The major accident scenario that this model will be designed for is a Large Break Loss of Coolant Accident (LB-LOCA). In this LB-LOCA scenario, there is a large break of the major coolant line resulting in a reactor shutdown and the rapid draining of coolant from one of the figure of eight loops of the CANDU reactor heat transport system. In this postulated accident the reactor will still have decay heat from the fuel heating up the coolant while it is draining, and could lead to high temperatures in the fuel, the cladding and the calandria/pressure tubes. These high temperatures could cause issues such as hydrogen formation, fissile material release into containment, and in worst case projected scenarios could lead to core geometry degradation caused by the rupture and destruction of single or multiple channels. To determine whether or not this is a possibility, and the timing of these different steps, a model that describes the behavior of the core must be created. The first part of this model is to describe the operation of the intact calandria tubes with a characteristic channel model.

# MATLAB channel model overview

To begin an analysis of the CANDU reactor under severe accident conditions, a model of the CANDU channel must be created to assess the properties at different times. This channel model will be used to assess the performance of different characteristic channels within the calandria during the progression of the accident. Each of these characteristic channels will be defined by: the power of the channel, the decay heat generation/fuel age of the channel, the flow rate within the channel and the location of the channel in the reactor lattice.

The single channel model is integral to the model as the performance of the calandria tubes within the CANDU reactor determines the overall system response to the accident position. This model will be developed in multiple stages, the first being complete channel models with single phase fluid flow, and the second includes two phase flow within the channel as well.

## Single Phase Model

This is the first model that was created to approximate the behavior of the CANDU fuel channel. This model used basic flow and heat transfer for single phases. This model was extremely simplistic and only describes the channel under a small subset of conditions. It was converted to the two phase model before it was completely finished as the two phase model would cover the same conditions as well as most others the channel. The main outcome of this model was a method of determining the friction factor (Darcy-Weisbach) for the turbulent flow within a CANDU channel.

## Two Phase model

The two phase model that was developed came directly from the single phase as the governing equations are the same, with the difference being the effect on these due to the different properties of vapor and liquid coolant. As the vapor phase has a much lower density, the channel will develop lower flow rates, and there will be different heat transfer effects as well. The effects of the two phases on channel performance will be discussed in the following section.

# Two Phase Channel Model Development and Description.

To determine the performance of a characteristic channel, a major component is the flow of coolant within the channel. This coolant flow is what actually keeps the fuel at reasonable temperatures under normal operation by removing the heat generated by the fuel. The flow through a channel is determined by the effect of friction of the walls and internal elements of the fuel channel on the momentum of the fluid. This friction will cause pressure losses within the system and determine how much mass flow can go through the system at any given time. This friction and friction losses are generally described for pipe sections and enclosed channels with what is known as the Darcy-Weisbach equation in which ΔP is the pressure drop over the section, L is the length of the section, M is the mass flow, Dh is the hydraulic diameter or characteristic diameter of the section, ρ is the density of the fluid flowing in the channel and fd is the Darcy friction factor:

The Darcy friction factor is a factor that varies for different flow conditions within the channel. For very low flows where the behavior of the fluid is laminar Re, this can be determined by a simple relation the fluids Reynolds number.

This relation does not work at conditions of turbulent flow (Re<3200) and becomes a function of the roughness and size/shape of the pipe, and the velocity and properties of the fluid. This relation becomes quite complex and is best described for flows with Reynolds numbers above 4000 by the iterative Colebrook-White equation:

There are other equations that do not require iteration that approximate the results from the Colebrook-White Equation such as the Haaland equation, however for the purpose of this initial channel model, the friction factor was found through a simplified method. The first part of the friction factor was defining a few assumptions: The channel dimensions/roughness will be the same throughout the intact channel, there will always be forced flow (from pump or due to large pressure differences between the atmospheric containment and the pressurized system in the case of a LB-LOCA) leading to the assumption that the pressure drop will be constant and there will be highly turbulent flow. Under fully developed turbulence, the friction factor does not change depending on flow rate, so it was assumed that tis value would not change for the channel section under the flow it will see in the accident scenario. This allowed for the rearrangement of the first equation into a very manageable form…