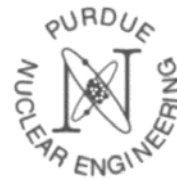


# **Institute of Thermal-Hydraulics**

## **Task 6: Suppression Pool Void Distribution During Blowdown**

Supported by US NRC



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S. Rassame, D.Y. Lee, J. Yang**

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March 8, 2010**

# ***Contents***

- Objectives & technical approaches
- RELAP5 calculation for blowdown in MARK I
- Schematic of PUMA-E facility and SP geometry
- Experimental facility & measurements system for steady-state tests
- Test matrix for steady-state tests
- Possible alternate inlet boundary condition
- Experimental results
- Summary

# ***Objectives & Technical Approaches***

## Project Objectives:

To obtain

- Distribution on local void fraction and bubble velocity with a special focus at the locations of ECCS strainers
- A series of test data that covers a range of air injection flow rates and noncondensable gas fraction for the blowdown conditions

## Technical Approaches:

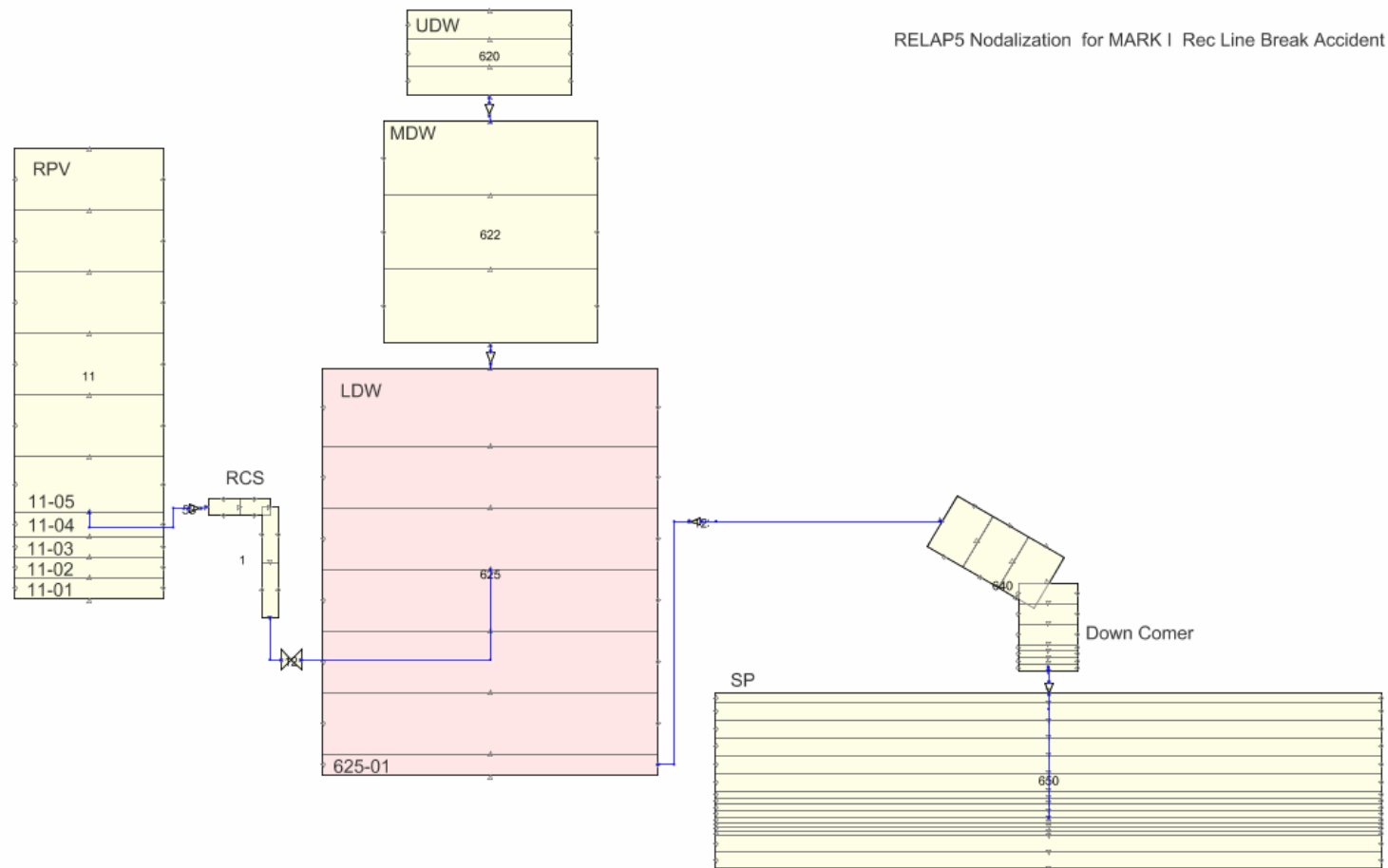
- Modification of the PUMA-E facility and SP configuration
- Simulating blowdown period of LOCAs

# ***RELAP5 Simulation***

## Objectives:

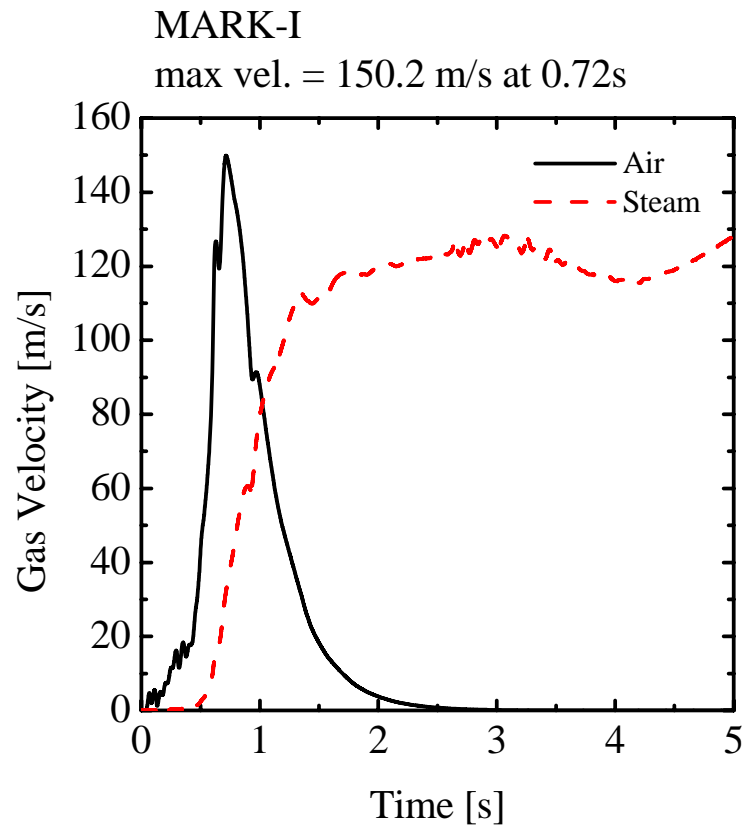
- To simulate the physical phenomena of Mark I during the blowdown phase of LOCA
- To obtain the velocity profile of air and steam at the inlet downcomer during the initial blowdown

