

FUELSOLUTIONS

FuelSolutions™ TS125 Transportation Cask Safety Analysis Report

*Revision 5
August 2003*

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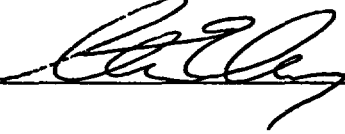
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Campbell, California**

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LIST OF EFFECTIVE PAGES

Page	Active Revision
i	5
ii	5
iii	5
iv	5
v	5
vi	5
vii	5
viii	5
ix	5
x	5
xi	5
xii	5
xiii	5
xiv	5
xv	5
xvi	5
xvii	5
xviii	5
xix	5
xx	5
xxi	5
xxii	5
xxiii	5
xxiv	5
xxv	5
xxvi	5
1-1	1
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Page	Active Revision
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1.2-16	1
1.2-17	1
1.2-18	1
1.2-19	1
1.2-20	5
1.2-21	5
1.2-22	4
1.2-23	1
1.2-24	1
1.2-25	1
1.2-26	1
1.2-27	5
1.2-28	1
1.2-29	1
1.2-30	1
1.2-31	5
1.2-32	1
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1.2-34	1
1.2-35	1
1.2-36	1

Page	Active Revision
1.2-37	1
1.2-38	1
1.2-39	1
1.2-40	1
1.2-41	1
1.2-42	1
1.2-43	1
1.2-44	1
1.2-45	1
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FS-205	2
FS-210	2
FS-220	1
FS-230	1
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1.3-27	0

LIST OF EFFECTIVE PAGES

Page	Active Revision
1.3-28	0
2-1	1
2-2	1
2.1-1	0
2.1-2	1
2.1-3	1
2.1-4	3
2.1-5	3
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2.1-7	3
2.1-8	3
2.1-9	3
2.1-10	3
2.1-11	3
2.1-12	3
2.1-13	3
2.1-14	3
2.1-15	3
2.1-16	3
2.1-17	3
2.1-18	3
2.1-19	3
2.1-20	3
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Page	Active Revision
2.3-12	1
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Page	Active Revision
2.5-38	1
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2.6-13	3
2.6-14	3
2.6-15	3
2.6-16	3
2.6-17	3
2.6-18	3
2.6-19	3
2.6-20	3
2.6-21	3
2.6-22	3
2.6-23	3
2.6-24	3
2.6-25	3
2.6-26	3
2.6-27	3
2.6-28	3
2.6-29	3
2.6-30	3
2.6-31	3
2.6-32	3
2.6-33	3
2.6-34	3
2.6-35	3
2.6-36	3
2.6-37	3
2.6-38	3
2.6-39	3
2.6-40	3
2.6-41	3

LIST OF EFFECTIVE PAGES

Page	Active Revision
2.6-42	3
2.6-43	3
2.6-44	3
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2.7-3	0
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2.7-35	3
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2.7-37	3
2.7-38	3
2.7-39	3
2.7-40	3
2.7-41	3

Page	Active Revision
2.7-42	3
2.7-43	0
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2.8-4	0
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2.12-3	0

Page	Active Revision
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2.12-43	0
2.12-44	1
2.12-45	0
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2.12-47	0

LIST OF EFFECTIVE PAGES

Page	Active Revision
2.12-48	0
2.12-49	0
2.12-50	0
2.12-51	0
2.12-52	0
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Page	Active Revision
2.12-92	1
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2.12-128	1
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2.12-130	1
2.12-131	1
2.12-132	1
2.12-133	1
2.12-134	1
2.12-135	1

Page	Active Revision
2.12-136	1
2.12-137	1
2.12-138	1
2.12-139	1
2.12-140	1
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2.12-142	1
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2.12-153	1
2.12-154	1
2.12-155	3
2.12-156	3
2.12-157	3
2.12-158	3
2.12-159	3
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3.1-11	5
3.1-12	5
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3.1-14	5
3.2-1	0

LIST OF EFFECTIVE PAGES

Page	Active Revision
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3.2-3	0
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3.5-7	1
3.5-8	1
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5.3-3	1

Page	Active Revision
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6.1-2	0
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6.2-2	0
6.3-1	0
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6.4-2	0
6.5-1	0
6.5-2	0
7-1	1
7-2	1
7-3	1
7-4	1
7-5	1
7-6	1
7-7	0
7-8	0
7-9	1

LIST OF EFFECTIVE PAGES

Page	Active Revision
7-10	1
7.1-1	0
7.1-2	0
7.1-3	1
7.1-4	1
7.1-5	1
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Page	Active Revision
7.2-4	1
7.2-5	1
7.2-6	1
7.3-1	1
7.3-2	1
7.4-1	2
7.4-2	1
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8.2-2	1
8.2-3	1
8.2-4	1
8.2-5	1
8.2-6	0
8.2-7	3
8.2-8	0

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
1. GENERAL INFORMATION.....		1-1
1.1	Introduction	1.1-1
1.2	Package Description	1.2-1
1.2.1	Packaging	1.2-2
1.2.1.1	Transportation Cask Body and Closure Lid	1.2-4
1.2.1.2	Impact Limiters.....	1.2-7
1.2.1.3	FuelSolutions™ Cask Cavity Spacer.....	1.2-8
1.2.1.4	FuelSolutions™ Canisters	1.2-8
1.2.1.5	Materials of Construction and Dimensions	1.2-9
1.2.1.6	Gross Weight.....	1.2-9
1.2.1.7	Other Transportation Cask Features	1.2-9
1.2.1.8	Non-Packaging Support Equipment.....	1.2-12
1.2.2	Operational Features	1.2-15
1.2.2.1	Horizontal Canister Transfer from Transfer Cask.....	1.2-16
1.2.2.2	Vertical Canister Transfer from Storage Cask.....	1.2-17
1.2.2.3	Cask Placement on and Removal from Railcar	1.2-18
1.2.2.4	Canister Loading, Closure, and Opening.....	1.2-19
1.2.3	Contents of Packaging.....	1.2-19
1.2.3.1	Spent Fuel to be Transported.....	1.2-19
1.2.3.2	Radionuclide Inventory	1.2-21
1.2.3.3	Maximum Payload Weight.....	1.2-21
1.2.3.4	Maximum Decay Heat.....	1.2-21
1.2.3.5	Maximum Pressure Buildup.....	1.2-21
1.2.4	Compliance with 10CFR71.....	1.2-22
1.3	Appendices	1.3-1
1.3.1	Quality Assurance	1.3-1
1.3.2	General Arrangement Drawings.....	1.3-3
1.3.3	ASME Code Compliance.....	1.3-5

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
1.3.4	Product Literature.....	1.3-13
1.3.4.1	Helicoflex® Metallic O-Ring Seal Product Literature	1.3-15
1.3.4.2	GESC NS-4-FR® Solid Neutron Shielding Product Literature ..	1.3-17
1.3.4.3	Electroless Nickel Plating Product Literature.....	1.3-19
1.3.4.4	Epoxy Coating Product Literature	1.3-21
1.3.4.5	HexWeb™ Cross-Core® Aluminum Honeycomb Product Literature	1.3-23
1.3.5	Glossary of Terms	1.3-25
2.	STRUCTURAL EVALUATION.....	2-1
2.1	Structural Design.....	2.1-1
2.1.1	Discussion	2.1-1
2.1.1.1	Transportation Cask.....	2.1-1
2.1.1.2	Impact Limiters.....	2.1-3
2.1.2	Design Criteria	2.1-3
2.1.2.1	Basic Design Criteria.....	2.1-4
2.1.2.2	Load Combinations.....	2.1-6
2.1.2.3	Miscellaneous Structural Failure Modes	2.1-6
2.2	Weights and Center of Gravity.....	2.2-1
2.3	Mechanical Properties of Materials.....	2.3-1
2.4	General Standards for All Packages	2.4-1
2.4.1	Minimum Package Size.....	2.4-1
2.4.2	Tamper Indicating Device	2.4-1
2.4.3	Positive Closure	2.4-1
2.4.4	Chemical and Galvanic Reactions	2.4-1
2.4.5	Valves.....	2.4-3
2.4.6	Cask Design	2.4-3
2.4.7	External Temperatures	2.4-3
2.4.8	Venting.....	2.4-3

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
2.4.9	Cask Service Life	2.4-3
2.5	Lifting and Tiedown Standards	2.5-1
2.5.1	Lifting Devices	2.5-1
2.5.1.1	Lifting Trunnion Stress Evaluation	2.5-1
2.5.1.2	Rotation Trunnion Stress Evaluation.....	2.5-9
2.5.2	Tiedown Devices.....	2.5-25
2.5.2.1	Shear Block Bearing Stress	2.5-25
2.5.2.2	Shear Block Weld Stress	2.5-26
2.5.2.3	Cask Outer Shell Stresses at Shear Block	2.5-27
2.5.2.4	Reaction Force in the Tie-down Rings	2.5-29
2.5.2.5	Bearing Stress in the Tie-down Rings	2.5-30
2.5.2.6	Outer Shell Stresses	2.5-30
2.5.2.7	Tie-down Device Overload Condition	2.5-33
2.6	Normal Conditions of Transport	2.6-1
2.6.1	Heat	2.6-1
2.6.1.1	Summary of Pressures and Temperatures.....	2.6-1
2.6.1.2	Differential Thermal Expansion	2.6-2
2.6.1.3	Stress Calculations.....	2.6-4
2.6.1.4	Comparison with Allowable Stresses	2.6-12
2.6.2	Cold.....	2.6-19
2.6.3	Reduced External Pressure.....	2.6-19
2.6.4	Increased External Pressure	2.6-20
2.6.5	Vibration	2.6-20
2.6.5.1	Transportation Cask Body	2.6-21
2.6.5.2	Neutron Shield Jacket.....	2.6-22
2.6.5.3	Closure Bolts	2.6-23
2.6.5.4	NCT Vibration Summary	2.6-23
2.6.6	Water Spray.....	2.6-27
2.6.7	Free Drop	2.6-27

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
	2.6.7.1 Transportation Cask Body Stress Evaluation	2.6-28
	2.6.7.2 Cask Shell Buckling Evaluation	2.6-29
	2.6.7.3 Neutron Shield Jacket.....	2.6-30
	2.6.7.4 Closure Bolts and Impact Limiter Attachment Studs	2.6-34
	2.6.7.5 NCT Free Drop Summary	2.6-35
2.6.8	Corner Drop	2.6-43
2.6.9	Compression.....	2.6-43
2.6.10	Penetration.....	2.6-43
2.7	Hypothetical Accident Conditions	2.7-1
2.7.1	Free Drop	2.7-1
	2.7.1.1 End Drop	2.7-2
	2.7.1.2 Side Drop.....	2.7-19
	2.7.1.3 Corner Drop.....	2.7-31
	2.7.1.4 Oblique Drop	2.7-43
2.7.2	Crush	2.7-55
2.7.3	Puncture.....	2.7-55
	2.7.3.1 Identification of the Critical Analysis Regions.....	2.7-55
	2.7.3.2 Puncture Loading Conditions	2.7-55
	2.7.3.3 Closure Lid Puncture Analysis	2.7-56
	2.7.3.4 Cask Bottom Puncture Analysis	2.7-58
	2.7.3.5 Cask Side Puncture Analysis.....	2.7-60
	2.7.3.6 HAC Puncture Summary.....	2.7-60
2.7.4	Thermal	2.7-63
	2.7.4.1 Summary of Pressures and Temperatures.....	2.7-63
	2.7.4.2 Differential Thermal Expansion	2.7-63
	2.7.4.3 Stress Calculations.....	2.7-63
	2.7.4.4 Neutron Shield Pressure Relief Devices.....	2.7-65
2.7.5	Immersion – Fissile	2.7-67
2.7.6	Immersion – All Packages.....	2.7-67

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
2.7.7	Summary of Damage.....	2.7-67
2.8	Special Requirements for Irradiated Nuclear Fuel Shipments	2.8-1
2.9	Internal Pressure Test	2.9-1
2.10	Special Form.....	2.10-1
2.11	Fuel Rods.....	2.11-1
2.12	Appendices	2.12-1
2.12.1	Cask Drop Load Analysis Methodology	2.12-1
2.12.1.1	Description of CDENS and CAX Computer Program	2.12-1
2.12.1.2	Description of B2 Computer Program.....	2.12-2
2.12.2	Cask Drop Load Analysis.....	2.12-5
2.12.2.1	Material Properties	2.12-5
2.12.2.2	Force-Deflection Relations.....	2.12-7
2.12.2.3	Impact Analysis	2.12-9
2.12.2.4	Impact Analysis Weight Sensitivity Study	2.12-11
2.12.2.5	HAC Oblique Drop Slapdown Impact Angle Sensitivity Study.....	2.12-12
2.12.2.6	Impact Limiter Confirmatory Testing.....	2.12-12
2.12.3	Development of the Dynamic Load Factors.....	2.12-33
2.12.4	Free Drop Equivalent Static Design Loads	2.12-39
2.12.4.1	System Frequency Analysis.....	2.12-39
2.12.4.2	DLFs and Equivalent Static Design Loads.....	2.12-41
2.12.5	Transportation Cask Finite Element Analysis Models.....	2.12-43
2.12.5.1	TS125 Transportation Cask Axisymmetric Finite Element Model.....	2.12-43
2.12.5.2	TS125 Transportation Cask Half-Symmetry Finite Element Model.....	2.12-45
2.12.6	Cask Stress Evaluation Locations	2.12-55
2.12.7	Closure Bolt Design Evaluation.....	2.12-61
2.12.7.1	Geometric and Material Properties.....	2.12-61
2.12.7.2	Loading.....	2.12-61

