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#### ▶ To cite this version:

Brahim Chelihi, Christophe Garnier, Lionel Cachon, Julien Aubert, P. Arena. Dedicated thermal, thermal-hydraulic and thermal-mechanical analyses in support of DEMO WCLL BB design. ISFNT 15 - 15th International Symposium on Fusion Nuclear Technology, Sep 2023, Las Palmas de Gran Canaria, Spain. , 2023. cea-04229989

#### HAL Id: cea-04229989 https://cea.hal.science/cea-04229989

Submitted on 5 Oct 2023

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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.



## 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:

View of WCLL BB inboard equatorial slice with its main components (initial design)

> Iterative geometry studies

2) <u>CFD calculation on global design</u>:

> Validation of the thermal model

Simplified mechanical model: 3)

Calculation of elastic thermo-mechanical stresses





#### 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
- $\geq$  Plasma heat flux on FW face (0.19 MW/m<sup>2</sup>)
- 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



### **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

# 2)Thermal-hydraulic modelisation

### 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

- $\geq$  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





# Conclusion

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

- $\checkmark$  The RCC-MRx rules are respected in terms of thermomechanical stresses (for NO, negligible creep and significant irradiation)
- ✓ The Eurofer maximum temperature criterion of

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

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)

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