# MARK I Nodalization



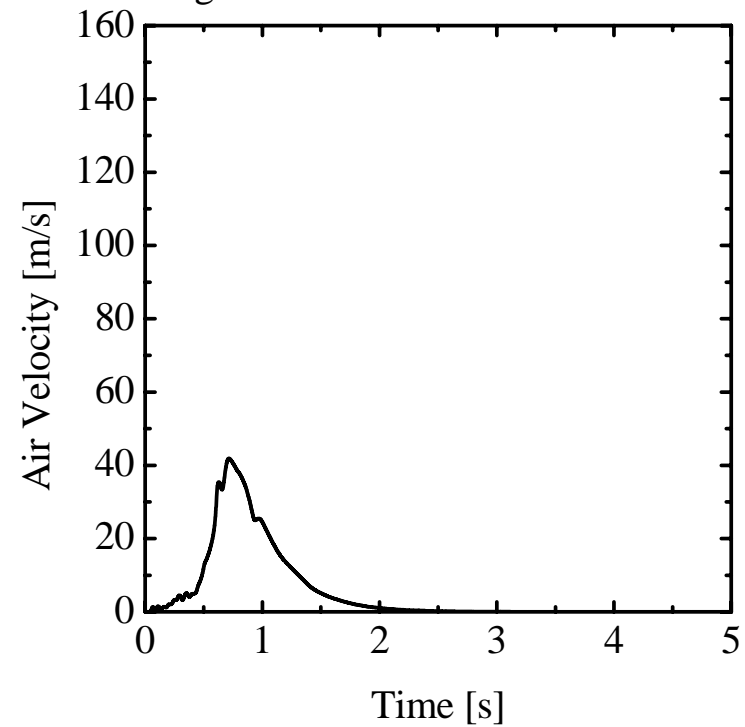
# RELAP5 Results

- Inlet air and steam velocity at DC of Mark I



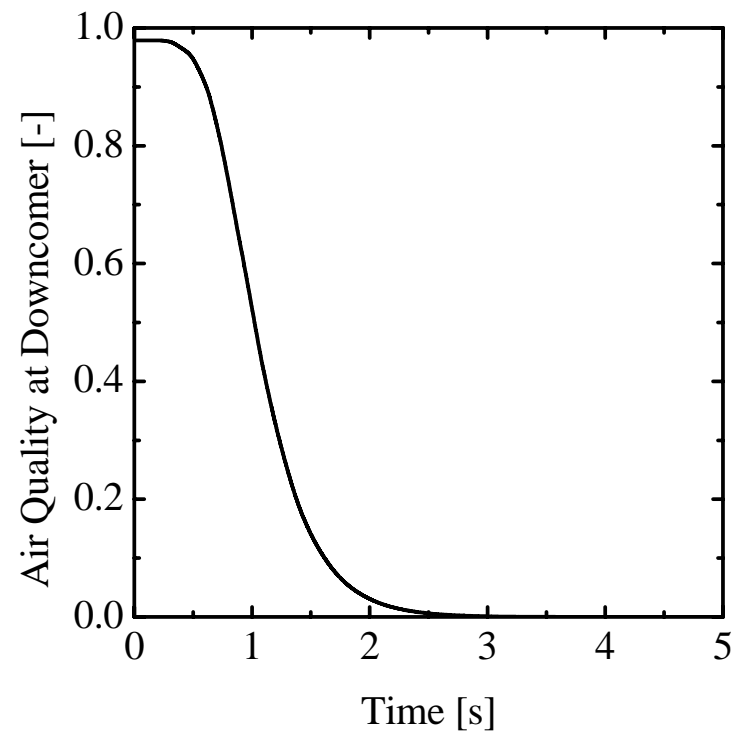
- Scaled down inlet air velocity of PUMA

PUMA  
max vel. =  $150.2/3.58=42.0\text{m/s}$  at 0.72s  
Avg vel. = 12.2m/s

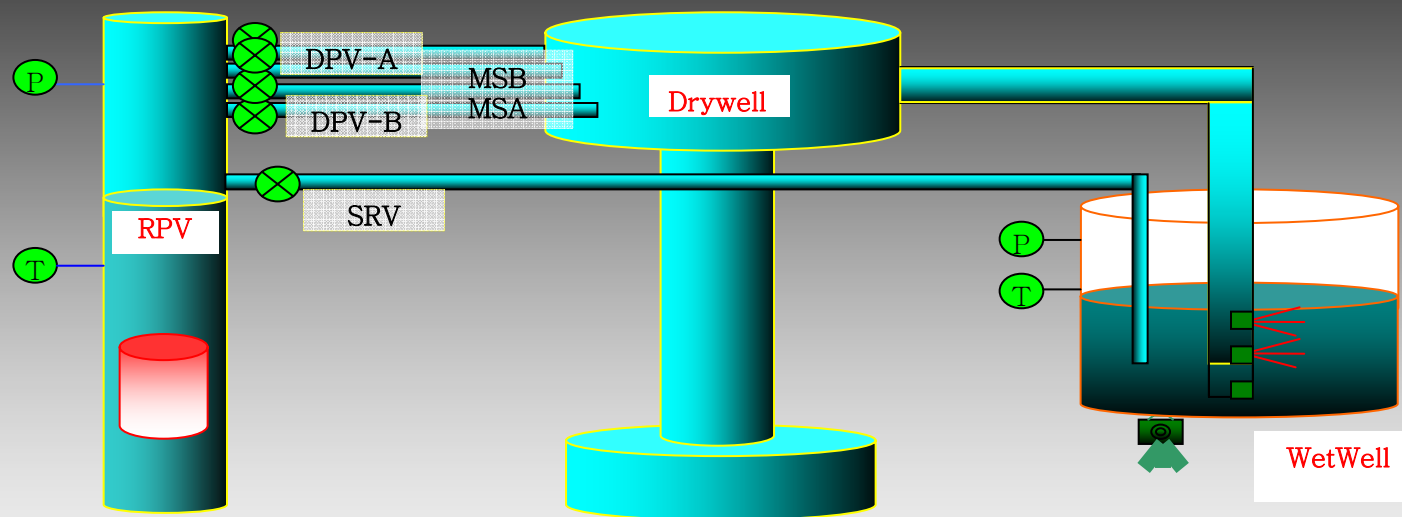


# ***RELAP5 Results***

- Air quality at downcomer section



# Schematic of PUMA-E Facility



## PUMA-E facility

- A scaled model of GE'S ESBWR
- Apply a well scaling approach in designing and building
- Use to study various thermal hydraulic phenomena involving the safety system
- provide data for the codes assessment



## Geometry of $SP$



## SRV Line



# ***Types of Experiments***

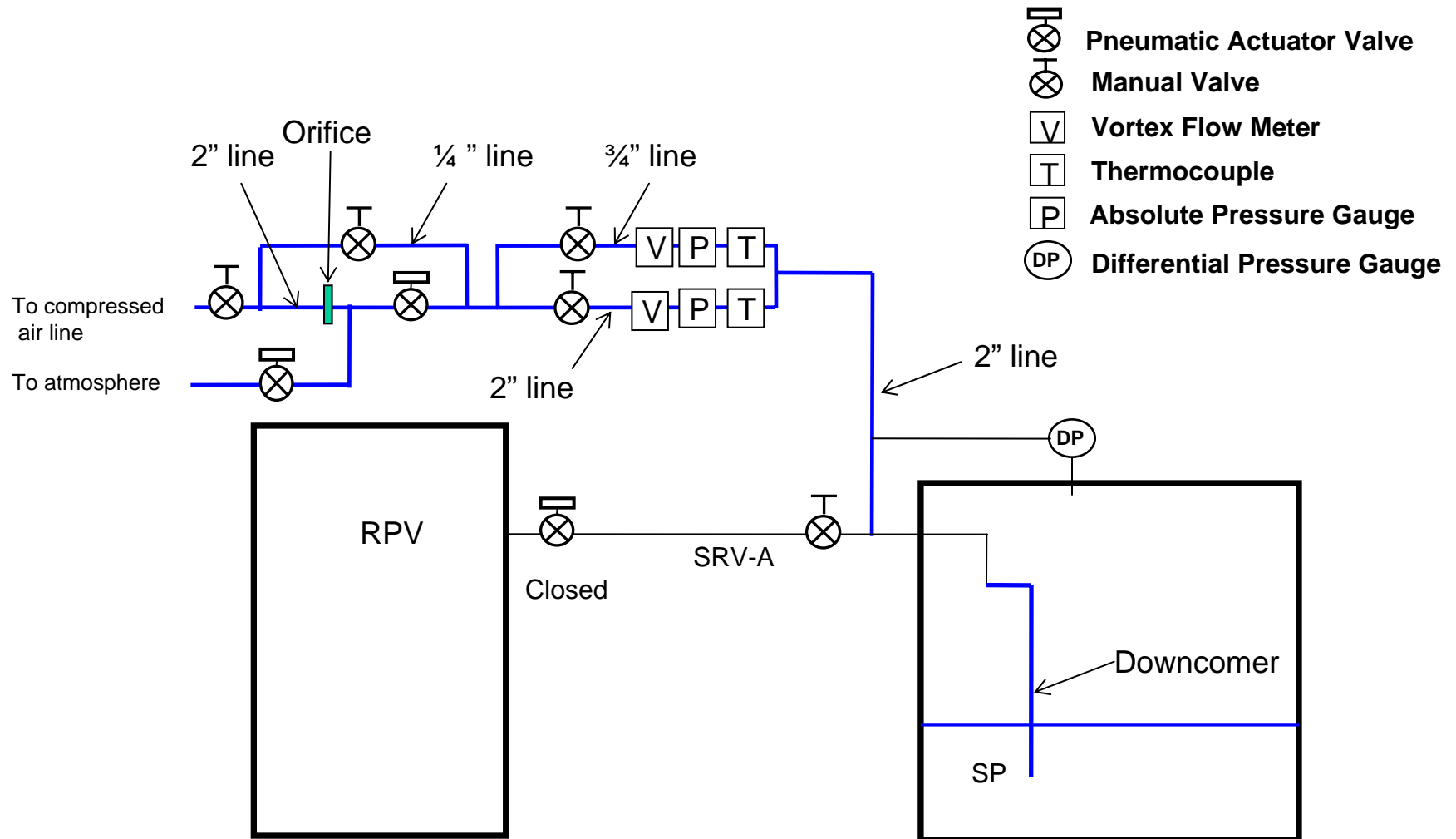
## **1. Steady-state test**

- Air supply from the compressed air tank
- Stable air flow rate with the initial air velocity ramp