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
2.12.7.3	Combination of Closure Bolt Forces/Moments from Different Loads	2.12-70
2.12.7.4	Closure Bolt Stress Analysis	2.12-70
2.12.7.5	Seal Evaluation	2.12-71
2.12.7.6	Closure Bolt Thread Engagement Length and Stress Area	2.12-72
2.12.7.7	Closure Lid Recess Gap Evaluation	2.12-73
2.12.8	Lead Pour Stress Evaluation	2.12-83
2.12.8.1	Hydrostatic Pressure Stresses at 620°F.....	2.12-83
2.12.8.2	Shell Hoop Stresses at 70°F	2.12-85
2.12.8.3	Shell Axial Stresses at 70°F	2.12-88
2.12.9	Developmental Testing	2.12-89
2.12.9.1	Specimen Bench Tests.....	2.12-89
2.12.9.2	Sub-Model Bench Tests.....	2.12-93
2.12.10	Confirmatory Tests	2.12-107
2.12.10.1	Confirmatory Static Testing.....	2.12-108
2.12.10.2	Confirmatory Dynamic Drop Testing	2.12-121
2.12.10.3	Post-Test Evaluation	2.12-149
2.12.11	Impact Limiter Attachment Stud Evaluation.....	2.12-155
2.12.11.1	Attachment Stud Stresses.....	2.12-155
2.12.11.2	Thread Shear Capacity	2.12-157
2.12.11.3	Tie-Down Ring Attachment Weld Stresses	2.12-158
3.	THERMAL EVALUATION.....	3-1
3.1	Discussion	3.1-1
3.1.1	Design Features	3.1-1
3.1.1.1	Transportation Cask.....	3.1-2
3.1.1.2	Impact Limiters.....	3.1-3
3.1.1.3	Personnel Barrier	3.1-3
3.1.2	Design Basis Thermal Load Conditions.....	3.1-4

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
3.1.3	Design Basis Axial Heat Generation Profile.....	3.1-5
3.1.3.1	Development of Design Basis Axial Heat Generation Profiles....	3.1-6
3.1.3.2	Application of Axial Heat Generation Profiles for Cask Analysis	3.1-7
3.1.3.3	Allowable Canister Axial Heat Generation Profiles.....	3.1-8
3.1.4	Cask Component Temperature Summary	3.1-9
3.1.5	Transportation Cask Internal Pressure Summary.....	3.1-10
3.2	Summary of Thermal Properties of Materials	3.2-1
3.3	Technical Specification of Components.....	3.3-1
3.4	Thermal Evaluation for Normal Conditions of Transport.....	3.4-1
3.4.1	Thermal Models	3.4-1
3.4.1.1	Analytical Thermal Models	3.4-1
3.4.1.2	Test Thermal Model	3.4-9
3.4.2	Maximum Temperatures	3.4-9
3.4.3	Minimum Temperatures.....	3.4-11
3.4.4	Maximum Internal Pressures.....	3.4-11
3.4.5	Maximum Thermal Stresses.....	3.4-12
3.4.6	Evaluation of Package Performance for Normal Conditions of Transport	3.4-12
3.5	Thermal Evaluation for Hypothetical Accident Conditions.....	3.5-1
3.5.1	Thermal Model.....	3.5-1
3.5.1.1	Analytical Thermal Model.....	3.5-1
3.5.1.2	Test Thermal Model	3.5-4
3.5.2	Package Conditions and Environment	3.5-4
3.5.3	Package Temperatures.....	3.5-4
3.5.4	Maximum Internal Pressures.....	3.5-6
3.5.5	Maximum Thermal Stresses.....	3.5-7
3.5.6	Evaluation of Package Performance for Hypothetical Accident Conditions	3.5-7
3.6	Appendices	3.6-1

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
3.6.1	Basic Heat Transfer Relationships	3.6-1
3.6.2	Effective Thermal Properties For Neutron Shield Region	3.6-3
3.6.3	Material Thermal Testing	3.6-7
3.6.3.1	NS-4-FR	3.6-7
3.6.4	Computer Code Descriptions	3.6-7
3.6.4.1	Thermal Desktop® Computer Code	3.6-7
3.6.4.2	SINDA/FLUINT® Computer Code	3.6-8
4.	CONTAINMENT	4-1
4.1	Description Of Containment System	4.1-1
4.1.1	Containment Boundary	4.1-1
4.1.1.1	Containment Vessel	4.1-1
4.1.1.2	Penetrations and Seals	4.1-2
4.1.1.3	Inner Containment Vessel	4.1-3
4.1.2	Codes and Standards	4.1-3
4.1.3	Special Requirements for Damaged Spent Nuclear Fuel	4.1-4
4.2	Containment Under Normal Conditions of Transport	4.2-1
4.2.1	Pressurization of Containment Vessel	4.2-1
4.2.2	Containment Criteria	4.2-1
4.2.3	Compliance with Containment Criteria	4.2-2
4.3	Containment Under Hypothetical Accident Conditions	4.3-1
4.3.1	Pressurization of Containment Vessel	4.3-1
4.3.2	Containment Criteria	4.3-1
4.3.3	Compliance with Containment Criteria	4.3-2
5.	SHIELDING EVALUATION	5-1
5.1	Discussion and Results	5.1-1
5.1.1	FuelSolutions™ TS125 Transportation Cask	5.1-1
5.1.2	FuelSolutions™ Canisters	5.1-1

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
5.2	Source Specification.....	5.2-1
5.3	Model Specification	5.3-1
5.3.1	Description of TS125 Transportation Cask Body Radial and Axial Shielding Configuration.....	5.3-1
5.3.1.1	Normal Conditions	5.3-1
5.3.1.2	Accident Conditions	5.3-4
5.3.2	Shield Regional Densities (TS125 Only).....	5.3-5
5.4	Shielding Evaluation	5.4-1
5.4.1	Normal Conditions.....	5.4-1
5.4.1.1	Radial Neutron Shield Heat Transfer Fins	5.4-1
5.4.1.2	Radial Neutron Shield Shear Key Penetration.....	5.4-3
5.4.2	Accident Conditions.....	5.4-3
5.5	Appendix	5.5-1
5.5.1	Flux to Dose Conversion Factors.....	5.5-1
5.5.2	MCNP4A	5.5-1
6.	CRITICALITY EVALUATION	6-1
6.1	Description of Criticality Design.....	6.1-1
6.2	Spent Nuclear Fuel Contents.....	6.2-1
6.3	Model Configuration	6.3-1
6.4	Criticality Evaluations.....	6.4-1
6.5	Benchmark Evaluations.....	6.5-1
7.	OPERATING PROCEDURES.....	7-1
7.1	Procedures for Loading Package	7.1-1
7.1.1	Moving a FuelSolutions™ TS125 Transportation Package or Cask from a Railcar	7.1-2
7.1.1.1	Moving a FuelSolutions™ TS125 Transportation Package and Intermodal Skid from a Railcar to a Heavy-Haul Trailer	7.1-3
7.1.1.2	Moving a FuelSolutions™ TS125 Transportation Cask and Intermodal Skid from a Railcar to a Heavy-Haul Trailer	7.1-4

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
7.1.1.3	Moving a FuelSolutions™ TS125 Transportation Cask from a Railcar to a FuelSolutions™ Horizontal Transfer Trailer	7.1-5
7.1.2	Removing a FuelSolutions™ TS125 Transportation Cask from a Skid	7.1-6
7.1.2.1	Removing a FuelSolutions™ TS125 Transportation Cask from the Intermodal Skid.....	7.1-6
7.1.2.2	Removing a FuelSolutions™ TS125 Transportation Cask from the FuelSolutions™ Horizontal Transfer Skid	7.1-8
7.1.3	Preparing an Empty FuelSolutions™ TS125 Transportation Cask for Loading.....	7.1-9
7.1.4	Loading of SNF Assemblies into a FuelSolutions™ Canister in the Spent Fuel Pool Using the FuelSolutions™ TS125 Transportation Cask .	7.1-11
7.1.4.1	Preparation of an Empty Canister for Fuel Loading.....	7.1-11
7.1.4.2	Installing an Empty Canister into the Transportation Cask.....	7.1-11
7.1.4.3	Placing the Empty Canister and the Transportation Cask into the Spent Fuel Pool.....	7.1-12
7.1.4.4	Load Fuel Into the Canister	7.1-13
7.1.4.5	Remove Loaded Transportation Cask/Canister from Fuel Pool.	7.1-14
7.1.4.6	Decontaminate Transportation Cask Exterior	7.1-15
7.1.4.7	Install Canister Inner Closure Plate	7.1-16
7.1.4.8	Drain and Backfill Canister with Helium	7.1-18
7.1.4.9	Install Canister Outer Closure Plate	7.1-21
7.1.5	Horizontal Canister Transfer into a FuelSolutions™ TS125 Transportation Cask	7.1-21
7.1.5.1	Stage the Transportation Cask for Horizontal Canister Transfer.....	7.1-22
7.1.5.2	Align and Dock the Transfer Cask with the Transportation Cask	7.1-22
7.1.5.3	Transfer the Canister from the Transfer Cask to Transportation Cask.....	7.1-23
7.1.6	Vertical Canister Transfer into a FuelSolutions™ TS125 Transportation Cask.....	7.1-25

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
7.1.6.1	Stage the Empty Transportation Cask for Vertical Canister Transfer.....	7.1-25
7.1.6.2	Dock the Loaded Transfer Cask with the Transportation Cask..	7.1-26
7.1.6.3	Transfer the Canister to the Transportation Cask.....	7.1-26
7.1.7	Preparing a Loaded FuelSolutions™ TS125 Transportation Cask for Shipment.....	7.1-27
7.1.8	Placing a FuelSolutions™ TS125 Transportation Cask on the Intermodal Skid.....	7.1-28
7.1.8.1	Downending a FuelSolutions™ TS125 Transportation Cask Onto the Intermodal Skid.....	7.1-29
7.1.8.2	Moving a FuelSolutions™ TS125 Transportation Cask from a FuelSolutions™ Horizontal Transfer Trailer to the Intermodal Skid.....	7.1-31
7.1.9	Moving a FuelSolutions™ TS125 Transportation Package and Intermodal Skid from a Heavy-Haul Trailer to a Railcar.....	7.1-32
7.1.10	Preparing the FuelSolutions™ TS125 Transportation Package and Railcar for Shipment.....	7.1-33
7.2	Procedures for Unloading Package.....	7.2-1
7.2.1	Receiving and Moving a Loaded FuelSolutions™ TS125 Transportation Package.....	7.2-2
7.2.1.1	Moving a FuelSolutions™ TS125 Transportation Package and Intermodal Skid from a Railcar to a Heavy-Haul Trailer.....	7.2-2
7.2.1.2	Moving a FuelSolutions™ TS125 Transportation Cask and Intermodal Skid from a Railcar to a Heavy-Haul Trailer.....	7.2-3
7.2.1.3	Moving a FuelSolutions™ TS125 Transportation Cask from a Railcar to a FuelSolutions™ Horizontal Transfer Trailer.....	7.2-3
7.2.1.4	Removing a FuelSolutions™ TS125 Transportation Cask from a Railcar.....	7.2-3
7.2.2	Preparation of a FuelSolutions™ TS125 Transportation Cask for Canister Transfer.....	7.2-3
7.2.3	Transferring a Loaded FuelSolutions™ Canister from the TS125 Transportation Cask to a FuelSolutions™ W100 Transfer Cask.....	7.2-4

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
7.2.3.1	Horizontal Canister Transfer from a FuelSolutions™ TS125 Transportation Cask to a FuelSolutions™ W100 Transfer Cask	7.2-4
7.2.3.2	Vertical Canister Transfer from a FuelSolutions™ TS125 Transportation Cask to a FuelSolutions™ W100 Transfer Cask	7.2-5
7.3	Preparation of Empty Package for Transport	7.3-1
7.3.1	Preparation of an Empty FuelSolutions™ TS125 Transportation Cask for Transport on a Railcar or Heavy-Haul Trailer.....	7.3-1
7.3.2	Preparing the Empty FuelSolutions™ TS125 Transportation Package and Railcar for Transport	7.3-2
7.4	Appendix	7.4-1
7.4.1	Assembly Verification Leak Test.....	7.4-1
7.4.1.1	Closure Lid Outer Seal Testing	7.4-1
7.4.1.2	Drain Port Leak Testing.....	7.4-2
7.4.1.3	Vent Port Leak Testing.....	7.4-3
7.4.1.4	Closure Lid Containment Seal Leak Testing.....	7.4-4
8.	ACCEPTANCE TESTS AND MAINTENANCE PROGRAM.....	8-1
8.1	Acceptance Tests.....	8.1-1
8.1.1	Visual Inspection.....	8.1-10
8.1.1.1	TS125 Transportation Cask.....	8.1-10
8.1.1.2	TS125 Transportation Cask Trunnions	8.1-11
8.1.1.3	TS125 Transportation Cask Impact Limiters	8.1-12
8.1.2	Structural and Pressure Tests	8.1-13
8.1.2.1	TS125 Transportation Cask.....	8.1-13
8.1.2.2	TS125 Transportation Cask Trunnions	8.1-13
8.1.2.3	TS125 Transportation Cask Impact Limiters	8.1-14
8.1.3	Leak Tests	8.1-14
8.1.3.1	TS125 Transportation Cask.....	8.1-14
8.1.3.2	TS125 Transportation Cask Trunnions	8.1-15

