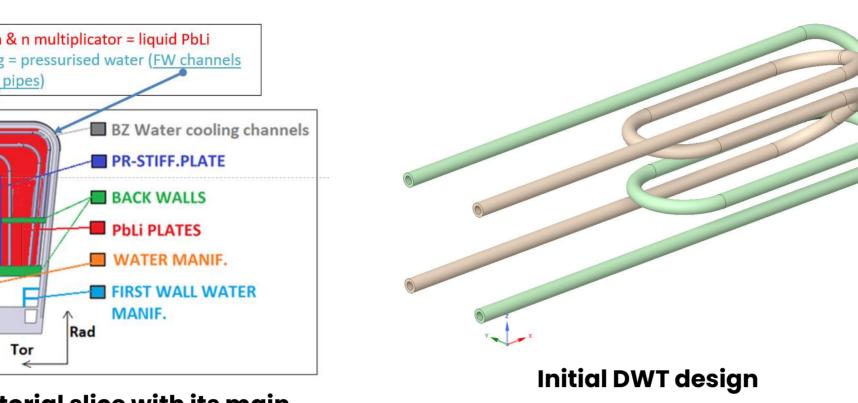
Within the framework of the EUROfusion Work Package Breeding Blanket (WPBB), R&D activities are carried out since 2021 in CEA on the conceptual design of the DEMO Water-Cooled Lithium Lead Breeding Blanket (WCLL BB) for the inboard segment.

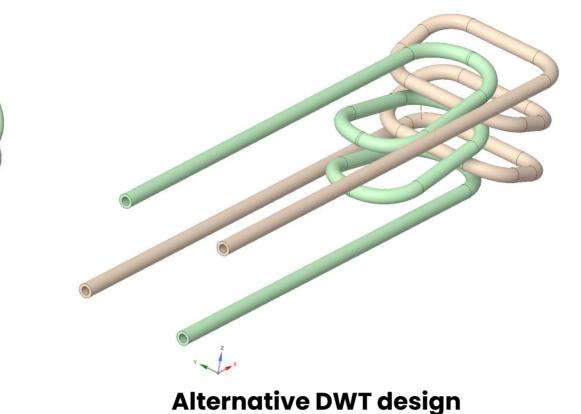
Water Cooled Lithium Lead Tungsten armour ■ BZ Water cooling channels First wall PR-STIFF.PLATE BACK WALLS **DWT (Double** PbLi PLATES Wall Tube) View of WCLL BB inboard equatorial slice with its main components (initial design)

Presentation

Objectives

Geometry optimizations have been performed to comply with the RCC-MRx rules (thermomechanical stresses) and the Eurofer maximum temperature criterion of 550°C during nominal operation phases. The initial geometry does not allow the criteria to be satisfied. The geometry of the DWTs must be improved in order to homogenize the temperature field.





Study approach

- Simplified thermal model:
 - > Iterative geometry studies
- 2) CFD calculation on global design:
 - > Validation of the thermal model
- Simplified mechanical model:
- Calculation of elastic thermo-mechanical stresses

Toroidal-radial view of IB equatorial slice design and sub-Breeding 1,E-02 **-**LiPb 1,E-04 Distance from the FW (cm) Nuclear heating radial profiles in inboard equatorial slice