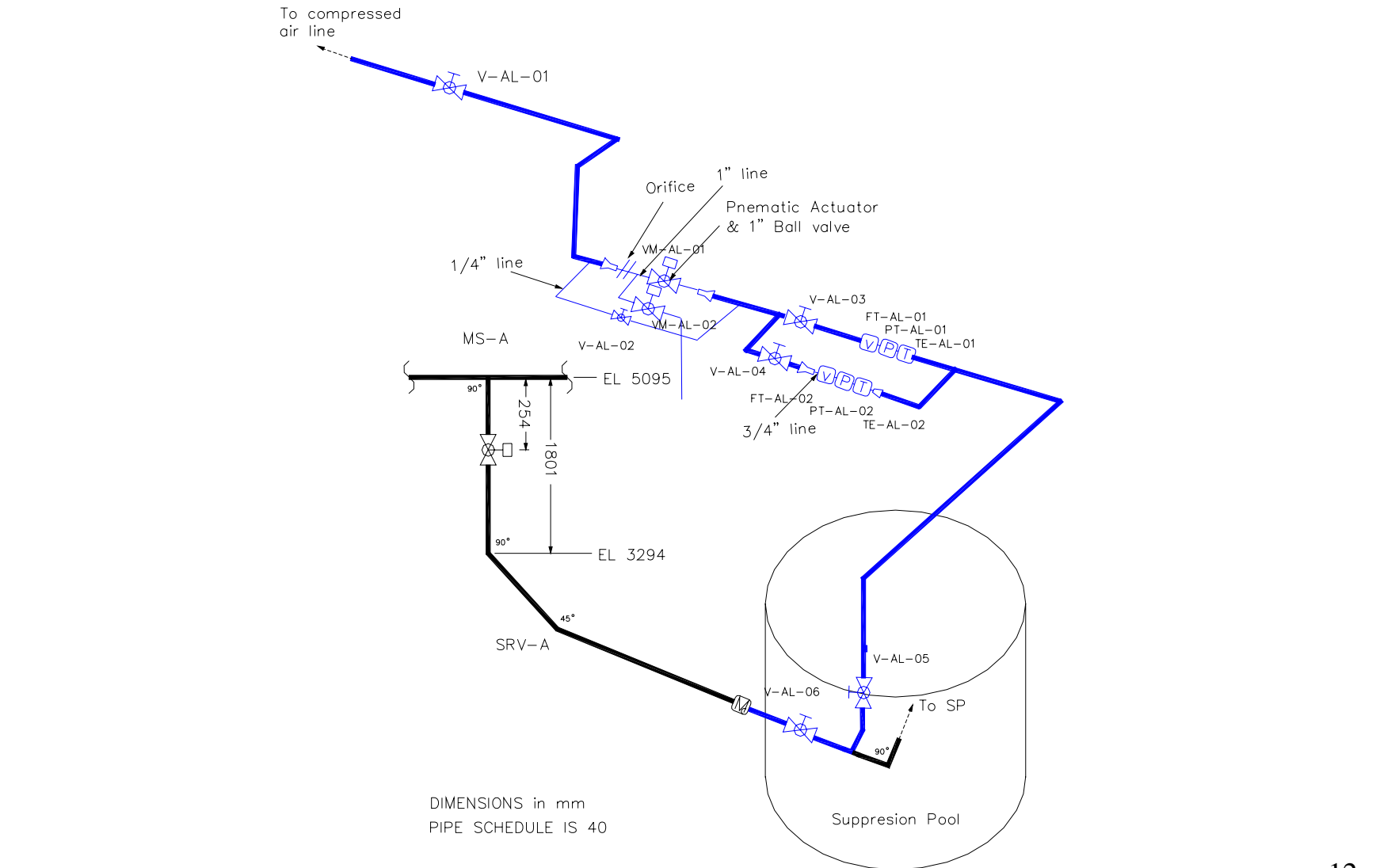
## **2. Transient test**

- Simulation of LOCA
- Steam supply from RPV through DW

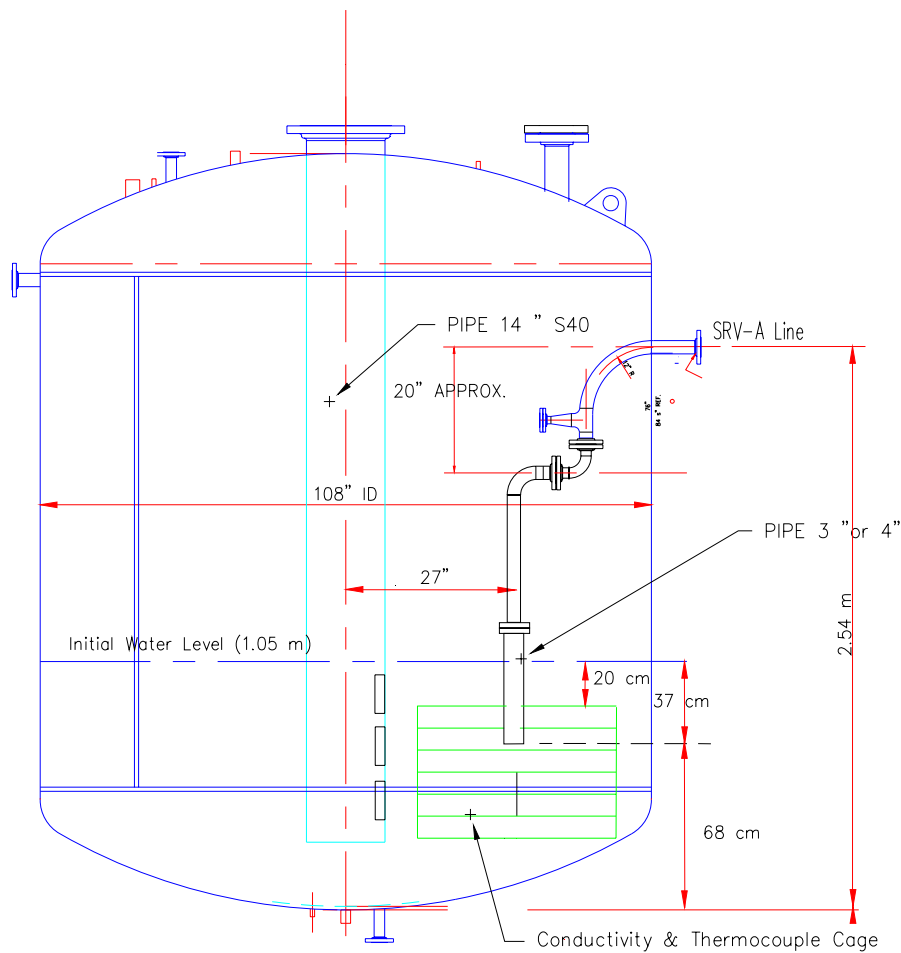
# Experimental Facility for Steady-State Tests