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
8.1.3.3	TS125 Transportation Cask Impact Limiters	8.1-15
8.1.4	Component Tests.....	8.1-15
8.1.4.1	TS125 Transportation Cask.....	8.1-15
8.1.5	Tests for Shielding Integrity.....	8.1-16
8.1.5.1	TS125 Transportation Cask.....	8.1-16
8.1.5.2	Gamma Shield	8.1-16
8.1.5.3	TS125 Transportation Cask Trunnions	8.1-16
8.1.5.4	TS125 Transportation Cask Impact Limiters	8.1-16
8.1.6	Thermal Acceptance Tests	8.1-17
8.1.6.1	TS125 Transportation Cask.....	8.1-17
8.1.6.2	TS125 Transportation Cask Trunnions	8.1-17
8.1.6.3	TS125 Transportation Cask Impact Limiters	8.1-17
8.1.7	Miscellaneous Tests	8.1-18
8.1.7.1	TS125 Transportation Cask.....	8.1-18
8.1.7.2	TS125 Transportation Cask Trunnions	8.1-19
8.1.7.3	TS125 Transportation Cask Impact Limiters	8.1-19
8.2	Maintenance Program.....	8.2-1
8.2.1	Visual Inspection.....	8.2-1
8.2.1.1	TS125 Transportation Cask.....	8.2-1
8.2.1.2	TS125 Transportation Cask Trunnions	8.2-2
8.2.1.3	TS125 Transportation Cask Impact Limiters	8.2-2
8.2.2	Structural and Pressure Tests	8.2-3
8.2.2.1	TS125 Transportation Cask.....	8.2-3
8.2.2.2	TS125 Transportation Cask Trunnions	8.2-3
8.2.2.3	TS125 Transportation Cask Impact Limiters	8.2-3
8.2.3	Leak Tests	8.2-3
8.2.3.1	TS125 Transportation Cask.....	8.2-3
8.2.3.2	TS125 Transportation Cask Trunnions	8.2-4
8.2.3.3	TS125 Transportation Cask Impact Limiters	8.2-4

TABLE OF CONTENTS (continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
8.2.4	Subsystem Maintenance.....	8.2-4
8.2.4.1	TS125 Transportation Cask.....	8.2-4
8.2.4.2	TS125 Transportation Cask Trunnions	8.2-4
8.2.4.3	TS125 Transportation Cask Impact Limiters	8.2-4
8.2.5	Valves, Rupture Disks, and Gaskets on Containment Vessel.....	8.2-4
8.2.5.1	TS125 Transportation Cask.....	8.2-4
8.2.5.2	TS125 Transportation Cask Trunnions	8.2-5
8.2.5.3	TS125 Transportation Cask Impact Limiters	8.2-5
8.2.6	Shielding	8.2-5
8.2.6.1	TS125 Transportation Cask.....	8.2-5
8.2.6.2	TS125 Transportation Cask Trunnions	8.2-5
8.2.6.3	TS125 Transportation Cask Impact Limiters	8.2-5
8.2.7	Thermal	8.2-5
8.2.7.1	TS125 Transportation Cask.....	8.2-5
8.2.7.2	TS125 Transportation Cask Trunnions	8.2-5
8.2.7.3	TS125 Transportation Cask Impact Limiters	8.2-6
8.2.8	Neutron Absorber Tests	8.2-6

LIST OF TABLES

<u>Section</u>	<u>Title</u>	<u>Page</u>
Table 1.0-1	- FuelSolutions™ Transportation SAR Regulatory Compliance Cross-Reference Matrix (13 pages).....	1-8
Table 1.2-1	- Quality Classifications of the FuelSolutions™ Transportation System Components and Support Equipment.....	1.2-23
Table 1.2-2	- Principal Characteristics of the FuelSolutions™ TS125 Transportation Cask.....	1.2-24
Table 1.2-3	- Transportation Cask Design Criteria Summary (7 pages).....	1.2-25
Table 1.3-1	- Quality Assurance Criteria Matrix	1.3-2
Table 1.3-2	- FuelSolutions™ TS125 Transportation Cask ASME Code Section III, Division 1 Requirements Compliance Summary (excluding Lifting Trunnions) (3 pages).....	1.3-6
Table 1.3-3	- FuelSolutions™ TS125 Transportation Cask ASME Code Section III, Division 3 Requirements Compliance Summary (4 pages)	1.3-9
Table 1.3-4	- FuelSolutions™ TS125 Transportation Cask ASME Code Section III, Division 3 Requirements Compliance Summary (4 pages)	1.3-12
Table 2.1-1	- Summary of Minimum Design Margins for Normal Conditions of Transport	2.1-19
Table 2.1-2	- Summary of Minimum Design Margins for Hypothetical Accident Conditions	2.1-20
Table 2.1-3	- Containment Structure Allowable Stress Limit Criteria	2.1-21
Table 2.1-4	- Non-Containment Structure Allowable Stress Criteria	2.1-22
Table 2.1-5	- Summary of NCT Load Combinations.....	2.1-23
Table 2.1-6	- Summary of HAC Load Combinations	2.1-24
Table 2.1-7	- Impact Limiter Attachment Stud Q_d^2 Moment Terms.....	2.1-25
Table 2.2-1	- Summary of FuelSolutions™ Transportation Package Weights and Centers of Gravity.....	2.2-2
Table 2.3-1	- Summary of Transportation Cask and Impact Limiter Structural Materials.....	2.3-2
Table 2.3-2	- Summary of Transportation Cask and Impact Limiter Non-Structural Materials.....	2.3-3
Table 2.3-3	- Type XM-19 Stainless Steel Material Properties.....	2.3-4
Table 2.3-4	- 17-4PH Precipitation Hardened Steel Material Properties.....	2.3-5
Table 2.3-5	- SA-320, Grade L43, Bolting Material Properties.....	2.3-6
Table 2.3-6	- Type 304 Stainless Steel Material Properties.....	2.3-7
Table 2.3-7	- A516, Grade 70 Carbon Steel Mechanical Properties.....	2.3-8
Table 2.3-8	- SB-637, Grade N07718 Nickel Alloy Steel Bolting Material Properties.....	2.3-9
Table 2.3-9	- Static Mechanical Properties of the ASTM B29 Chemical Copper Lead	2.3-10
Table 2.3-10	- Dynamic Stress-Strain Properties of ASTM B29 Chemical Copper Lead.....	2.3-11
Table 2.3-11	- Neutron Absorber Material Properties	2.3-12
Table 2.3-12	- SA-193, Grade B6 High Alloy Steel Bolting Material Properties	2.3-13
Table 2.5-1	- Material Properties and Allowable Stresses at 325°F.....	2.5-16
Table 2.5-2	- Lifting Trunnion Shank Loads and Stresses.....	2.5-16
Table 2.5-3	- Lifting Trunnion Design Margins Based on NUREG-0612 ⁽¹⁾	2.5-17
Table 2.5-4	- Lifting Trunnion Margins of Safety Based on Ultimate Strength (to Identify Failure Location).....	2.5-17
Table 2.5-5	- Rotation Trunnion Shank Loads and Stresses.....	2.5-18
Table 2.5-6	- Tie-down Design Margins Based on Yield Criteria.....	2.5-34
Table 2.5-7	- Tie-down Device Margins of Safety Based on Ultimate Strength (to Identify Failure Location).....	2.5-34

LIST OF TABLES (continued)

<u>Table</u>	<u>Title</u>	<u>Page</u>
Table 2.6-1	- Summary of TS125 Cask Body NCT Thermal Stresses.....	2.6-14
Table 2.6-2	- Summary of NCT Thermal Stress Evaluation Results	2.6-15
Table 2.6-3	- Neutron Shield Radial Thermal Expansion Stress Evaluation Results	2.6-16
Table 2.6-4	- Summary of TS125 Cask Body NCT Vibration Stresses.....	2.6-24
Table 2.6-5	- Summary of TS125 Cask NCT Vibration Stress Evaluation Results.....	2.6-25
Table 2.6-6	- Summary of TS125 Cask Body NCT Free Drop Stresses.....	2.6-36
Table 2.6-7	- Summary of TS125 Cask NCT Free Drop Stress Evaluation Results.....	2.6-37
Table 2.6-8	- Cask Geometry Parameters for Code Case N-284	2.6-39
Table 2.6-9	- Stress Summary for NCT Buckling Evaluation.....	2.6-40
Table 2.6-10	- Cask Buckling Summary, NCT Bounding Condition	2.6-41
Table 2.7-1	- Summary of TS125 Transportation Cask Body HAC End Drop Stresses	2.7-14
Table 2.7-2	- Summary of TS125 Transportation Cask HAC End Drop Evaluation Results.....	2.7-15
Table 2.7-3	- Stress Summary for HAC End Drop Buckling Evaluation	2.7-16
Table 2.7-4	- Cask Buckling Summary, HAC End Drop Condition.....	2.7-17
Table 2.7-5	- Summary of TS125 Transportation Cask HAC Side Drop Stresses	2.7-27
Table 2.7-6	- Summary of TS125 Transportation Cask HAC Side Drop Evaluation Results	2.7-28
Table 2.7-7	- Stress Summary for HAC Side Drop Buckling Evaluation.....	2.7-29
Table 2.7-8	- Cask Buckling Summary, HAC Side Drop Condition	2.7-29
Table 2.7-9	- Summary of TS125 Transportation Cask Body HAC Corner Drop Stresses.....	2.7-38
Table 2.7-10	- Summary of TS125 Transportation Cask HAC Corner Drop Evaluation Results	2.7-39
Table 2.7-11	- Stress Summary for HAC Corner Drop Buckling Evaluation	2.7-40
Table 2.7-12	- Cask Buckling Summary, HAC Corner Drop Condition.....	2.7-41
Table 2.7-13	- Comparison of Stresses for Different Drop Orientations.....	2.7-51
Table 2.7-14	- Summary of TS125 Transportation Cask Thermal Stresses for HAC Fire.....	2.7-66
Table 2.8-1	- TS125 Transportation Cask Containment System Component Stresses Due to 290 psig External Pressure Loading.....	2.8-3
Table 2.8-2	- Cask Buckling Summary, 290 psig External Pressure Load Condition	2.8-4
Table 2.9-1	- TS125 Transportation Cask Containment System Component Stresses Due to Internal Test Pressure	2.9-2
Table 2.12-1	- Aluminum Honeycomb Strength Adjustment Factors	2.12-13
Table 2.12-2	- Summary of Impact Analysis Results.....	2.12-14
Table 2.12-3	- Summary of Impact Analysis Weight Sensitivity Study Results	2.12-15
Table 2.12-4	- Equivalent Static Free Drop Accelerations	2.12-42
Table 2.12-5	- Applied Radial Interface Pressure Distributions.....	2.12-49
Table 2.12-6	- Cask Body Stress Evaluation Locations.....	2.12-58
Table 2.12-7	- Closure Bolt Geometric Properties.....	2.12-75
Table 2.12-8	- Summary of Bolt Loads Due to Temperature Effects	2.12-76
Table 2.12-9	- Summary of Closure Bolt NCT Loads and Stresses.....	2.12-77
Table 2.12-10	- Summary of Closure Bolt HAC Loads and Stresses	2.12-78
Table 2.12-11	- Normal and Hypothetical Accident Conditions Load Combinations.....	2.12-79
Table 2.12-12	- Closure Bolt Stress Analysis Results	2.12-80
Table 2.12-13	- Summary of Stress Ratios.....	2.12-81
Table 2.12-14	- Static Testing Summary.....	2.12-97
Table 2.12-15	- Densification Design Parameters	2.12-97

LIST OF TABLES (continued)

