NE 533 Exam #3 Jesse Williams

① $T = 625K$ $t = 400\,d$ $\Delta = 500\,\mu m$ 84

a) est oxide thickness

$t^*(d) = 6.62 \times 10^{-7} \exp \frac{11949}{T} = 133$ days

sample is past transition

$\delta^*(\mu m) = 5.1 \exp \frac{-550}{T} = 2.115\,\mu m$ 14/16

$K_L\left(\frac{\mu m}{d}\right) = 7.48 \times 10^6 \exp \frac{-12500}{T} = 0.0154$

$\delta(\mu m) = \delta^* + K_L (t - t^*)$

$= 2.115 + 0.0154 * (400 - 133) = \boxed{6.23\,\mu m}$

b) $f_{pu} = 18\%$ $PBR = 1.56$ $\rho_{Zr} = 6.5$ g/cc

$\rho_{ZrO_2} = 5.68$ g/cc

$$CH = \frac{2p \times \delta \times \rho_{oxide} \times f^{\circ}_{ZrO_2} \times M_H/M_O \quad (=1,\ =16)}{\left(t - \frac{\delta}{PBR}\right) \times \rho_{metal}}$$

$$f^{\circ}_{ZrO_2} = \frac{16 \times 2}{16 \times 2 + 41} = 0.26$$

$$CH = \frac{2(0.18)(6.23\,\mu m)\left(5.68 \frac{g}{cm^3}\right)(0.26)\left(\frac{1}{16}\right)}{500\left(400 - \frac{6.23}{1.56}\right) \times 6.5 \frac{g}{cm^3}} \times 10^6$$

$$= \frac{0.207}{2474.04} \times 10^6 = \boxed{80.42 \text{ wt ppm}}$$

② $\alpha_{th} = 11 \times 10^{-6}$ $f_{rate} = 3.5 \times 10^{13}$ fis/cm³ s

$T = 1200k$ $T_{ref} = 300k$ $\Delta\rho_0 = 0.01$ $B_D = 5 \frac{mwd}{kgU}$

$\rho(UO_2) = 10.97$ g/cc $t = 85$ days $= 0.0053$ EFPA

Δ in fuel vol

$$\varepsilon_{tot} = \varepsilon_{th} + \varepsilon_D + \varepsilon_{SFP} + \varepsilon_{GFP}$$

$$\varepsilon_{th} = \alpha \Delta T = 11 \times 10^{-6} (1200 - 300) = 0.0099$$ ✓

$$\varepsilon_D = \Delta\rho_0 \left[\exp\left(\frac{\beta \ln 0.01}{C_D \beta_D} \right) - 1 \right] \quad C_D = 1 \text{ @ } 750C$$

$\beta = 3.5E13 \times 3600 \times 24 \times 85 / 2.45e22$

$= 0.01049$

$\varepsilon_D = -0.0079$ ✓

10/16

ε_{SFP}

ε_{GFP}

3) 0/12

④ Soluble oxides; insoluble oxides; metals; volatiles; & noble gasses 5/5

⑤ Micro-structure based fuel performance modeling 6/6 one based on the current state of the evolving fuel microstructure instead of burn-up. It takes into account how changes of the microstructure of the fuel affect fuel properties & thus fuel performance. It has the potential to provide more predictive fuel performance capabilities.

⑥ Low neutron cross section; corrosion resistance in high temperature water; resistance to void swelling 6/6

⑦ Metallic fuels such as U-Zr exhibit fuel redistribution because the alloying metal (in this case, Zr) diffuses up the temperature gradient and has different solubilities in each phase of U. 5/5

⑧ MOX fuel is typically operated at a much 6/8 higher linear heat generation rate than typical LWR fuel & has higher power density & heat flux than typical LWR fuel. MOX fuels are also typically designed to achieve high burnup compared to LWR fuel.

- high T
- reconstruction

(9) Corrosive Environment: interaction b/t clad + fuel introduces a more corrosive environment to clad - volatile fission products

Susceptible Material: Zirconium alloy cladding is prone to PCI failure, which increases its interaction w/ the fuel + increases susceptibility to SCC failure. 7/8

Sufficient Stress: PCI increases the stress on the cladding because the swelling fuel is now in contact w/ the clad + exerts force on the clad.

Sufficient Time: The longer a fuel rod is in an operating reactor undergoing PCI, the more time there is available for the SCC to form + propagate, eventually leading to cladding failure.

(10) Pulverization of fuel in a HBS is hypothesized to be caused during a LOCA when trapped gas heats up + overpressurized + initiates cracking at these overpressurized bubbles. Scientists are currently working to simulate pulverization + are working to validate pulverization criteria by comparing w/ existing experimental data. 5/6 - phase field modeling to capture Δp + σ

(11) RIA causes a fast rise in fuel power & temperature, leading to fuel rod failure & release of radioactive materials into the coolant causing rapid steam generation & pressure pulses. LOCA results in an increase in temperature & decrease in coolant pressure & can lead to cladding ballooning & rupturing. An example of a RIA is a control rod ejector.

8/8

(12) Two of the pathways to improve the accident tolerance of fuel include: (1) improved cladding properties such as improving resilience to clad fracture & higher melt temperatures; and (2) improved fuel properties such as lower operating temperatures & higher fuel melt temperatures. Current ATF options being pursued to improve cladding resilience to fracture & corrosion is cladding coatings.

6/6

(13) pellet-clad mechanical interaction & dispersal from nucleate boiling

4/4