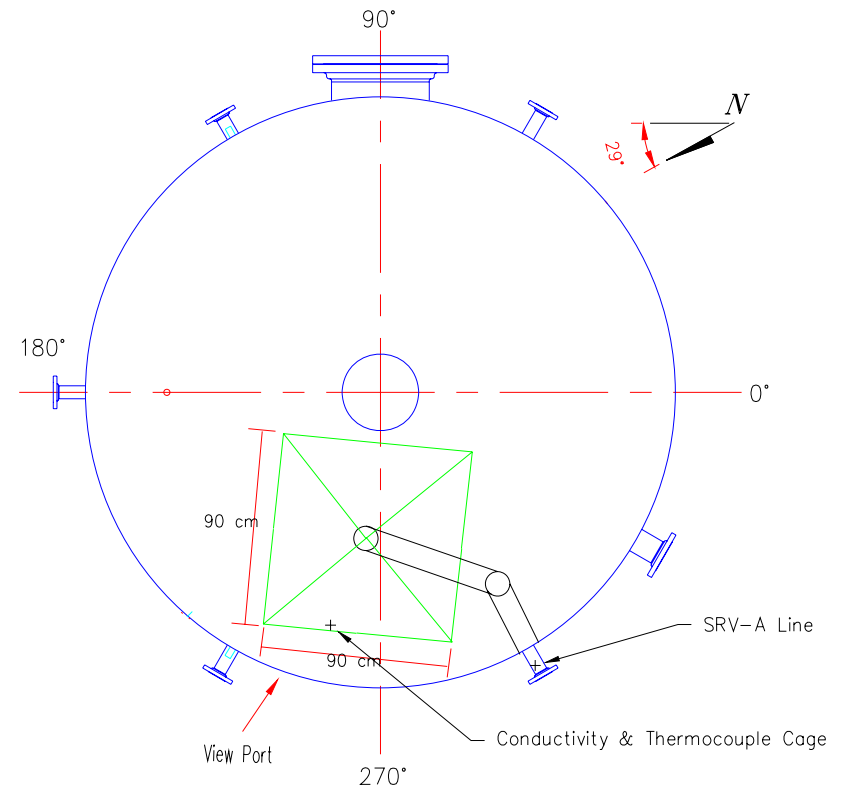
***Air Supply Line outside SP***



# Air Supply Line and Downcomer in SP

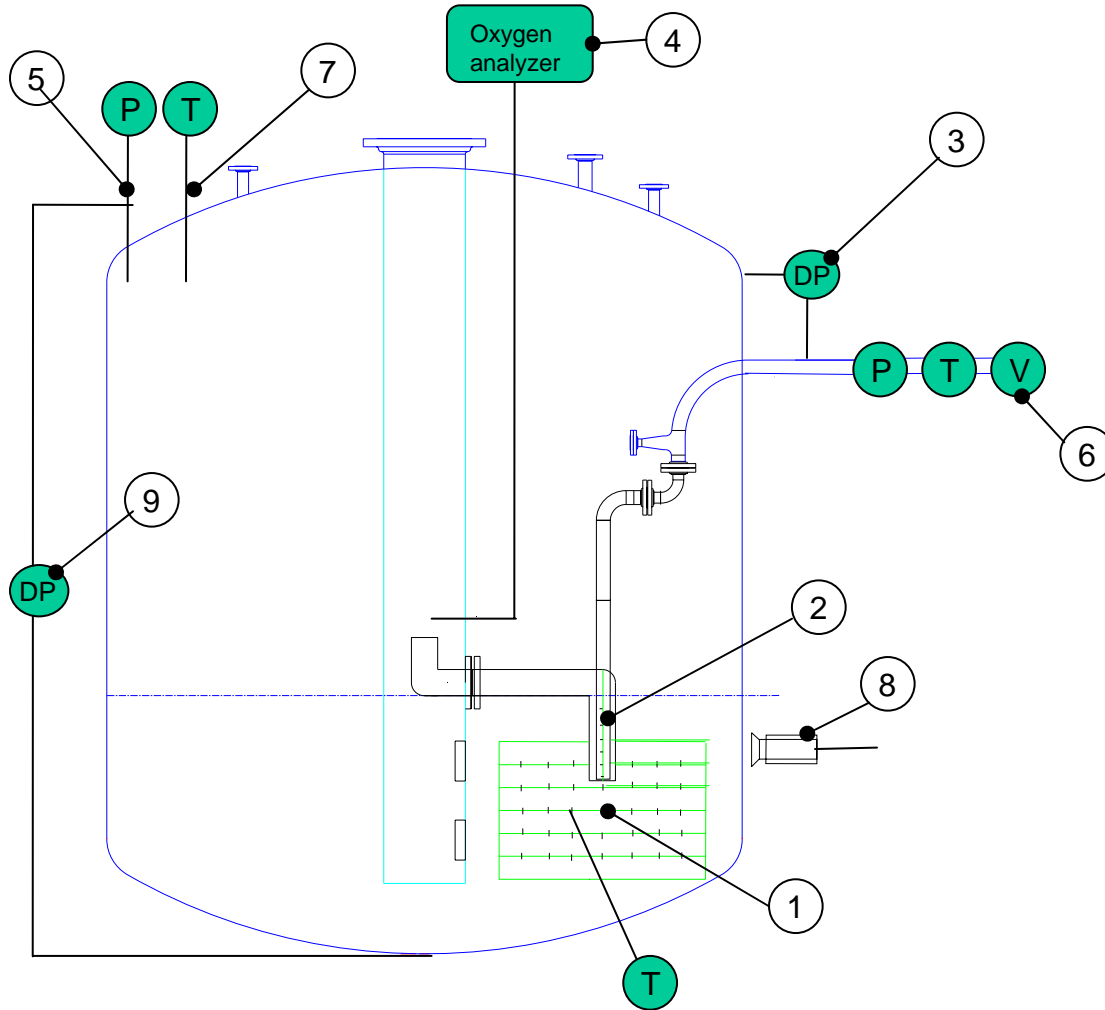


Front view



Top view

# Measurement System



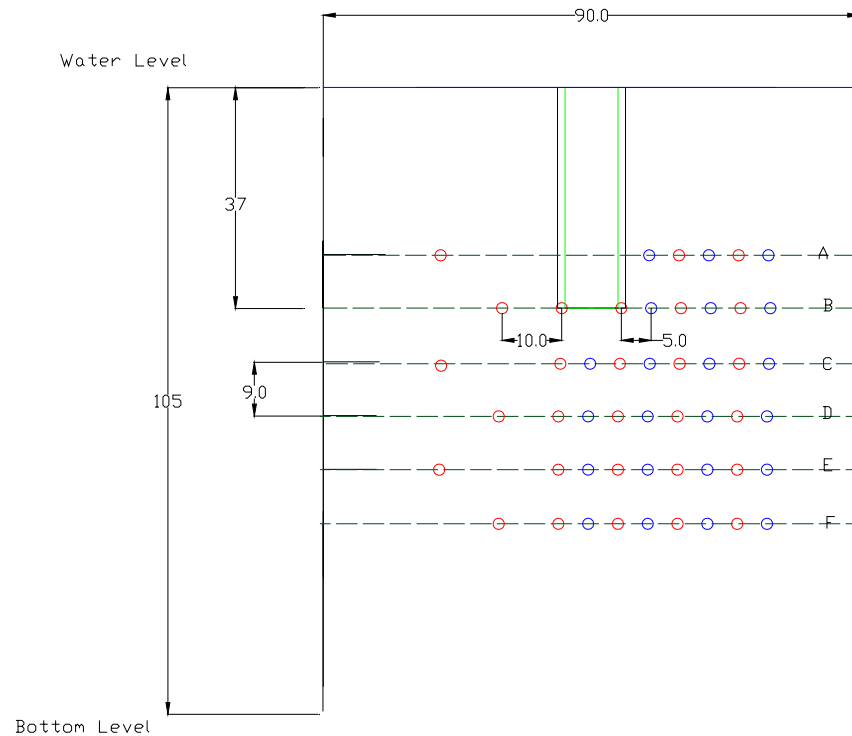
## Instruments in SP

1. Instrumental cage with conductivity probes
2. Water level measurement in downcomer (Conductivity probes)
3. Water level measurement in downcomer (DP gauge)
4. Oxygen analyzer
5. Absolute pressure gauges
6. Vortex flow meters
7. Thermocouples
8. High speed video camera
9. SP Water level

## Instruments in DW and RPV

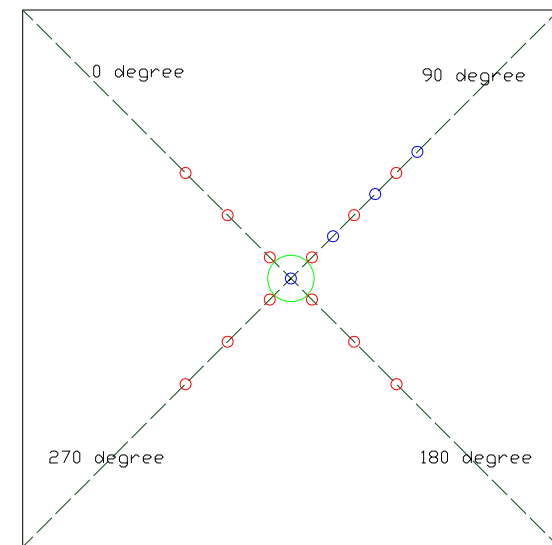
10. Vortex flow meters in DPV and MS line
11. Absolute pressure gauges in DW and RPV
12. Thermocouples in DW and RPV
13. Water Level measurement in DW and RPV (DP)