<u>Table</u>	<u>Title</u>	<u>Page</u>
Table 2.12-16	- Drop Weight Test Results	2.12-98
Table 2.12-17	- Summary of Crush Rate Factors Based on Drop Weight Test Results	2.12-98
Table 2.12-18	- Confirmatory Static Crush Test Matrix	2.12-115
Table 2.12-19	- Confirmatory Drop Test Assembly Mass Properties	2.12-129
Table 2.12-20	- Accelerometer Instrumentation for Drop Tests	2.12-130
Table 2.12-21	- Comparison of End Drop Test Results with Pre-Test Predictions	2.12-131
Table 2.12-22	- Comparison of Side Drop Test Results With Pre-Test Predictions	2.12-131
Table 2.12-23	- Comparison of Center of Gravity Over Corner Drop Test Results With Pre-Test Predictions	2.12-132
Table 2.12-24	- Comparison of Slapdown Drop Test Results With Pre-Test Predictions	2.12-133
Table 2.12-25	- Impact Limiter Drop Loads Summary	2.12-160
Table 3.1-1	- Transportation Package Design Basis Thermal Load Conditions	3.1-11
Table 3.1-2	- Insolation Data per 10CFR71.71(c)(1)	3.1-12
Table 3.1-3	- TS125 Transportation Cask Thermal Evaluation Axial Heat Generation Profile Parameters	3.1-12
Table 3.2-1	- Transportation Cask and Impact Limiter Homogenous Material Properties (3 pages)	3.2-2
Table 3.2-2	- Transportation Cask and Impact Limiter Surface Emissivities and Absorptivities	3.2-5
Table 3.2-3	- Transportation Cask Material Properties, Fluids	3.2-6
Table 3.3-1	- Transportation Cask and Impact Limiter Component Allowable Temperatures	3.3-4
Table 3.4-1	- Transportation Cask and Impact Limiter Maximum Temperatures for NCT	3.4-13
Table 3.4-2	- Transportation Cask Keypoint Temperatures	3.4-14
Table 3.5-1	- TS125 Transport Cask and Impact Limiter Temperature for HAC Fire ⁽¹⁾	3.5-8
Table 3.6-1	- Effective Thermal Conductance of Neutron Shield	3.6-5
Table 4.1-1	- Containment System Specification Summary	4.1-6
Table 4.2-1	- Summary of Compliance with Containment Criteria	4.2-4
Table 5.3-1	- TS125 Cask Shield Component Thicknesses	5.3-7
Table 5.3-2	- FuelSolutions™ TS125 Cask Shield Regional Densities	5.3-8
Table 5.4-1	- Neutron Shield Fin Streaming Analysis Results	5.4-5
Table 5.4-2	- Shear Key Streaming Analysis Results	5.4-5
Table 5.4-3	- Damaged Cask Streaming Analysis Results	5.4-5
Table 5.5-1	- Gamma Flux to Dose Rate Conversion Factors	5.5-2
Table 5.5-2	- Neutron Flux to Dose Rate Conversion Factors	5.5-3
Table 7.0-1	- General Listing of Major Components, Equipment and Tools Needed for Operations	7-5
Table 7.1-1	- NUREG-1617 Operating Procedures Review and Package Loading Criteria Cross-Reference Matrix (2 pages)	7.1-36
Table 8.1-1	- FuelSolutions™ TS125 Transportation Cask Inspection and Test Acceptance Criteria (4 pages)	8.1-2
Table 8.1-2	- FuelSolutions™ TS125 Transportation Cask Lifting Trunnion Inspection and Test Acceptance Criteria (2 pages)	8.1-6
Table 8.1-3	- FuelSolutions™ TS125 Transportation Cask Impact Limiter Inspection and Test Acceptance Criteria (2 pages)	8.1-8
Table 8.2-1	- FuelSolutions™ Transportation Cask Maintenance Schedule	8.2-7

LIST OF TABLES (continued)

<u>Table</u>	<u>Title</u>	<u>Page</u>
Table 8.2-2	- FuelSolutions™ Transportation Cask Trunnion Maintenance Schedule.....	8.2-8
Table 8.2-3	- FuelSolutions™ Transportation Cask Impact Limiter Maintenance Schedule.....	8.2-8

LIST OF FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure 1.0-1	- FuelSolutions™ Spent Fuel Management System Elements	1-6
Figure 1.0-2	- FuelSolutions™ Transportation Package Certification Application Approach.....	1-7
Figure 1.2-1	- FuelSolutions™ Spent Fuel Management System.....	1.2-32
Figure 1.2-2	- FuelSolutions™ TS125 Transportation Package Configured for Rail Transport.....	1.2-33
Figure 1.2-3	- Expanded View of FuelSolutions™ TS125 Transportation Cask Configured for Canister Transfer	1.2-34
Figure 1.2-4	- Expanded Cutaway View of FuelSolutions™ TS125 Transportation Package Configured for Transport	1.2-35
Figure 1.2-5	- FuelSolutions™ TS125 Transportation Package Containment Boundary.....	1.2-36
Figure 1.2-6	- FuelSolutions™ TS125 Transportation Cask Impact Limiter	1.2-37
Figure 1.2-7	- FuelSolutions™ TS125 Transportation Cask Cavity Spacer.....	1.2-38
Figure 1.2-8	- Transportation Package Tiedown System (2 pages)	1.2-39
Figure 1.2-9	- Transportation Package Intermodal Transportation Skid Lifting Eyes.....	1.2-41
Figure 1.2-10	- Transportation Package Personnel Barrier.....	1.2-42
Figure 1.2-11	- Transportation Cask-Turning Fixture	1.2-43
Figure 1.2-12	- Transportation Cask Trunnion Installation/Removal Tool	1.2-44
Figure 1.2-13	- Transportation Cask Horizontal Lift Fixture (With Rotation Trunnions)	1.2-45
Figure 1.2-14	- Transportation Cask Horizontal Lift Fixture (Without Rotation Trunnions)	1.2-46
Figure 1.2-15	- Transportation Package/Intermodal Skid Horizontal Lift Fixture	1.2-47
Figure 1.2-16	- Transportation Cask Redundant Lifting Yoke	1.2-48
Figure 2.1-1	- Impact Limiter Attachment Stud Load Distribution	2.1-26
Figure 2.2-1	- TS125 Transportation Package Weight and Center of Gravity Schematic.....	2.2-3
Figure 2.5-1	- Transportation Cask Lifting Trunnion	2.5-19
Figure 2.5-2	- Trunnion Bolt Pattern Load Distribution	2.5-20
Figure 2.5-3	- Transportation Cask Rotation Trunnion	2.5-21
Figure 2.5-4	- Rotation Trunnion Bolt Pattern Load Distribution	2.5-22
Figure 2.5-5	- Shear Pin Projected Bearing Area.....	2.5-23
Figure 2.5-6	- Longitudinal Bearing Load Contact Area	2.5-35
Figure 2.5-7	- Free-Body Diagram, Longitudinal Forces (Elevation View).....	2.5-36
Figure 2.5-8	- Free-Body Diagram, Vertical Forces (Elevation View).....	2.5-36
Figure 2.5-9	- Free-Body Diagram, Lateral Forces (Plan View)	2.5-36
Figure 2.5-10	- Tie-down Ring Contact Area	2.5-37
Figure 2.5-11	- Tie-down Ring Cross-Section for the Shell Bending Analysis.....	2.5-38
Figure 2.5-12	- Contact Angle for the Tie-down Ring Analysis.....	2.5-39
Figure 2.6-1	- TS125 Transportation Cask Neutron Shield Assembly Plane Strain Finite Element Model	2.6-17
Figure 2.6-2	- TS125 Transportation Cask Neutron Shield Assembly Plane Strain Finite Element Model Boundary Conditions.....	2.6-17
Figure 2.6-3	- TS125 Cask NCT Vibration Loading Diagram.....	2.6-26
Figure 2.6-4	- TS125 Cask NCT Side Drop Loading Diagram.....	2.6-42
Figure 2.7-1	- Stress Contour Plot for 60g HAC Side Drop + 75 psig Internal Pressure	2.7-30
Figure 2.7-2	- HAC Top Corner Drop Interface Pressure Loading.....	2.7-42
Figure 2.7-3	- Force and Moment Distribution for an Oblique Primary Impact.....	2.7-52
Figure 2.7-4	- Force and Moment Distribution for a Secondary (Slapdown) Impact.....	2.7-53
Figure 2.7-5	- Force and Moment Distribution for a Side Impact	2.7-54

LIST OF FIGURES (continued)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure 2.8-1	- TS125 Transportation Cask Containment System Axisymmetric Finite Element Model.....	2.8-5
Figure 2.12-1	- Comparison of B2 and SLAPDOWN Computer Program Acceleration Time-History Curves.....	2.12-4
Figure 2.12-2	- Bi-Directional Aluminum Honeycomb Crush Directions.....	2.12-16
Figure 2.12-3	- Impact Limiter Aluminum Honeycomb Core Regions	2.12-17
Figure 2.12-4	- 1,200 psi Crush Strength Bi-Directional Aluminum Honeycomb Stress-Strain Curves	2.12-18
Figure 2.12-5	- 2,250 psi Crush Strength Bi-Directional Aluminum Honeycomb Stress-Strain Curves	2.12-19
Figure 2.12-6	- Impact Limiter Model Geometry and Backing for HAC End Drop Impact.....	2.12-20
Figure 2.12-7	- Impact Limiter Model Geometry and Backing for HAC Corner and Oblique Drop Impact.....	2.12-21
Figure 2.12-8	- Impact Limiter Model Geometry and Backing for NCT Side Drop, HAC Side and Slapdown Impacts	2.12-22
Figure 2.12-9	- NCT Side Impact (90° - Horizontal) Dynamic Force-Deflection Curve.....	2.12-23
Figure 2.12-10	- HAC End Impact (0° - Vertical) Dynamic Force-Deflection Curve	2.12-23
Figure 2.12-11	- HAC Corner Impact (21° from Vertical) Dynamic Force-Deflection Curve	2.12-24
Figure 2.12-12	- HAC Oblique Impact (30° from Vertical) Dynamic Force-Deflection Curve	2.12-24
Figure 2.12-13	- HAC Oblique Impact (45° from Vertical) Dynamic Force-Deflection Curve	2.12-25
Figure 2.12-14	- HAC Oblique Impact (60° from Vertical) Dynamic Force-Deflection Curve	2.12-25
Figure 2.12-15	- HAC Oblique Impact (75° from Vertical) Dynamic Force-Deflection Curve	2.12-26
Figure 2.12-16	- HAC Side Impact (90° - Horizontal) Dynamic Force-Deflection Curve	2.12-26
Figure 2.12-17	- HAC Slapdown Impact (90° - Horizontal) Dynamic Force-Deflection Curve (with Densification)	2.12-27
Figure 2.12-18	- NCT Side Drop (90° - Horizontal) Acceleration Time-History Curves.....	2.12-27
Figure 2.12-19	- HAC End Drop (0° - Vertical) Acceleration Time History Curves	2.12-28
Figure 2.12-20	- HAC Corner Drop (21° from Vertical) Acceleration Time History Curves	2.12-28
Figure 2.12-21	- HAC Oblique Drop Primary Impact (30° from Vertical) Acceleration Time History Curves	2.12-29
Figure 2.12-22	- HAC Oblique Drop Primary Impact (45° from Vertical) Acceleration Time History Curves	2.12-29
Figure 2.12-23	- HAC Oblique Drop Primary Impact (60° from Vertical) Acceleration Time History Curves	2.12-30
Figure 2.12-24	- HAC Side Drop Impact (0° - Horizontal) Acceleration Time History Curves	2.12-30
Figure 2.12-25	- Cold HAC Oblique Drop (75° from Vertical) Primary and Secondary Impact Acceleration Time History Curves.....	2.12-31
Figure 2.12-26	- Hot HAC Oblique Drop (75° from Vertical) Primary and Secondary Impact Acceleration Time History Curves.....	2.12-32
Figure 2.12-27	- NCT Side Drop DLF Curves.....	2.12-35
Figure 2.12-28	- HAC Side Drop DLF Curves	2.12-35
Figure 2.12-29	- HAC End Drop DLF Curves	2.12-36
Figure 2.12-30	- HAC Corner Drop DLF Curves	2.12-36
Figure 2.12-31	- HAC 15° Oblique Drop, Secondary Impact DLF Curves.....	2.12-37
Figure 2.12-32	- TS125 Transportation Cask Axisymmetric Finite Element Model.....	2.12-50