1)Thermal modelisation

Thermal Model

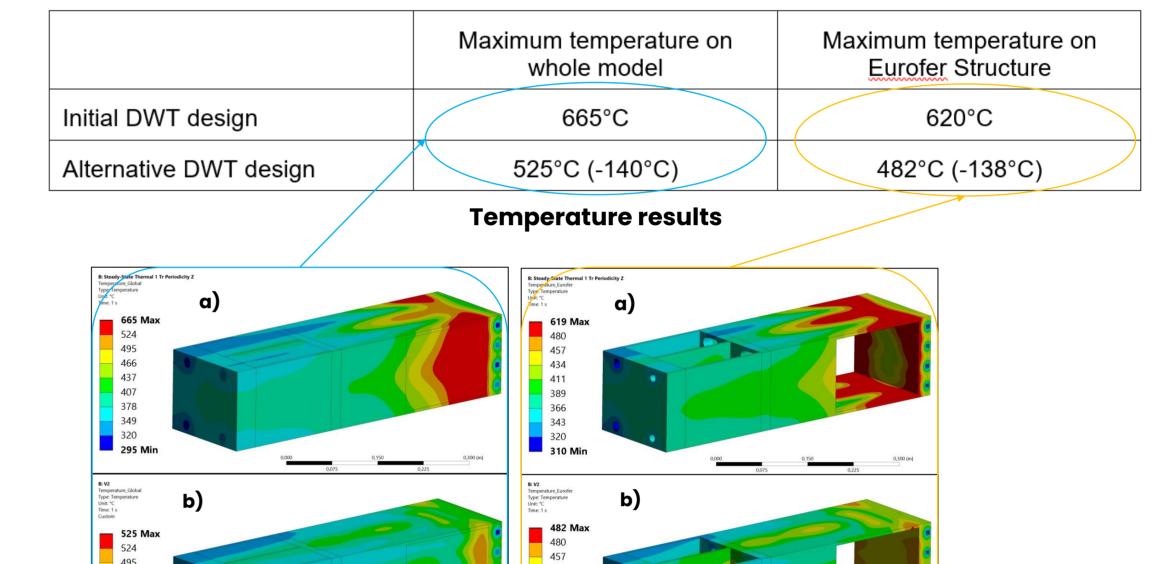
Iterative geometry studies are carried out using a simplified thermal FE model on one sub-cell

- > Strong assumption of periodicity condition
- > Plasma heat flux on FW face (0.19 MW/m²)
- Heat generation loads
- Cooling by fluid-type elements

Thermal Results

- ✓ The maximal temperature is reduced by 140°C
- ✓ The maximum Eurofer temperature is below 500°C
- ✓ The maximum DWT temperature exceeds 345°C, which could result in boiling

2)Thermal-hydraulic modelisation



Temperature field on Eurofer structure a) Initial design b) Alternative design b) Alternative design

Temperature field

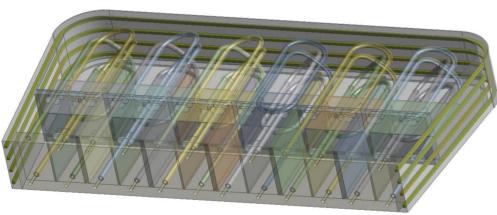
a) Initial design

Thermal-hydraulic Model

Full CFD thermal-hydraulic calculations have been carried out to validate the thermal model (sub-cell model with initial design)

Aims: calculate the thermal field and validate the periodicity assumption

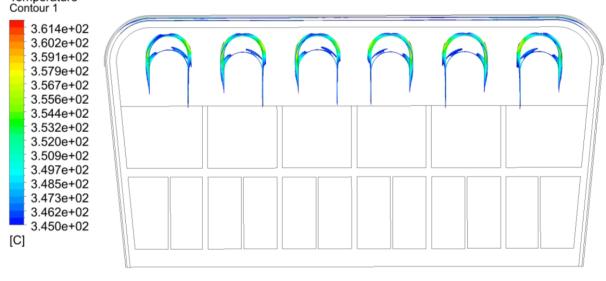
- k-w SST turbulence model
- Heat generation loads
- > Cooling rate such that inlet and outlet temperature are 295°C and 328°C



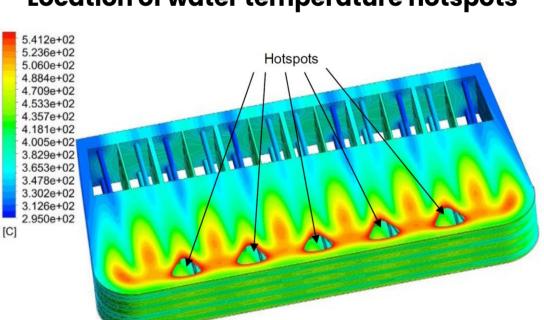
Perspective view of IB equatorial slice design with initial DWTs layout