# ***Void Measurement and Instrument Cage***



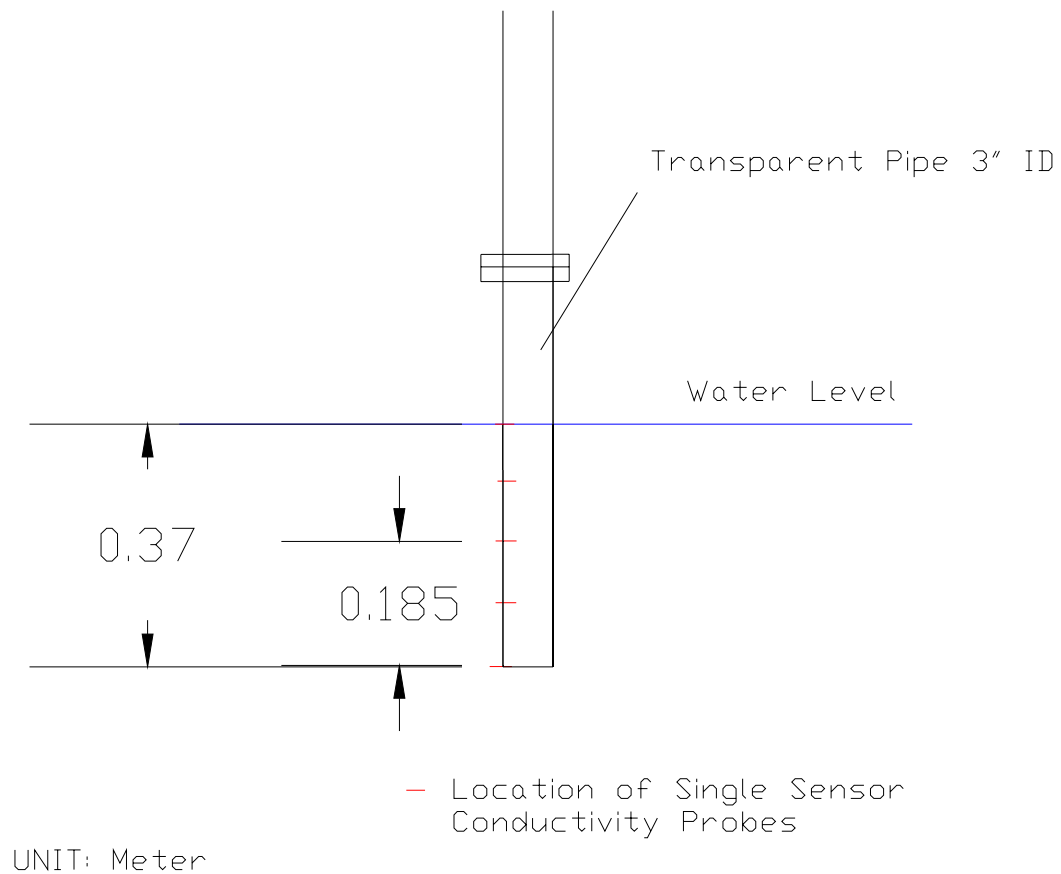
Front view

- Single sensor conductivity probe
- Double sensor conductivity probe



Top view  
(45 deg from Front view)

# ***Water Level Measurement in Downcomer***





# ***Instrument Cage and Downcomer***

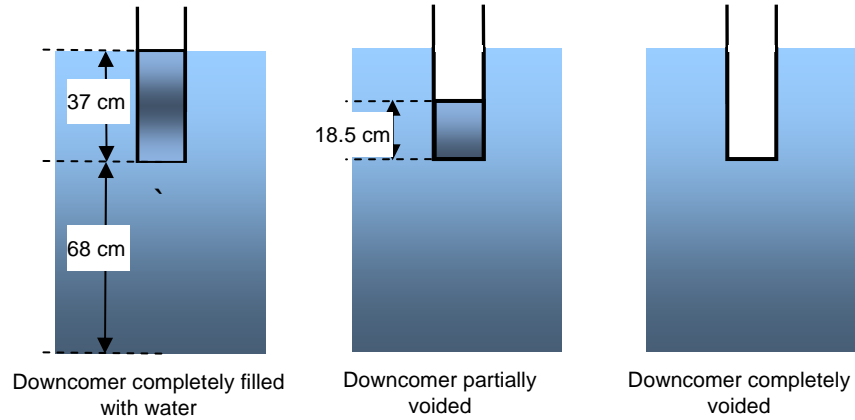


# Test Matrix for Steady-State Tests

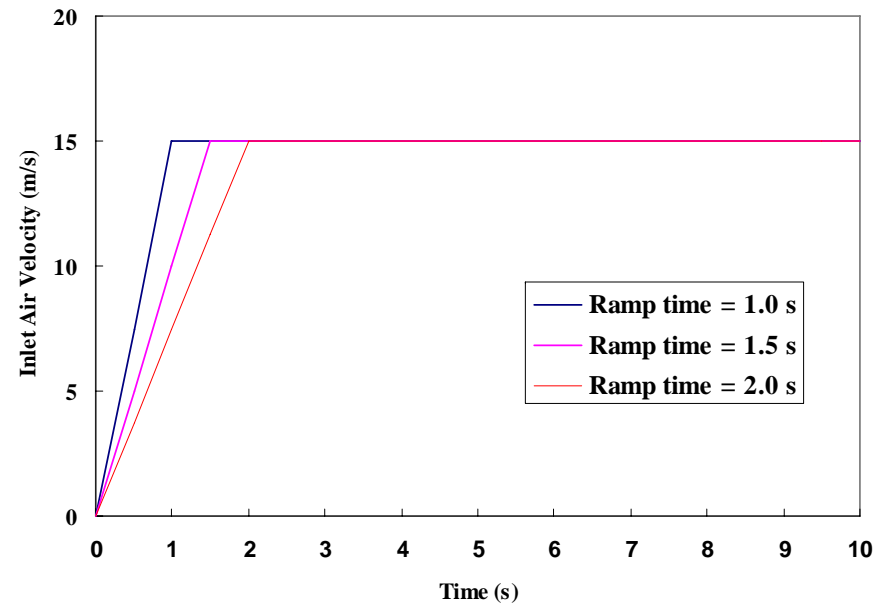
Test No.	Downcomer Size	Downcomer Condition	Flow Type	Air Mass Flow Rate (kg/s)	Velocity Ramp Rate (s)
A1	3 inch	Completely Filled with Water	DBA	0.081	1.0
A2					1.5
A3					2.0
A4			Category 4	0.045	2.0
A5			Category 2	TBD	TBD
A6		Partially Voided	DBA	0.081	1.0
A7					1.5
A8					2.0
A9			Category 4	0.045	2.0
A10			Category 2	TBD	TBD
A11		Completely Voided	DBA	0.081	2.0
A12			Category 4	0.045	2.0
A13	4 inch	Completely Filled with Water	DBA	0.138	1.0
A14					1.5
A15					2.0
A16			Category 4	0.077	2.0
A17			Category 2	TBD	TBD
A18		Partially Voided	DBA	0.138	1.0
A19					1.5
A20					2.0
A21			Category 4	0.077	2.0
A22			Category 2	TBD	TBD
A23		Completely Voided	DBA	0.138	2.0
A24			Category 4	0.077	2.0

# Initial Condition

- Downcomer void condition

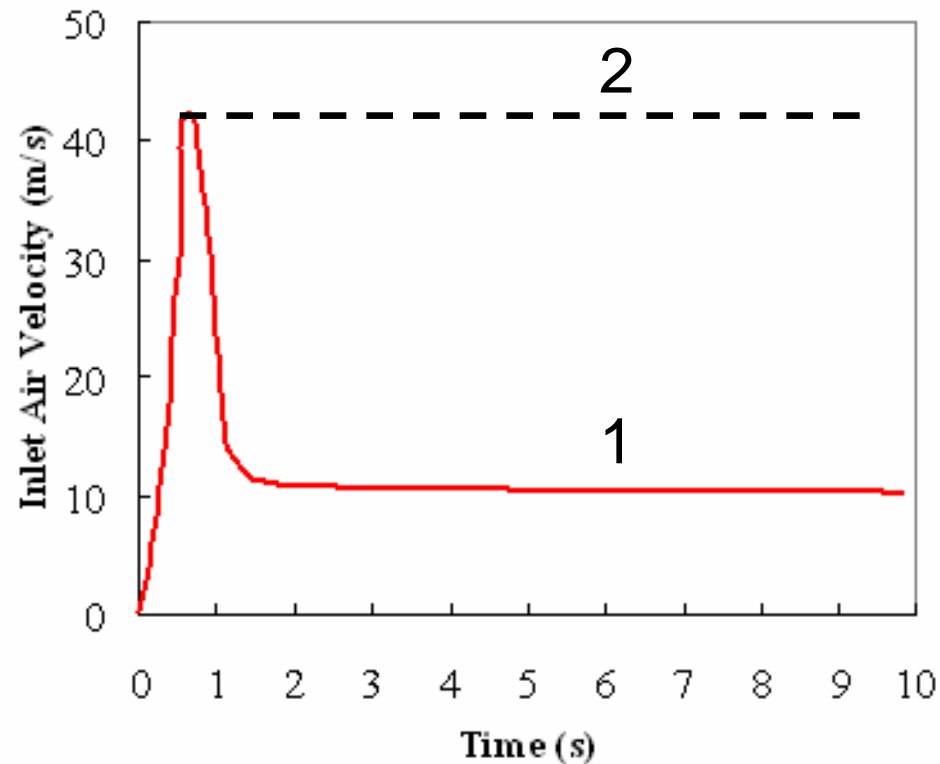


- Inlet boundary condition



## ***Possible Alternate Inlet Boundary Condition***

- Two possible alternate inlet boundary conditions based on RELAP5 calculated results.