LIST OF FIGURES (continued)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure 2.12-33	- Transportation Cask Half-Symmetry Finite Element Model	2.12-51
Figure 2.12-34	- Applied Pressure Load Distribution.....	2.12-52
Figure 2.12-35	- HAC Side Drop Radial Interface Pressure Loading.....	2.12-53
Figure 2.12-36	- HAC Bottom Corner Drop Interface Pressure Loading	2.12-54
Figure 2.12-37	- Cask Body Stress Section Locations, Bottom Half.....	2.12-59
Figure 2.12-38	- Cask Body Stress Section Locations, Top Half	2.12-60
Figure 2.12-39	- Closure Bolt Analysis Configuration.....	2.12-82
Figure 2.12-40	- Typical Force-Deflection Curve for Bi-Directional Aluminum Honeycomb	2.12-99
Figure 2.12-41	- 1/8-Scale Engineering Side Crush Sub-Model Side Test Configuration	2.12-99
Figure 2.12-42	- 1/8-Scale Engineering Side Crush Sub-Model Side Test Results.....	2.12-100
Figure 2.12-43	- Septum Sub-Model Specimens	2.12-100
Figure 2.12-44	- Septum Sub-Model Test Results	2.12-101
Figure 2.12-45	- Scale Effect of Septums	2.12-102
Figure 2.12-46	- Schematic of Set-up for Static Crush Tests.....	2.12-102
Figure 2.12-47	- Set-up for the Full-Scale Static Crush Test.....	2.12-103
Figure 2.12-48	- Measured Force-Deflection Curve for 1/4-Scale (RSF=1.4) Septum Test	2.12-104
Figure 2.12-49	- Measured Force-Deflection Curve for Full-Scale (RSF=1.0) Septum Test.....	2.12-105
Figure 2.12-50	- Static Crush Test Diagrams.....	2.12-116
Figure 2.12-51	- 1/8-Scale Impact Limiter Configuration	2.12-117
Figure 2.12-52	- 1/8-Scale Static End Crush Force-Displacement Curve	2.12-118
Figure 2.12-53	- 1/8-Scale Static Corner Crush Force-Displacement Curve.....	2.12-118
Figure 2.12-54	- Static Side Crush Test 1/4-Scale Impact Limiter Configuration.....	2.12-119
Figure 2.12-55	- 1/4-Scale Confirmatory Static Side Crush Test Force-Deflection Curve and Pre-Test Prediction.....	2.12-120
Figure 2.12-56	- Confirmatory Dynamic Drop Test Fixture Details	2.12-134
Figure 2.12-57	- End and Corner Drop Test Configuration.....	2.12-135
Figure 2.12-58	- Side Drop Test Configuration	2.12-136
Figure 2.12-59	- Side Drop 1/4-Scale Impact Limiter Configuration	2.12-136
Figure 2.12-60	- Slapdown 1/4-Scale Confirmatory Drop Test Assembly	2.12-137
Figure 2.12-61	- Confirmatory 1/4-Scale End Drop Test Fixture Elevated to 30-Feet.....	2.12-138
Figure 2.12-62	- Confirmatory 1/4-Scale Test Fixture After 30-Foot End Drop Test	2.12-139
Figure 2.12-63	- Comparison of Confirmatory End Drop Test Acceleration Time-History Results and Predicted Response.....	2.12-139
Figure 2.12-64	- Confirmatory 1/4-Scale Side Drop Test Fixture Elevated to 30-Feet.....	2.12-140
Figure 2.12-65	- Confirmatory 1/4-Scale Test Fixture After 30-Foot Side Drop Test	2.12-141
Figure 2.12-66	- Side Drop Test Acceleration Time-Histories	2.12-141
Figure 2.12-67	- Comparison of Confirmatory Side Drop Test Acceleration Time-History Results and Predicted Response.....	2.12-142
Figure 2.12-68	- Confirmatory 1/4-Scale Corner Drop Test Fixture Elevated to 30-Feet.....	2.12-143
Figure 2.12-69	- Confirmatory 1/4-Scale Test Fixture After 30-Foot Corner Drop Test	2.12-144
Figure 2.12-70	- Comparison of Confirmatory C.G. over Corner Drop Test Acceleration Time-History Results and Predicted Response	2.12-144
Figure 2.12-71	- Confirmatory 1/4-Scale Slapdown Drop Test Fixture Elevated to 30-Feet	2.12-145
Figure 2.12-72	- Confirmatory 1/4-Scale Test Fixture After 30-Foot Slapdown Drop Test	2.12-146

LIST OF FIGURES (continued)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure 2.12-73	- Comparison of Confirmatory Slapdown Drop Test Results and Predicted Response (Transverse Acceleration at Nose)	2.12-146
Figure 2.12-74	- Comparison of Confirmatory Slapdown Drop Test Results and Predicted Response (Transverse Acceleration at Center of Gravity)	2.12-147
Figure 2.12-75	- Comparison of Confirmatory Slapdown Drop Test Results and Predicted Response (Transverse Acceleration at Tail)	2.12-147
Figure 2.12-76	- ¼-Scale Confirmatory Static Side Crush Test Force-Deflection Curve and Post-Test Confirmatory Analysis	2.12-152
Figure 2.12-77	- Load Angle Effect on Bi-Directional Aluminum Honeycomb Crush Strength	2.12-152
Figure 2.12-78	- Comparison of Confirmatory Side Drop Test Results and Post-Test Confirmatory Analysis	2.12-153
Figure 2.12-79	- Comparison of Confirmatory Slapdown Drop Test Results with Post-Test Confirmatory Analysis (Transverse at Nose).....	2.12-153
Figure 2.12-80	- Comparison of Confirmatory Slapdown Drop Test Results with Post-Test Confirmatory Analysis (Transverse at C.G.)	2.12-154
Figure 2.12-81	- Comparison of Confirmatory Slapdown Drop Test Results with Post-Test Confirmatory Analysis (Transverse at Tail)	2.12-154
Figure 2.12-82	- Impact Limiter Drop Loads Diagram.....	2.12-161
Figure 3.1-1	- Design Basis Axial Peaking Factors for PWR and BWR Fuels	3.1-13
Figure 3.1-2	- Design Basis Canister Axial Heat Generation Profiles.....	3.1-14
Figure 3.4-1	- Overview of TS125 Transportation Cask Thermal Model	3.4-15
Figure 3.4-2	- Impact Limiter Thermal Model Layout.....	3.4-16
Figure 3.4-3	- Thermal Model Layout for Cask Body	3.4-17
Figure 3.4-4	- Lead Gap Size as a Function of Temperature	3.4-18
Figure 3.4-5	- Thermal Model Layout at Cask Bottom End	3.4-19
Figure 3.4-6	- Thermal Model Layout at Cask Closure Lid.....	3.4-20
Figure 3.4-7	- Transportation Cask and Impact Limiter Temperatures vs. Heat Load, Max. Thermal Profile	3.4-21
Figure 3.4-8	- Transportation Cask and Impact Limiter Temperatures vs. Heat Load, Max. Thermal Gradient Profile	3.4-22
Figure 3.4-9	- Transportation Cask Temperature Keypoints	3.4-23
Figure 3.4-10	- TS125 Cask Axial Temperature Distribution, NCT Hot (100°F), at Q_{max}	3.4-24
Figure 3.4-11	- TS125 Cask Radial Temperature Distribution, NCT Hot (100°F), at Q_{max}	3.4-25
Figure 3.4-12	- TS125 Cask Axial Temperature Distribution, NCT Hot (100°F), at $LHGR_{max}$	3.4-26
Figure 3.4-13	- TS125 Cask Radial Temperature Distribution, NCT Hot (100°F), at $LHGR_{max}$	3.4-27
Figure 3.4-14	- TS125 Cask Axial Temperature Distribution, NCT Cold (-20°F), at Q_{max}	3.4-28
Figure 3.4-15	- TS125 Cask Radial Temperature Distribution, NCT Cold (-20°F), at Q_{max}	3.4-29
Figure 3.4-16	- TS125 Cask Axial Temperature Distribution, NCT Cold (-20°F), at $LHGR_{max}$	3.4-30
Figure 3.4-17	- TS125 Cask Radial Temperature Distribution, NCT Cold (-20°F), at $LHGR_{max}$	3.4-31
Figure 3.5-1	- HAC Hot (100°F) Fire Transient for TS125 Transportation Cask	3.5-9
Figure 3.5-2	- HAC Axial Temperature Distribution, Hot Ambient at 30 Minutes.....	3.5-10

LIST OF FIGURES (continued)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure 3.5-3	- HAC Axial Temperature Distribution, Hot Ambient at 60 Minutes.....	3.5-11
Figure 3.5-4	- HAC Cold (-20 F) Fire Transient for TS125 Transportation Cask.....	3.5-12
Figure 3.5-5	- HAC Axial Temperature Distribution, Cold Ambient at 30 Minutes.....	3.5-13
Figure 3.5-6	- HAC Axial Temperature Distribution, Cold Ambient at 65 Minutes.....	3.5-14
Figure 4.1-1	- FuelSolutions™ TS125 Transportation Package Containment Boundary.....	4.1-7
Figure 4.1-2	- Transportation Cask Vent and Drain Port Components.....	4.1-8
Figure 5.1-1	- FuelSolutions™ TS125 Transportation Cask Shielding Design Features	5.1-2
Figure 5.3-1	- TS125 Cask Side Gamma Model for Normal Conditions.....	5.3-9
Figure 5.3-2	- TS125 Cask Neutron Model for Normal Conditions	5.3-10
Figure 5.3-3	- TS125 Cask End Gamma Models	5.3-11
Figure 5.3-4	- TS125 Cask Side Gamma Model for Accident Conditions	5.3-12
Figure 5.3-5	- TS125 Cask Neutron Model for Accident Conditions.....	5.3-13
Figure 5.3-6	- Neutron Shield Fin Streaming Analysis Model	5.3-14
Figure 5.3-7	- Lead Slump/Neutron Shield Damage Model	5.3-15
Figure 7.0-1	- Roadmap to FuelSolutions™ Transportation System Operating Procedures	7-6
Figure 7.0-2	- Operations for FuelSolutions™ TS125 Transportation Package or Cask Movement (Section 7.1.1).....	7-7
Figure 7.0-3	- Options for Removing FuelSolutions™ TS125 Transportation Cask from Skid (Section 7.1.2).....	7-8
Figure 7.0-4	- Options for Placing FuelSolutions™ TS125 Transportation Cask on Intermodal Skid (Section 7.1.8).....	7-9
Figure 7.1-1	- Transportation Cask Placement Onto and Removal from Railcar	7.1-38
Figure 7.1-2	- Horizontal Canister Transfer from Transfer Cask to Transportation Cask.....	7.1-39
Figure 7.1-3	- Vertical Canister Transfer from Transfer Cask to Transportation Cask.....	7.1-40
Figure 7.4-1	- Transportation Cask Vent and Drain Port Components (Closure Lid Seal Test Port Similar).....	7.4-6
Figure 7.4-2	- Transportation Cask Vent and Drain Port Closure Operations (Closure Lid Seal Test Port Similar).....	7.4-7
Figure 7.4-3	- Transportation Cask Vent, Drain and Seal Test Ports Configured for Transport.....	7.4-8

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Placement of the transportation cask on the railcar is nearly the reverse of that described above. Placement or removal of the transportation cask to and from a barge or heavy-haul trailer is similar.

1.2.2.4 Canister Loading, Closure, and Opening

Basic FuelSolutions™ canister loading, closure, and opening operations are described in Sections 1.2.2.1 and 1.2.2.2 of the FuelSolutions™ Storage System SAR. Canister-specific operations, if any, are provided in Sections 1.2.2.1 and 1.2.2.2 of the respective FuelSolutions™ Canister Storage FSAR.

1.2.3 Contents of Packaging

1.2.3.1 Spent Fuel to be Transported

The FuelSolutions™ SFMS is designed to dimensionally accommodate all domestic commercial PWR SNF assembly classes and Big Rock Point (BRP) BWR SNF assemblies, with the following exceptions at this time:

- Haddam Neck SNF assemblies
- Indian Point SNF assemblies
- LaCrosse SNF assemblies
- San Onofre 1 SNF assemblies
- South Texas SNF assemblies
- CE 16x16 and CE System 80 SNF assemblies with control components.

The many classes of existing SNF assemblies have a broad range of physical and nuclear characteristics (i.e., length, width, number of fuel rods, initial enrichment, burnup, etc.) and include PWR SNF assemblies and BRP BWR SNF assemblies. The SNF assembly classes and characteristics (including enrichment, burnup, and cooling time) that are accommodated by each FuelSolutions™ canister are identified in the respective FuelSolutions™ Canister Transportation SAR.

The base design of the FuelSolutions™ Transportation Package is for intact zircaloy-clad SNF assemblies with no known or suspected gross cladding failures. Some FuelSolutions™ canisters are also designed to accommodate damaged SNF assemblies, partial SNF assemblies, and MOX SNF assemblies. The allowable contents of FuelSolutions™ canisters are described in Section 1.2.3 of the respective FuelSolutions™ Canister Transportation SAR.

SNF assemblies that are considered to be intact (i.e., undamaged) can be placed in any cell location within the basket of a FuelSolutions™ canister for which it is qualified. SNF assemblies with known or suspected cladding defects greater than a hairline crack or a pinhole leak are considered damaged. Damaged fuel rods in an otherwise intact fuel assembly may be replaced with dummy rods that displace an equal amount of water as the original undamaged rod. Partial fuel assemblies that have missing fuel rods but are otherwise intact are acceptable for loading,

when specifically qualified for the respective FuelSolutions™ canister. Similarly, fuel assemblies with damage to non-fuel assembly hardware (e.g., end fittings, nozzles, grid spacers) are acceptable for loading, when specifically qualified for the respective FuelSolutions™ canister.

Several means can be used to verify that an SNF assembly is intact/undamaged, including a review of reactor/plant records, visual inspections, fuel rod sipping evaluations, and other means of non-destructive examination. At a minimum, a review of reactor records is to be performed to verify that each fuel assembly is undamaged, followed by an external visual examination of each fuel assembly for any obvious damage prior to canister loading. The purpose of this demonstration is to provide reasonable assurance that the fuel assembly is undamaged or that the damaged fuel assembly to be loaded into a FuelSolutions™ canister is canned as described below.

Damaged SNF assemblies, as defined above, should be canned to confine gross fuel particles to a known, subcritical volume. The damaged fuel assembly cans are handle-able and retrievable, and contain holes covered by mesh screens that allow water to flow in and out of the can interior, but which prevent fissile material from the damaged fuel assemblies (e.g., pellets, rod fragments) from exiting the can. These damaged fuel cans are placed in specified cell locations within the canister basket in accordance with the respective FuelSolutions™ canister qualification basis. SNF in the form of debris, particles, loose pellets, and fragmented rods with plutonium in excess of 20 curies per package must be packaged in a separate inner container (second containment system) in accordance with 10CFR71.63(b).