Main Thermal-hydraulic Results

- ✓ The maximum temperature difference between the thermal and the CFD models is very low (±2%):
 - > Thermal model considered as validated
- √ Fluid temperature in all pipes > 345°C
- > Risk of local nucleate or sub-cooled boiling
- ✓ The temperature criterion of 550°C is achieved in all structures except the Eurofer



Location of water temperature hotspots



Temperature field Eurofer structures

Thermal-mechanical model

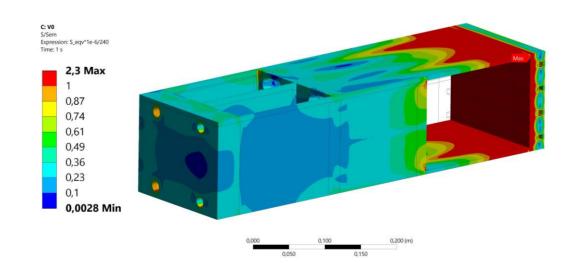
3)Thermal-mechanical modelisation

A thermomechanical analysis of the sub-cell was carried out

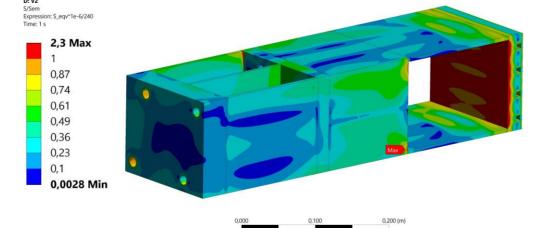
- > RCC-MRx elastic rules applied to the Eurofer structure, Type P damages, case significant irradiation and creep
- > DWTs not included in the model (no impact on Eurofer structure)
- > Simplified boundary conditions: infinite repetitions
- > Normal Operating conditions (NO) with internal pressure (sub-cell casing and FW channels) and thermal field

Thermal-mechanical Results (Type P damages, case significant irradiation and negligible creep)

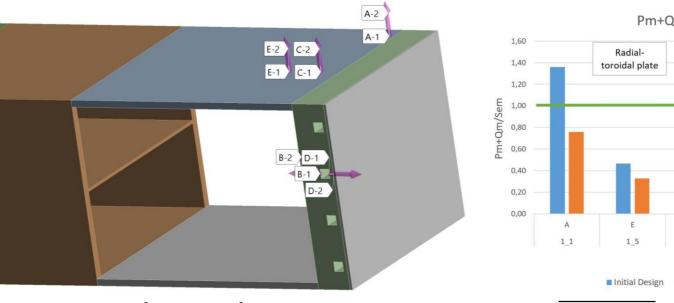
- √ Significant improvements with DWT design evolutions: lower thermal stress due to a reduced maximum temperature and enhanced homogenization of the thermal field
- ✓ The lower margin is reduced from 1.38 to 0.96 (must be <1).
 </p>
- ✓ All the analyzed paths of the alternative design respect the criteria



Ratio S_{eqv}/S_{em}^A for the initial design



Ratio S_{eqv}/S_{em}^A for the alternative design



Paths on radial-toroidal plates and FW hot side

FW Hot side $\overline{P_m + Q_m}/S_{em}^A$ for the selected paths

Conclusion

Iterative geometry studies on DWTs have significantly improved the results/behavior:

- √ The RCC-MRx rules are respected in terms of thermomechanical stresses (for NO, negligible creep and significant irradiation)
- ✓ The Eurofer maximum temperature criterion of 550°C is satisfied

Perspective

- ✓ A CFD study is underway to investigate potential local nucleate or sub-cooled boiling problems and validate results from thermal simplified model
- ✓ Mechanical analysis on full slice (RCC-MRx)
- ✓ Calculation on full segment including curvature of the BB
- ✓ Type S damages (ratcheting, fatigue)