## ***Steady-State Tests***

- Downcomer size : 3 inch
- Test inlet flow condition and downcomer void condition
- No. A1 : Air flow 0.081 kg/s (250 m<sup>3</sup>/h), 1 sec velocity ramp time, downcomer completely filled with water
- No. A7 : Air flow 0.081 kg/s (250 m<sup>3</sup>/h), 1.5 sec velocity ramp time, downcomer partially voided

## ***Ramp Rate of Air Velocity***

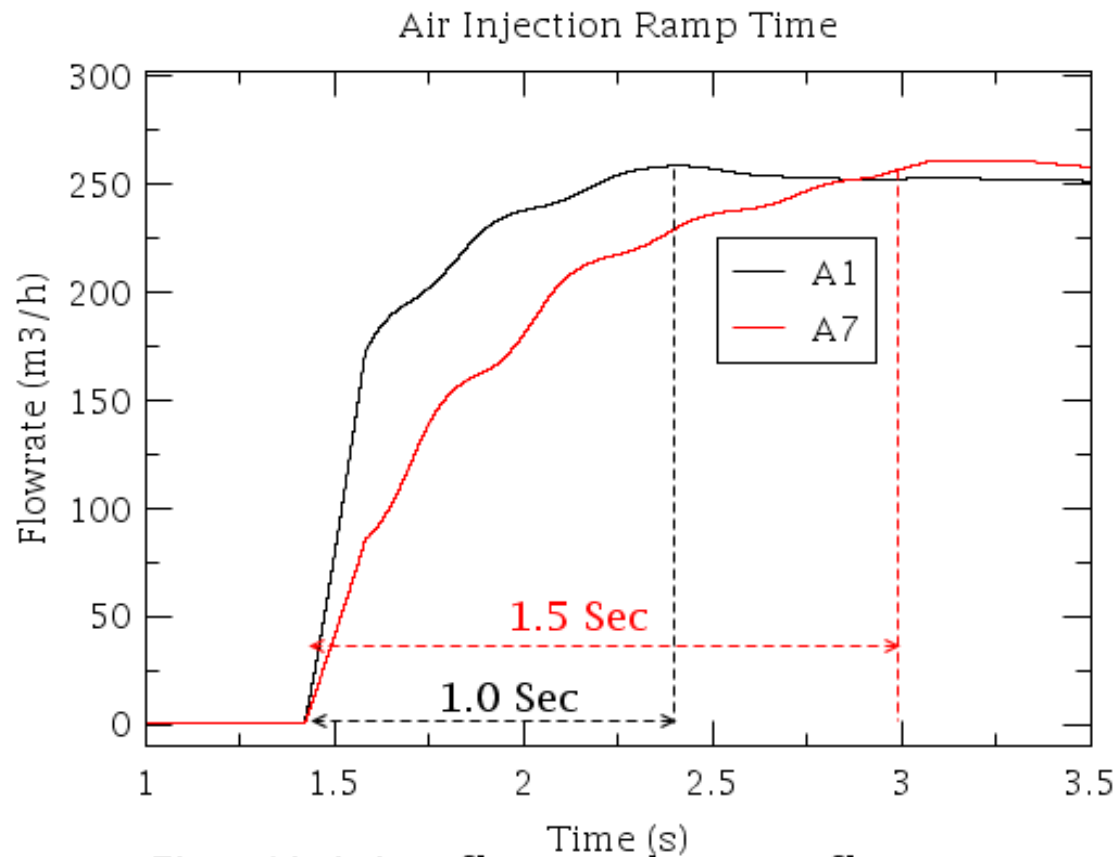
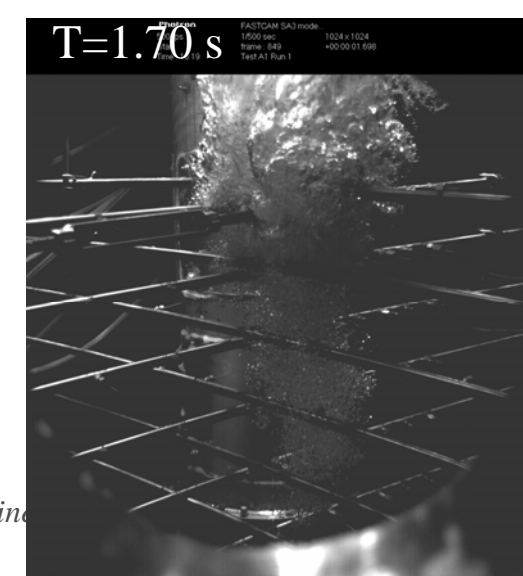
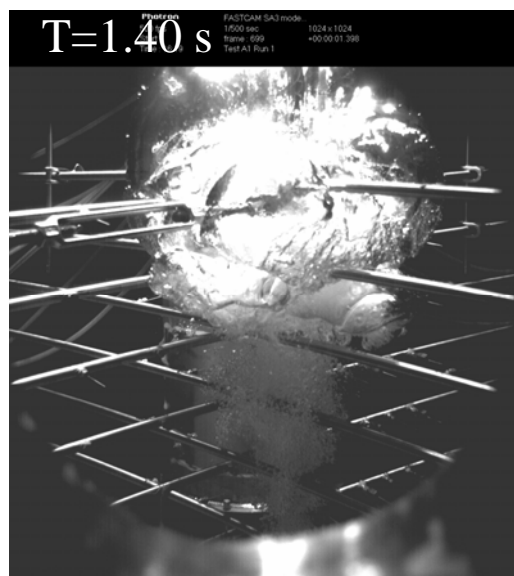
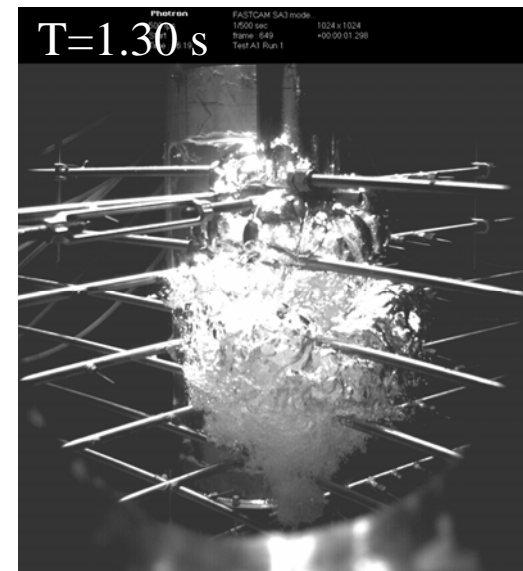


Fig. : Air inject flow rate by vortex flowmeter  
SP Void Distribution Test, sensor (FT-AL-01)

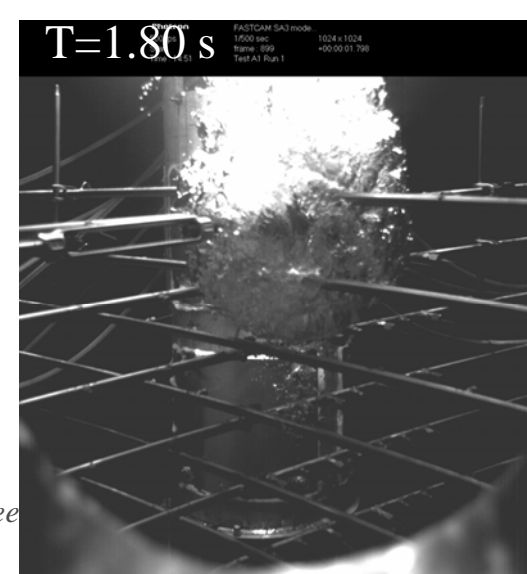
# Test No. A1



ctor

Engine

# Test No. A7



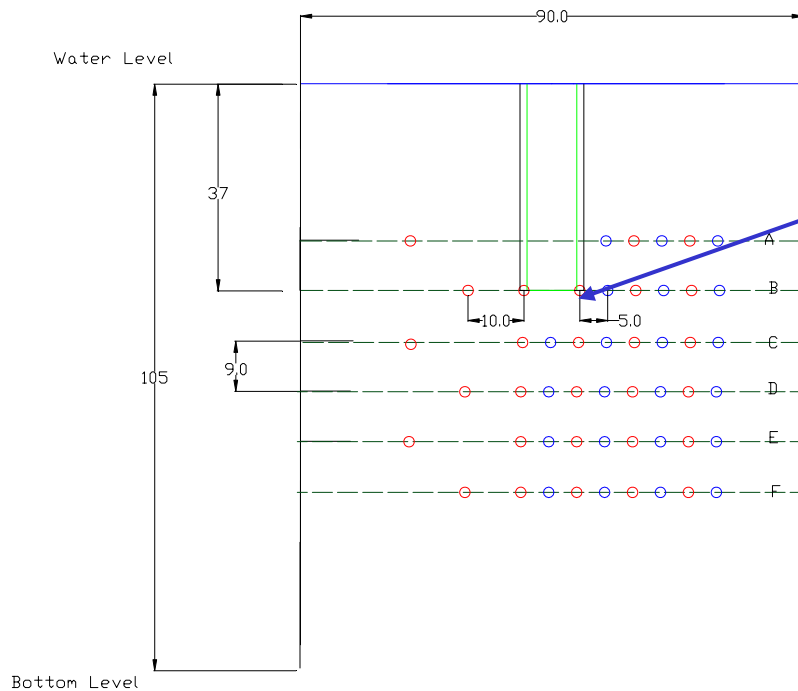
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# Conductivity Probe Signal