The FuelSolutions™ TS125 Transportation Cask design is based on the bounding FuelSolutions™ canister dimensions and payload weights, and the bounding thermal and radiological source terms that form the basis for the structural, thermal, and shielding safety analyses documented in this SAR. These include the following canister interface parameter values:

- The transportation cask can physically accommodate any FuelSolutions™ canister with an outside diameter of 66 inches, a maximum length of 192.25 inches, and a maximum dry loaded weight of 85,000 pounds. Short canisters require use of a cask cavity spacer, the weight of which is included in the maximum canister weight.
- The transportation cask can accommodate any FuelSolutions™ canister with a total canister heat load of 22.0 kW or less, provided that the canister thermal evaluation shows that the peak temperature in the transportation cask's inner shell does not exceed that calculated for the design basis canister Q_{max} thermal profile in Chapter 3.
- The transportation cask is designed to maintain the through-wall contact surface dose rate to 200 mrem/hr or less, and a dose rate of 10 mrem/hr or less at 2 meters from the package conveyance. The transportation cask can accommodate any FuelSolutions™ canister and payload that does not exceed the rated radiological dose rate value.

The basis for these bounding FuelSolutions™ canister interface parameters and the corresponding design basis analysis of the FuelSolutions™ TS125 Transportation Cask are

provided in Chapters 2, 3, and 5 of this SAR. The design criteria for the FuelSolutions™ TS125 Transportation Cask are listed in Table 1.2-3.

The qualification of SNF assemblies to be transported consistent with the design basis analysis of the FuelSolutions™ TS125 Transportation Cask is provided in Section 1.2.3 of each FuelSolutions™ Canister Transportation SAR. Criticality safety is conservatively based on fresh (i.e., unburned) fuel assumptions with optimum moderation and the use of fixed neutron absorbers incorporated into each FuelSolutions™ canister basket design, as described in the respective FuelSolutions™ Canister Transportation SAR.

1.2.3.2 Radionuclide Inventory

The design basis gamma and neutron radiation source terms for the total payload contents and the corresponding radionuclide inventory of the FuelSolutions™ transportation cask varies with the characteristics of the payload for each FuelSolutions™ canister. The canister-specific gamma and neutron radiation source term values are discussed in Section 1.2.3.2 of the respective FuelSolutions™ Canister Transportation SAR.

1.2.3.3 Maximum Payload Weight

The maximum payload weight for the FuelSolutions™ transportation cask, including the weight of the FuelSolutions™ canister, the radioactive contents, and the cask cavity spacer for short canisters, is 85,000 lbs. This weight occurs for the FuelSolutions™ canister and contents that is the heaviest of all loaded FuelSolutions™ canisters. The specific payload weights are provided in the respective FuelSolutions™ Canister Transportation SARs.

1.2.3.4 Maximum Decay Heat

The design basis decay heat load for the FuelSolutions™ TS125 Transportation Cask is 22,000 watts. The basis for this value and a discussion of the FuelSolutions™ Transportation Package thermal characteristics are provided in Chapter 3 of this SAR.

1.2.3.5 Maximum Pressure Buildup

The FuelSolutions™ TS125 Transportation Cask is designed for a maximum internal pressure of 75 psig. The MNOP and maximum HAC internal pressures are considerably less than the design pressure, as discussed in Section 3.1.5 of this SAR. The MNOP for the transportation cask is provided in Section 1.2.3.5 of the respective FuelSolutions™ Canister Transportation SAR. Note that although no credit is taken for the containment capability of the canister shell assembly, the transportation cask would only be subjected to these internal pressures if the canister shell is leaking or is breached.

The FuelSolutions™ TS125 Transportation Cask is designed for a maximum external pressure of 290 psig in accordance with 10CFR71.61, as discussed in Section 1.1.

1.2.4 Compliance with 10CFR71

The FuelSolutions™ TS125 Transportation Cask described in this SAR, together with the FuelSolutions™ canisters described in the FuelSolutions™ Canister Transportation SAR, fully comply with the requirements of 10CFR71. These include the general standards for all packages specified in 10CFR71.43, the requirements for NCTs defined in 10CFR71.71, and the requirements for HACs defined in 10CFR71.73. The specific SAR sections that address these 10CFR71 requirements are identified in Table 1.0-1. The structural, thermal, containment, shielding, and criticality requirements of 10CFR71 are addressed in Chapters 2 through 6 of this SAR and the FuelSolutions™ Canister Transportation SARs. The operational requirements of 10CFR71 are addressed in Chapter 7 of this SAR. Operations that are specific to a FuelSolutions™ canister are addressed in Chapter 7 of the respective FuelSolutions™ Canister Transportation SAR. The acceptance test and maintenance program requirements for the FuelSolutions™ TS125 Transportation Cask and impact limiters are addressed in Chapter 8 of this SAR. The acceptance test and maintenance program requirements for a FuelSolutions™ canister are addressed in Chapter 9 of the respective FuelSolutions™ Canister Storage FSAR.

Table 1.2-3 - Transportation Cask Design Criteria Summary (7 pages)

Type	Criteria or Reference	Basis ⁽¹⁾
Amount/Identity of Nonfissile Materials Used as Neutron Absorbers or Moderators	" "	10CFR71.33(b)(4)
Atomic Ratio of Moderator to Fissile Constituents	" "	10CFR71.33(b)(4)
Maximum Normal Operating Pressure (MNOP)	See Section 3.1.5 of FuelSolutions™ Canister Transportation SAR	10CFR71.33(b)(5)
Maximum Design Pressure	75 psig	-
Maximum Weight	285,000 lbs. (including loaded canister and impact limiters)	10CFR71.33(b)(6)
Maximum Amount of Decay Heat	22,000 watts ⁽²⁾	10CFR71.33(b)(7)
Identification/Volumes of Any Coolants	N/A	10CFR71.33(b)(8)
Package Evaluation:	-	-
Allowable Number of Packages that May Be Transported in the Same Vehicle	Unlimited	10CFR71.35(b)
General Package Standards:	Smallest dimension is ≥ 10 cm.	10CFR71.43(a)
	External, durable, intact tamper-indicating device is provided.	10CFR71.43(b)
	Bolted containment system fasteners are used.	10CFR71.43(c)
	Materials/construction assure no significant chemical, galvanic, or other reactions.	10CFR71.43(d)
	Valves: None.	10CFR71.43(e)
	Designed, fabricated, and tested to prevent content loss or dispersal, external radiation increase, and no packaging effectiveness reduction during NCT.	10CFR71.43(f)
	Designed, fabricated, and configured to limit accessible surface temperature $\leq 185^\circ\text{F}$ in still air at 100°F in shade.	10CFR71.43(g)
	No venting during transport.	10CFR71.43(h)

Table 1.2-3 - Transportation Cask Design Criteria Summary (7 pages)

Type	Criteria or Reference	Basis ⁽¹⁾
Ambient Outside Temperatures:	-	-
NCT Conditions: Minimum	-40°F	ANSI/ANS 57.9
Maximum	100°F	ANSI/ANS 57.9
HAC Conditions: Minimum	-20°F	ANSI/ANS 57.9
Maximum	100°F	ANSI/ANS 57.9
Ambient Plant Temperatures:	-	-
Spent Fuel Pool	120°F	ANSI/ANS 57.9
Fuel Building	77°F	ANSI/ANS 57.9
Lifting/Tiedown Standards:	-	-
Lifting Devices	Minimum safety factor of 3 against yield.	10CFR71.45(a)
	Failure does not impair other functional requirements of package.	10CFR71.45(a)
	Other lifting devices are rendered inoperable during transport.	10CFR71.45(a)
Tiedown Devices	No stresses > yield for 2g vertical, 10g axial, and 5g transverse at package's center of gravity.	10CFR71.45(b)(1)
	Other tiedown devices are rendered inoperable during transport.	10CFR71.45(b)(2)
	Failure does not impair other functional requirements of package.	10CFR71.45(b)(3)
External Radiation Standards: Radiation levels	≤ 1000 mrem/hr. on surface of transportation cask. ≤ 200 mrem/hr. on surface of personnel barrier and impact limiters. ≤ 10 mrem/hr. at 2 meters from the conveyance.	10CFR71.47(b)
General Requirements for Fissile Material Packages	Remains subcritical if water leaks into the containment system for all design basis conditions if:	-
	Most reactive credible configuration consistent with chemical/physical form of material exists.	10CFR71.55(b)(1)/(e)(1)
	Moderation by water to the most reactive credible extent occurs.	10CFR71.55(b)(2)/(e)(2)
	Close full reflection of the containment system by water on all sides occurs.	10CFR71.55(b)(3)/(e)(3)

Table 1.2-3 - Transportation Cask Design Criteria Summary (7 pages)

Type	Criteria or Reference	Basis ⁽¹⁾
Other NCT Loads and Conditions:		
Wet/Dry Loading	Wet/Dry	-
Transfer Orientation	Vertical or Horizontal	-
Lifting Trunnion Test Load	150% of vertical design load (dead + handling)	NUREG-0612 & ANSI N14.6
HAC Design Events and Conditions:		
End Drop	30 feet with impact limiters	-
Side Drop	30 feet with impact limiters	-
Corner Drop	30 feet with impact limiters	-
Puncture	40-inch drop onto 6-inch diameter solid, vertical, cylindrical, mild steel bar mounted in essentially unyielding horizontal surface.	10CFR71.73(c)(3)
Fire	-	-
Duration (min.)	30 minutes	10CFR71.73(c)(4)
Temperature (avg. min.)	1,475°F	10CFR71.73(c)(4)
Load Combinations	per Regulatory Guide 7.8	-

Notes:

- (1) See Table 1.0-1 for cross-references to applicable SAR sections.
- (2) As discussed in Section 3.1.3.3, a FuelSolutions™ canister's thermal evaluation must show that the peak temperature of the cask inner shell does not exceed the value calculated for the Q_{max} profile in Chapter 3 of this SAR.

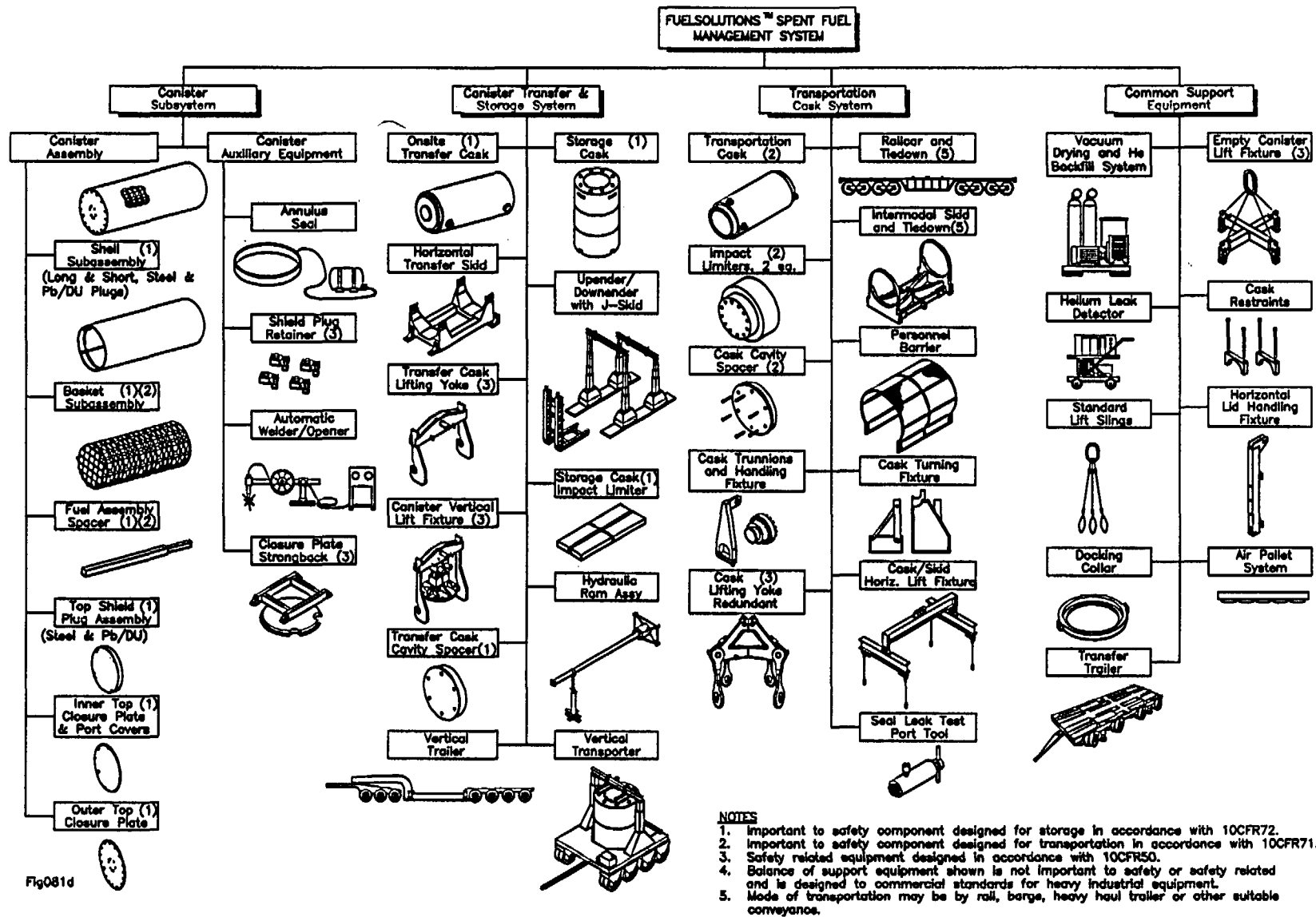


Fig081d

Figure 1.2-1 - FuelSolutions™ Spent Fuel Management System

- *HAC Fire (cold)*: Thermal conditions are evaluated as a steady-state ambient temperature of -20°F with maximum decay heat and zero insolation prior to the event, followed by a thirty-minute transient with an ambient temperature of 1475°F with maximum decay heat, and then back to a steady-state ambient temperature of -20°F with maximum decay heat and zero insolation. This case is used for evaluation of the thermal gradients expected under the HAC fire conditions. Comparison with the results from the HAC Fire (hot) case below provides an indication of the sensitivity of the package thermal response to the HAC event with the initial starting temperature.
- *HAC Fire (hot)*: Thermal conditions are evaluated as a steady-state ambient temperature of 100°F with maximum decay heat and zero insolation prior to the event, followed by a thirty-minute transient with an ambient temperature of 1475°F with maximum decay heat and maximum insolation, and then back to a steady-state ambient temperature of 100°F with maximum decay heat and maximum insolation per 10CFR71.71(c)(1) averaged over 24 hours. This load case evaluates the peak temperature achieved for the various cask components under the HAC fire event and the associated thermal stresses.