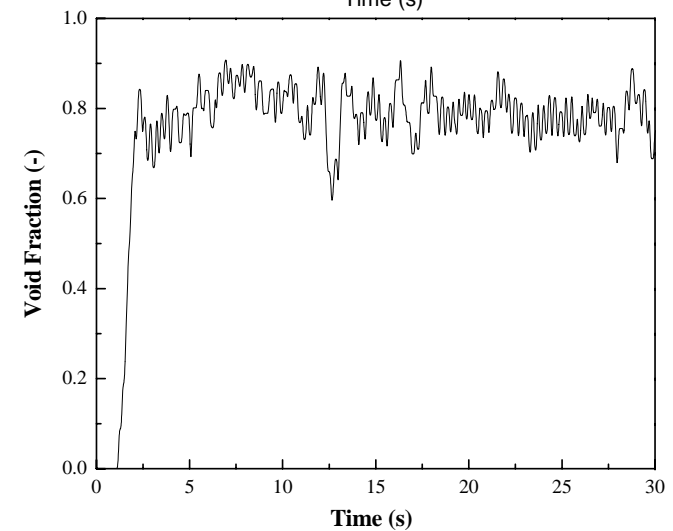
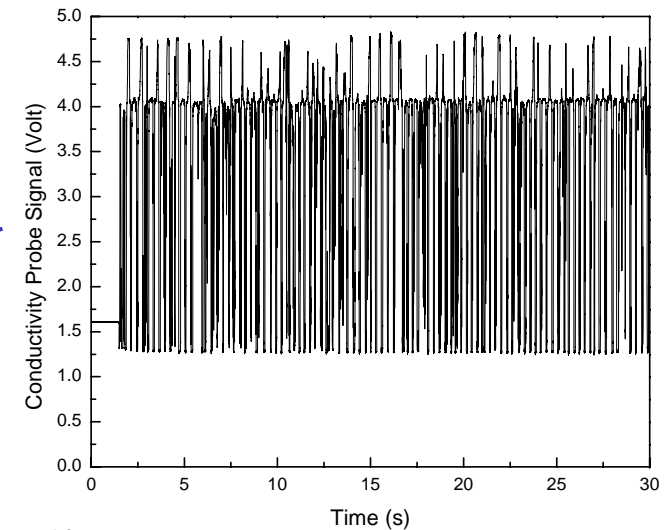
## Test No. A1



Front view

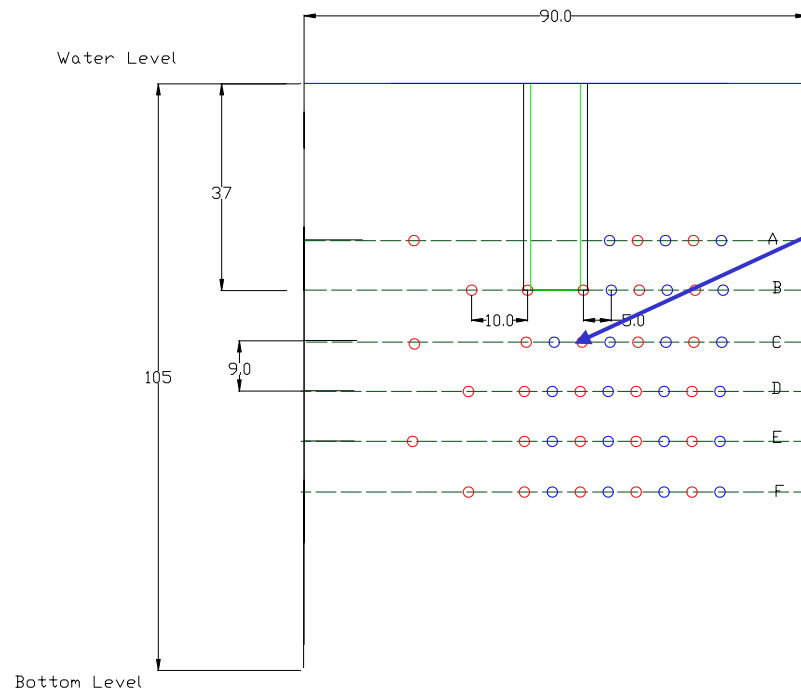
- Single sensor conductivity probe
- Double sensor conductivity probe

Unit : cm



# Conductivity Probe Signal

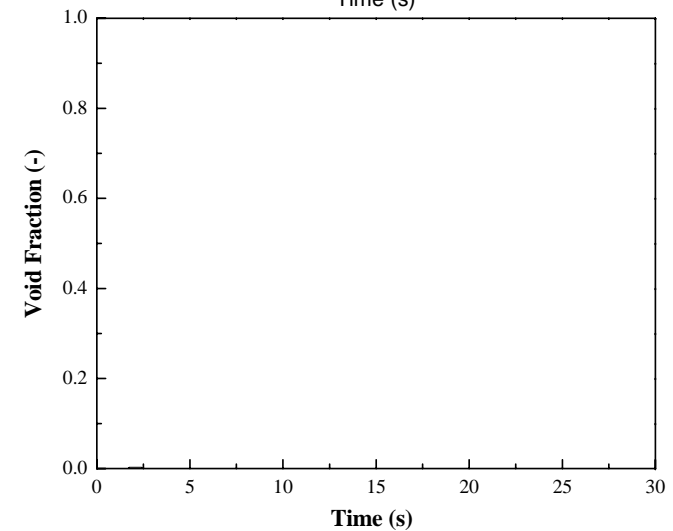
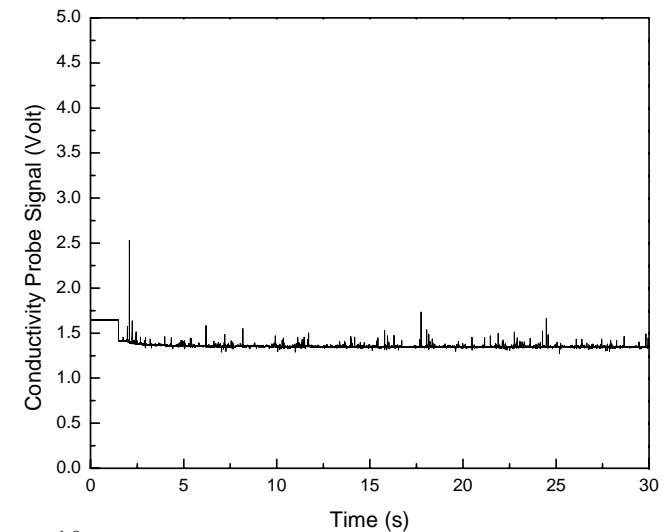
## Test No. A1



Front view

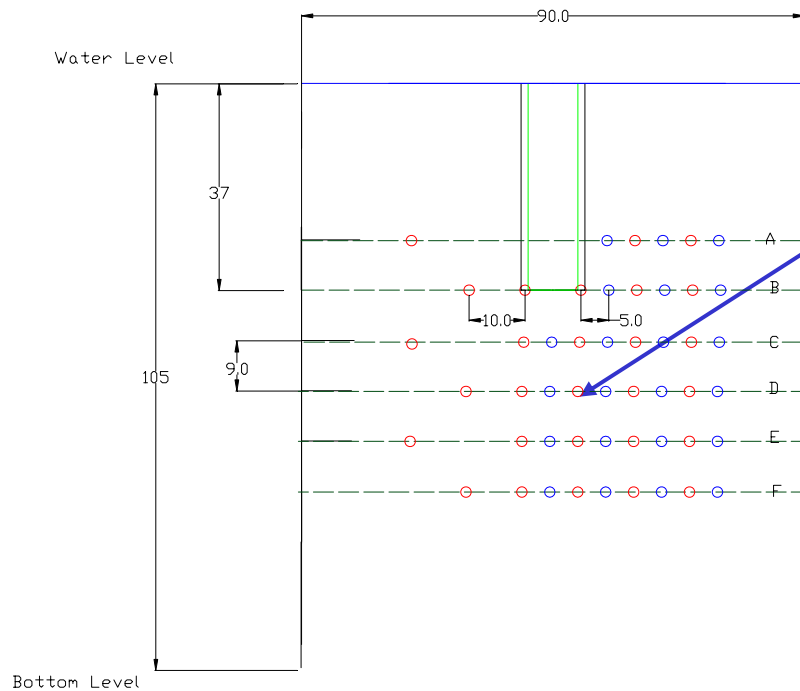
- Single sensor conductivity probe
- Double sensor conductivity probe