The 10CFR71.71(c)(1) insolation values are presented in Table 3.1-2. These values are applied to the transportation package as a 24-hour average. Transient insolation modeling is not considered^{6,7} due to the large thermal inertia of the transportation package and the relative magnitude of the insolation load compared to the heat load provided by the SNF.

3.1.3 Design Basis Axial Heat Generation Profile

The heat load content of the payload within the transportation cask is specified by a design basis axial heat generation profile. The axial heat generation profile is dependent on the SNF decay heat generation within the particular FuelSolutions™ canister to be transported. The variation in heat generation within a canister is a function of: (1) the SNF assembly class; (2) the corresponding heavy metal content, burnup, and cooling time; (3) the total number of SNF assemblies in the canister; (4) the active fuel length of the SNF assemblies; and (5) the axial position of the SNF assembly active fuel length within the canister. These variables are set by either the canister type or the characteristics of the specific SNF assembly class to be loaded. The specific SNF assembly classes and characteristics that are accommodated by each FuelSolutions™ canister are discussed in the respective FuelSolutions™ Canister Transportation SAR.

Several factors, including burnup, determine the SNF assembly's total heat load (kW) at the time of reactor discharge, and the profile of the heat load versus fuel axial position. A uniform burnup over the entire active fuel length would result in a flat axial heat profile with no peaks (i.e., a peaking factor of 1.0). Since fuel does not burn uniformly over the entire axial length, the heat generation from the fuel will exhibit a peak in the center region of the assembly. As burnup

⁶ Brown, N., Gianoulakis, S., and Lake, W., *Comparison of 10 CFR 71 Normal Conditions with Bounding US "Hot Day" Extremes*, Sandia Report SAND91-2255C, October 1992.

⁷ Manson, S., and Gianoulakis, S., *Comparison of Spent Fuel Shipping Cask Response to 10 CFR 71 Normal Conditions and Realistic Hot Day Extremes*, Sandia Report SAND94-0812, April 1994.

increases, the total heat load from the SNF assembly also increases, and the axial heat profile becomes more uniform along the active fuel length. SNF assemblies with low burnup may have a relatively low total heat load, but they typically exhibit locally high linear heat generation rates (kW/in). Thus, it is possible for a low burnup SNF assembly with limited cooling time to yield higher local temperatures in the canister and cask due to this locally high linear heat generation rate even though the assembly has a lower overall heat load. Assemblies with shorter active fuel lengths may also yield higher local heat generation levels, despite having a lower total heat generation level.

To ensure that the cask system component temperatures calculated in the licensing basis analyses are not exceeded for any individual canister, both the overall heat generation (Q_{Total}) and the maximum Local Heat Generation Rate (LHGR) of the loaded SNF assemblies are controlled parameters, as discussed in Section 3.1.3.3. Another effect that is considered in the licensing basis analysis is variation in the axial position of the SNF assembly's active fuel region (over which the majority of heat is generated) within the transportation cask geometry for different SNF assembly types and canister types. As discussed below in Section 3.1.3.1, a conservative design basis axial heat generation profile, which addresses these effects, is developed and used for the Transportation Cask thermal evaluation.

3.1.3.1 Development of Design Basis Axial Heat Generation Profiles

Figure 3.1-1 presents the representative normalized axial heat generation profiles used for the PWR and BWR fuel assembly classes accommodated by FuelSolutions™ canisters. These profiles are based on axial burnup profiles presented in published reports for 44 GWd/MTU burnup PWR fuel⁸ and for 29 GWd/MTU burnup BWR fuel⁹ (i.e., for typical PWR and BWR assembly burnup levels). As can be seen from the figure, while the shapes of the axial heat generation profile curves are generally similar, the BWR fuel generates a greater portion of its heat in the lower half of the active fuel length and exhibits a faster fall-off in heat near the ends. In both cases, however, the magnitude of the curves are normalized such that the average heat generation over the length of the curve is equal to 1.0. As such, distributing the total heat generation along the length of the active portion of the SNF assembly according to the values specified by the curve yields the LHGR, while conserving the total heat generation.

The "peaking factor" of an axial heat generation profile is defined as the maximum LHGR (kW/inch) that occurs anywhere in the profile, divided by the assembly average LHGR (kW/inch) that occurs over the entire span of the profile. "Normalized" axial heat generation profiles, such as those shown in Figure 3.1-1, are scaled such that the integrated average LHGR is set equal to 1.0. The normalized profiles show variation in the ratio of the LHGR at each axial location to the assembly average LHGR along the entire length of active fuel. Thus, the maximum value on the normalized profile is the peaking factor. As shown in Figure 3.1-1, the representative PWR and BWR axial heat generation profiles have peaking factors of 1.095 and 1.22, respectively.

⁸ DOE/RW-0495, *Depletion and Package Modeling Assumptions for Actinide-Only Burnup Credit*, Office of Civilian Radioactive Waste Management, U.S. Department of Energy, May 1997.

⁹ NFS:BND:95-083, Commonwealth Edison BWR Fuel Data, Letter from A. S. Pallotta of BWR Nuclear Design, Nuclear Fuel Services to A. G. Panagos, July 10, 1995.

The transportation cask thermal analyses are performed using two different design basis canister axial heat generation profiles, which are referred to as the “Max Thermal” (or Q_{max}) and “Max Thermal Gradient” (or $LHGR_{max}$) profiles. The transportation cask design basis canister axial heat generation profiles are shown in Figure 3.1-2. Figure 3.1-2 also shows the normalized axial heat generation profiles of various PWR and BWR fuel assembly classes to illustrate how the axial span of the design basis canister axial heat generation profiles bound those covered by the active fuel regions of the various PWR assembly classes. The design basis canister axial heat generation profiles are developed based on the PWR normalized heat generation profile shown in Figure 3.1-1. Use of the PWR normalized heat generation profile rather than the BWR profile maximizes the total heat generation since both profiles are limited to the same maximum LHGR, as discussed in Section 3.1.3.3, and the PWR profile is more uniform (i.e., has a lower peaking factor) than the BWR profile. Thus, the design basis Q_{max} profile will produce higher peak temperatures in the cask body than any BWR assembly meeting the same LHGR limit.

The Q_{max} profile is based on a total canister heat load of 22.0 kW, a maximum LHGR of 0.1606 kW/inch, and an active fuel length of 150 inches. However, this profile is “stretched” at the top end to a length of 160 inches to cover possible variations in the position of active fuel regions within the transport cask. In addition, the heat generation profile between the top end of the 160-inch active fuel region and the top end of the canister is maintained at 0.0296 kW/inch (i.e., 0.184 times the maximum LHGR.) This, along with the “stretching” of the modeled active fuel region, produces a total heat load that exceeds 22.0 kW and maximizes the temperatures of the cask closure seals that are located in the lid. These effects add to the inherent conservatism in the transportation cask thermal analyses.

The $LHGR_{max}$ profile has a total heat load of 17.5 kW and a maximum LHGR of 0.2106 kW/inch, and is based on an active fuel length of 91 inches, which is representative of the shortest PWR fuel length (e.g., Yankee Rowe PWR fuel) anticipated to be accommodated by the TS125 Transportation Cask. The magnitude of the $LHGR_{max}$ profile is set to produce temperatures within the transportation package that reach, but do not exceed, the material temperature limits for the controlling thermal condition. This profile was developed solely to examine the effects of minimum active fuel lengths, combined with maximum possible LHGR values, which produce the maximum axial and radial thermal gradients in the cask body that are considered in the TS125 Transportation Cask structural evaluation. The $LHGR_{max}$ profile does not form the basis of any thermal requirements for FuelSolutions™ canisters to be transported in the TS125 Transportation Cask, as discussed in Section 3.1.3.3.

3.1.3.2 Application of Axial Heat Generation Profiles for Cask Analysis

The transportation cask thermal model includes the canister shell assembly, including the shield plugs, as boundary conditions for the qualification thermal model. The cask thermal analysis models heat generation within the canister shell and lids, based upon one of the two design basis canister axial heat generation profiles shown in Figure 3.1-2. Based upon those profiles, the local heat load (Q_{Local}) at a specific axial location in the analytical models is determined as follows:

$$Q_{Local} = \left(\frac{Q_{Total}}{AFL} \right) \cdot N(z) \cdot L$$

where:

- Q_{Local} = Local canister heat at the nodal location
- Q_{Total} = Total canister heat load (kW)
- AFL = Active fuel length in inches for the associated axial profile (i.e., 150 inches for the Q_{max} and 91 inches for the LHGR_{max} profiles)
- $N(z)$ = Normalized heat generation (kW/inch) at the center of the region being modeled
- L = Axial length in inches of the region being modeled

The maximum heat generation magnitudes of the Q_{max} and LHGR_{max} profiles were determined by increasing the magnitude of the heat generation profiles shown in Figure 3.1-2 (i.e., increasing Q_{Total}) until one or more of the cask component temperatures reach the associated material temperature limit. The value of " Q_{Total} " that results in the cask material temperature limits being reached for the Q_{max} profile is the thermal rating of the transportation cask. The corresponding maximum LHGR for each profile is equal to the average heat load ($Q_{\text{Total}}/\text{AFL}$) multiplied by the peaking factor (PF). The peaking factor is simply the maximum value of $N(z)$ for the normalized heat generation profile. The maximum LHGR for the Q_{max} profile is the maximum allowable LHGR for the TS125 Transportation Cask. As discussed in Section 3.1.3.1, the LHGR_{max} profile does not form the basis for either the total heat generation or LHGR limits for the TS125 Transportation Cask.

Note that the LHGR levels for the Q_{max} profile are based upon the total heat generation level being analyzed, divided by 150 inches, even though the actual Q_{max} profile is over 160 inches long, with additional heat being applied at the canister top end. Thus, due to the "axial stretching" of the heat generation profile (discussed in Section 3.1.3.1), the thermal analyses actually model more overall heat generation than the defined heat generation level that is being analyzed. This is done to conservatively account for variations in axial positions of actual assembly fuel zones (and heat generation profiles). Nevertheless, loaded canisters are still required to have overall heat generation levels equal to or less than the defined maximum total heat generation level that is analyzed (i.e., ≤ 22.0 kW).

3.1.3.3 Allowable Canister Axial Heat Generation Profiles

The maximum allowable transportation cask heat loads are determined independent of the allowable heat loads for the canisters. The derivation of allowable heat load for each FuelSolutions™ canister for transport in the TS125 Transportation Cask is provided in Chapter 3 of the respective FuelSolutions™ Canister Transportation SAR.

In order to assure that the design basis canister heat loads are not exceeded, the total heat load for any FuelSolutions™ canisters to be shipped in the TS125 Transportation Cask must not exceed 22.0 kW. In addition, the canister thermal evaluation must show that the peak temperature in the transportation cask's inner shell does not exceed that calculated for the TS125 Transportation Cask design basis Q_{max} thermal profile. A FuelSolutions™ canister with a design basis axial heat generation profile that is enveloped by the design basis Q_{max} profile used for the TS125 Transportation Cask thermal evaluation will always satisfy this criteria. Furthermore, a

FuelSolutions™ canister with a design basis axial heat generation profile that is less than 22.0 kW but is not enveloped by the transportation cask's Q_{\max} thermal profile (e.g., the FuelSolutions™ W74 Canister) may satisfy this criteria because the local heat generated by the SNF assemblies tends to be spread axially as it is transferred outward radially through the canister to the cask inner shell.

As discussed in Section 3.1.3.2, the $LHGR_{\max}$ profile analysis performed in this SAR yields the maximum possible thermal gradients that could occur without cask component temperature limits being exceeded. This is due to the fact that the overall heat load of the $LHGR_{\max}$ profile that was analyzed was not limited such that its peak $LHGR$ remained at or below that of the Q_{\max} design basis profile. Instead, the heat load was increased further, until the cask component temperatures (above the peak section of the profile) reached their limits. Due to this conservative approach used in the transportation cask evaluation, there are no requirements related to the $LHGR_{\max}$ profile analysis that must be met by loaded canisters.

3.1.4 Cask Component Temperature Summary

The maximum allowable material temperatures for the FuelSolutions™ TS125 Transportation Cask and impact limiters are presented in Section 3.3. The transportation cask and impact limiter temperatures under the various bounding thermal load conditions are presented in Sections 3.4 and 3.5 for NCT and HAC, respectively. These system temperatures are determined by applying either the maximum transportation cask thermal ratings presented in Table 3.1-3 or zero decay heat, depending on the applicable thermal load condition as defined in Table 3.1-1.

The figures and tables in Section 3.4 provide a comprehensive overview of the thermal performance of the transportation cask under NCT conditions. As the thermal analysis of Section 3.4 demonstrates, all of the temperatures and temperature distributions noted from the analysis are well within the established thermal limits for the cask. The predicted peak cask shell temperature is 369°F, or 431°F below the established allowable temperature for the structural steel. The maximum predicted temperature of the lead material forming the gamma shield is 362°F, or 258°F below the established melting point for the lead. The bulk average temperature for the lead shield under the bounding NCT load condition is 322°F. The bulk average temperature of the solid neutron shield material is 249°F, or 51°F below the 300°F limitation established to limit the loss of hydrogen from the material.

Likewise, the thermal evaluations for HAC conditions presented in Section 3.5 demonstrate that the cask component temperatures will remain within the respective accident allowable temperatures. Despite conservative assumptions for emissivity and absorptivity and the worst-case modeling for potential damage to the impact limiters, the thermal evaluations demonstrate that cask containment boundary will remain intact and that the lead will remain well below its established melting point. While the ends of the cask are predicted to reach peak temperatures in excess of 950°F (due to the conservative modeling assumption that the impact limiters provide no thermal shielding during the 30-minute fire), these temperatures occur only at the outer surface of the cask and remote from the location of the lead. The thermal mass presented by the cask lid/bottom, the support rings, and the upper and lower forgings are sufficient to absorb the fire imposed heat flux and still maintain the metal temperatures in the vicinity of the lead to a peak temperature of 457°F, well below the 620°F lead melt point. In

actuality, the presence of the impact limiters will provide a significant thermal shield between the cask ends and the fire. As such, the peak temperatures at the cask ends are expected to be nearer to that seen for the center of the cask than to the levels predicted by this conservative modeling approach. Evaluation of the temperature distributions in the vicinity of the shear block shows that the thermal mass in this area of the cask is also sufficient to prevent lead melt temperatures from being reached during all portions of the HAC fire event.

3.1.5 Transportation Cask Internal Pressure Summary

Although the FuelSolutions™ canister shell is designed as a confinement boundary for storage conditions, the canister is not considered a containment boundary for transportation conditions. Instead, the transportation cask serves this function. In addition to the cask cavity backfill gas, the transportation cask is conservatively assumed to be pressurized due to a postulated release of fuel rod fill gas, fuel rod fission gas, control component gases, and canister backfill gas directly to the transportation cask cavity. The canister is backfilled with helium during closure operations. The quantity in moles of inert backfill gas needed for the FuelSolutions™ W21 and W74 canisters is determined in order to achieve 10 psig (1.68 atm) in the canister cavity under normal hot storage conditions (i.e., 100°F ambient at the canister thermal rating for storage within the FuelSolutions™ W150 Storage Cask) and with 1% rod failures.

The transportation cask cavity is conservatively assumed to be backfilled with a quantity of helium sufficient to achieve 1 atm at room temperature (70°F). Since it can safely be assumed that the canister/cask temperatures will be above 70°F at the time of backfill, the actual cask cavity pressures will be less than those determined based on this assumed quantity of helium backfill gas.

The transportation cask maximum internal pressure is dependent on the characteristics of the specific FuelSolutions™ canister and SNF payload contained within the cask. A transportation cask design pressure of 75 psig has been established to bound the maximum pressures resulting from the worst-case combination of canister and SNF. As such, the maximum normal operating pressure (MNOP) for the FuelSolutions™ TS125 cask with a generic canister is 75 psig. Conservative predictions of transportation cask internal pressure for NCT and HAC are provided in Sections 3.4 and 3.5 of the corresponding FuelSolutions™ Canister Transportation SARs. These calculations assume the rupture of 3% of the SNF and PWR control component rods under the NCT hot and NCT cold conditions, and 100% of the SNF and PWR control component rods under HAC conditions.¹⁰ The release of 100% of the rod fill gas, 30% of the SNF rod fission gas, and 30% of the gas generated within PWR control components is conservatively assumed for each postulated failed rod. A canister will not be qualified for transport within the FuelSolutions™ TS125 Transportation Cask unless the maximum MNOP of the cask/canister combination is demonstrated to be less than 75 psig.

¹⁰ Table 4-1, NUREG-1617, *Standard Review Plan for Transportation Packages for Spent Nuclear Fuel*, Spent Fuel Project Office, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, March 2000.

Table 3.1-1 - Transportation Package Design Basis Thermal Load Conditions

Case	Description	Applicable Conditions				
		Ambient Temperature (°F)	Insolation		Decay Heat	
			Max. ⁽¹⁾	Zero	Max.	Zero
1	NCT Hot ⁽²⁾	100	x		x	
2	NCT Hot (no solar) ^(2,3,6)	100		x	x	
3	NCT Cold ^(2,3)	-20		x	x	
4	NCT Cold (no heat) ⁽⁴⁾	-20		x		x
5	NCT Cold Environment ⁽⁵⁾	-40		x	x	
6	NCT Cold Environment (no heat) ⁽⁴⁾	-40		x		x
7	HAC Fire (cold) ⁽³⁾	-20/1475/-20		x	x	
8	HAC Fire (hot) ⁽³⁾	100/1475/100	x		x	

Notes:

- (1) Insolation in accordance with 10CFR71.71(c)(1), averaged over 24 hours.
- (2) Thermal conditions used to evaluate thermal acceptance criteria and for structural load combinations.
- (3) For the HAC fire event, a transient consisting of an initial steady-state initial condition (i.e., case 2 or case 3), followed by a 30-minute fire event, and concluded with a post-fire transient analysis to establish the peak temperatures.
- (4) NCT Cold and Cold Environment load conditions are evaluated without decay heat to establish minimum material temperatures for material compatibility and brittle fracture considerations.
- (5) NCT Cold Environment condition evaluated with maximum decay heat to establish the worst-case spacer plate thermal gradients.
- (6) NCT Hot (no solar) used to assure compliance with 10CFR71.43(g) criteria for accessible surface temperature.

Table 3.1-2 - Insolation Data per 10CFR71.71(c)(1)

Form and Location of Surface	Total Insolation for a 12-hour Period (g cal/cm ²) ⁽¹⁾
Flat surfaces transported horizontally; base surface	None
Flat surfaces transported horizontally; all other surfaces	800
Flat surfaces not transported horizontally	200
Curved surfaces	400

Notes:

- ⁽¹⁾ The 12-hour period covers the daylight hours. Insolation for the remaining 12 hours (nights) is zero. The 12-hour insolation values are averaged over a 24-hour period for use in the steady-state modeling due to the large thermal mass of the transportation package.

Table 3.1-3 - TS125 Transportation Cask Thermal Evaluation Axial Heat Generation Profile Parameters

Design Basis Profile	Total Canister Heat Load (kW)	Maximum LHGR (kW/in)
Max Thermal (Q_{max})	22.0	0.1606
Max Thermal Gradient ($LHGR_{max}$)	17.5	0.2106

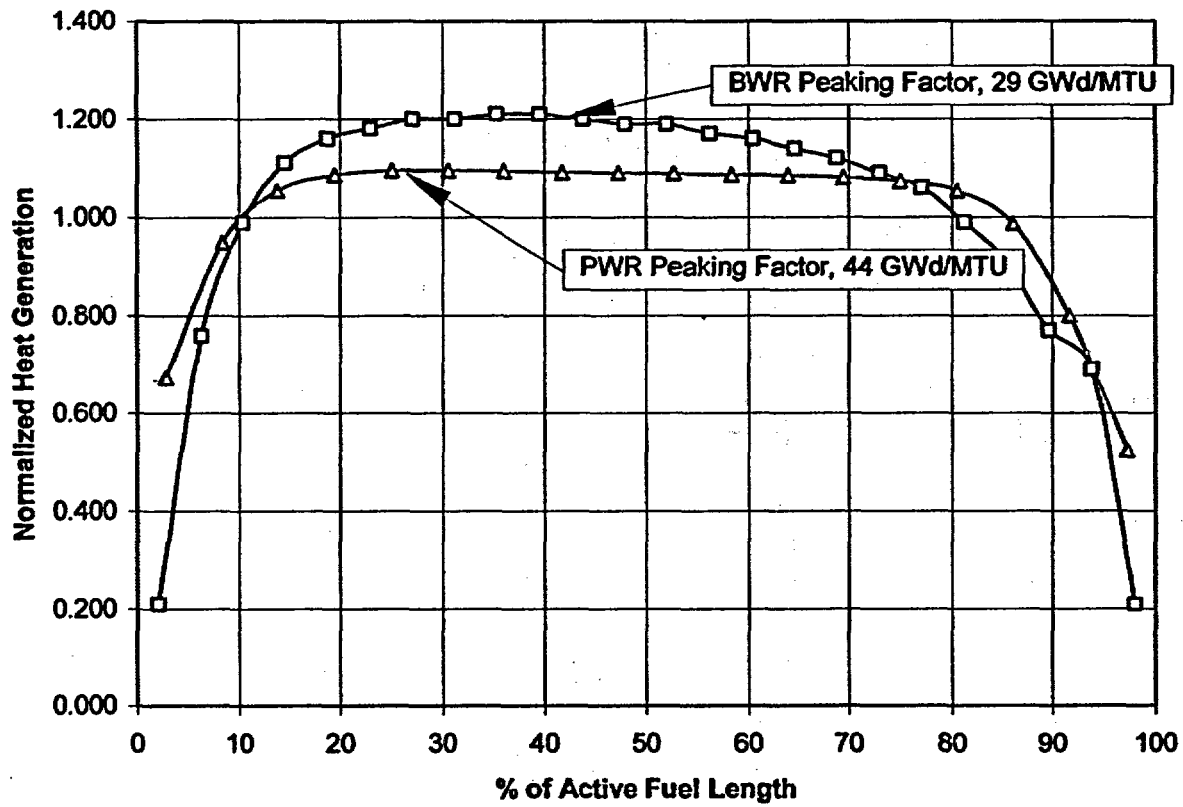


Figure 3.1-1 - Design Basis Axial Peaking Factors for PWR and BWR Fuels

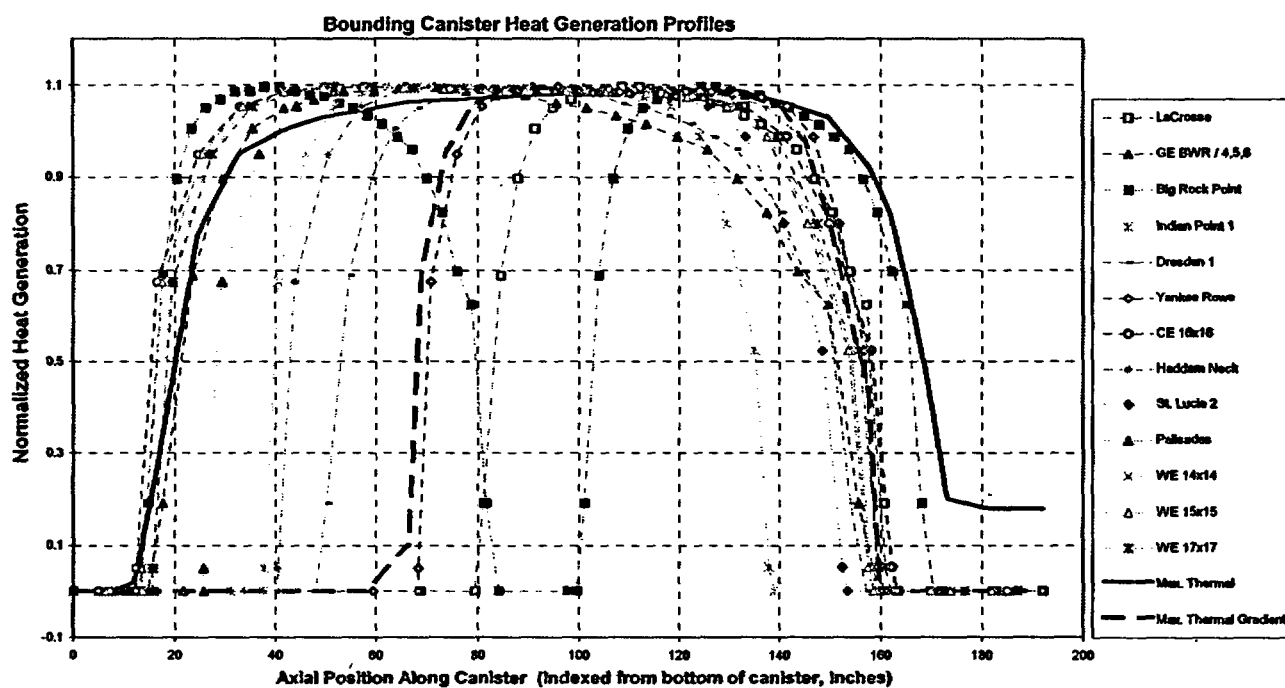


Figure 3.1-2 - Design Basis Canister Axial Heat Generation Profiles