Unit : cm



# Conductivity Probe Signal

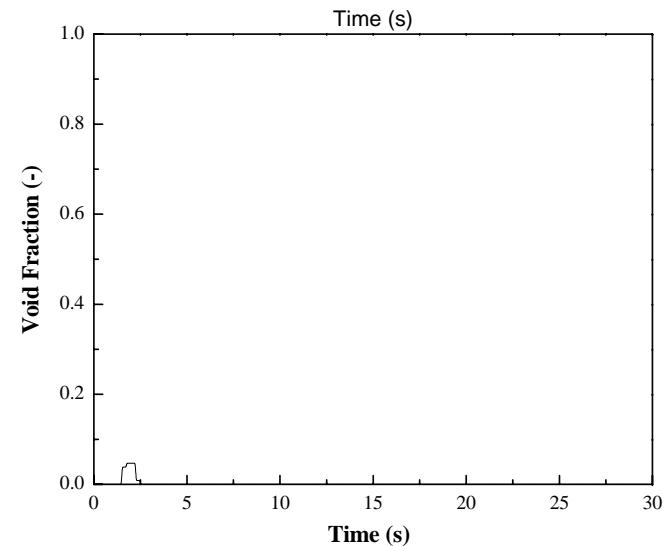
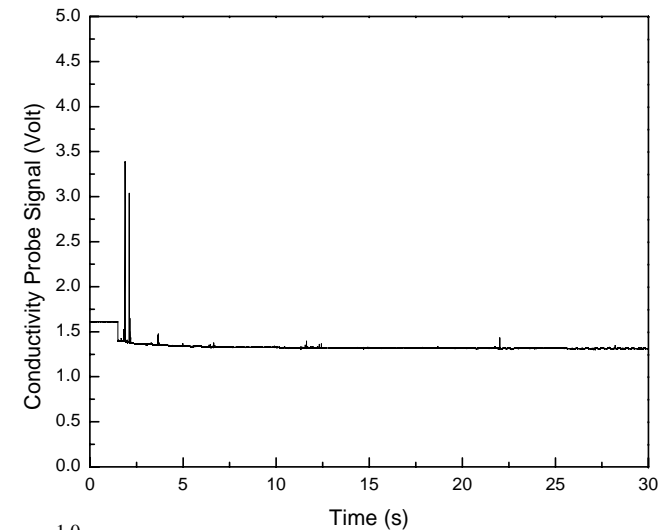
## Test No. A1



Front view

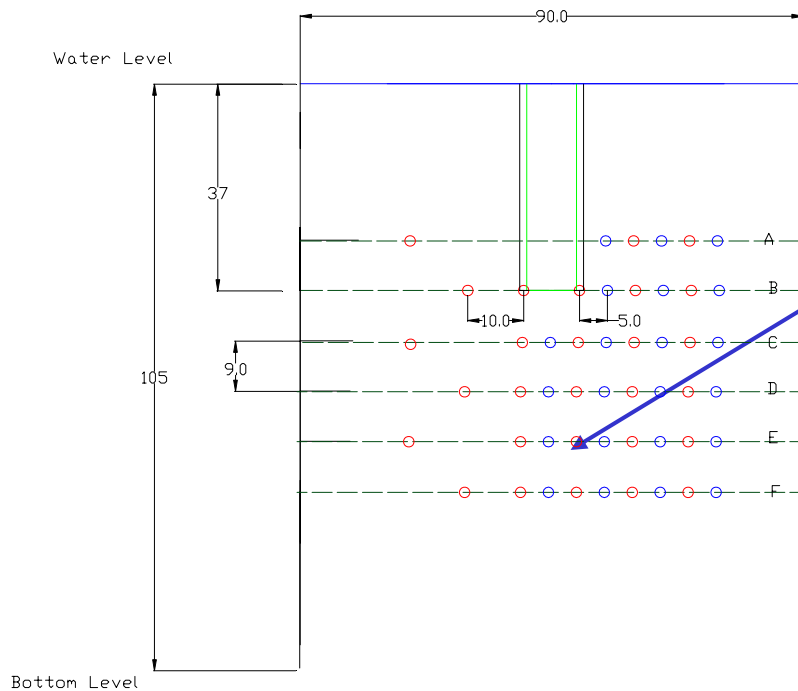
- Single sensor conductivity probe
- Double sensor conductivity probe

Unit : cm



# Conductivity Probe Signal

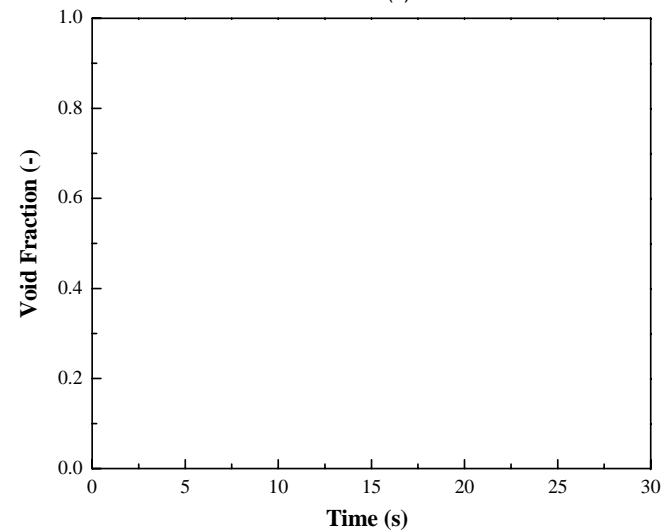
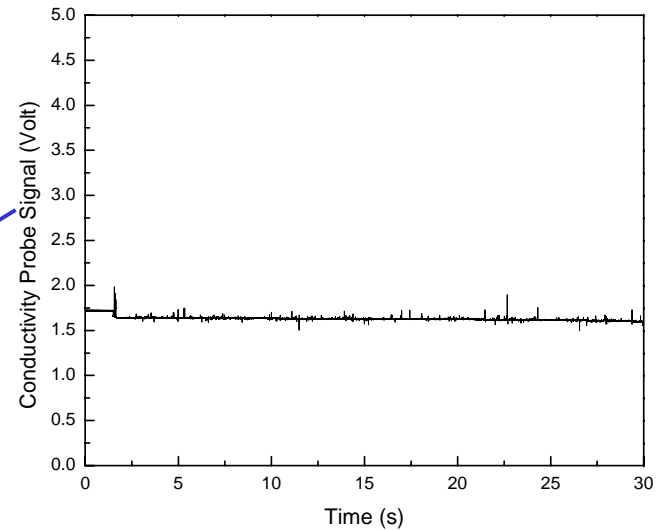
## Test No. A1



Front view

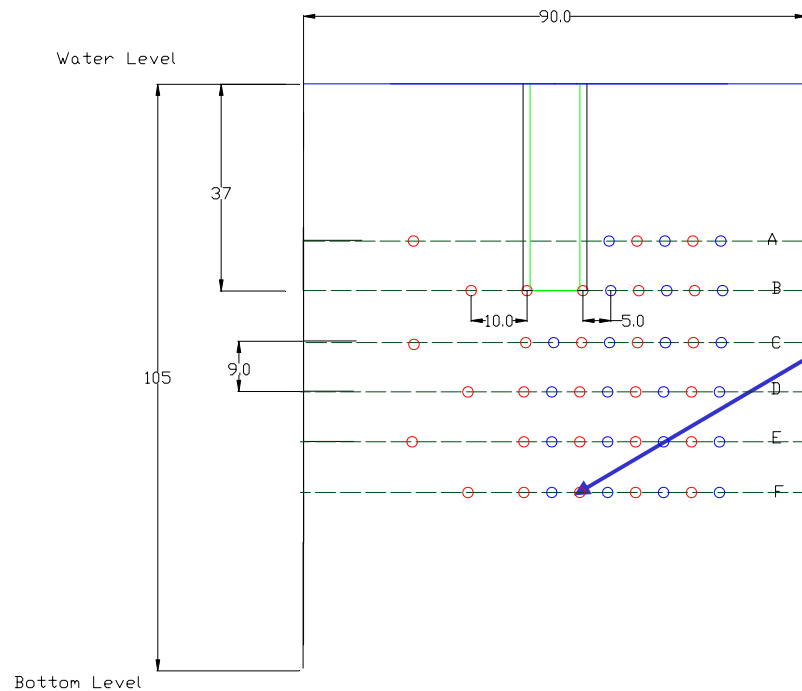
- Single sensor conductivity probe
- Double sensor conductivity probe

Unit : cm



# Conductivity Probe Signal

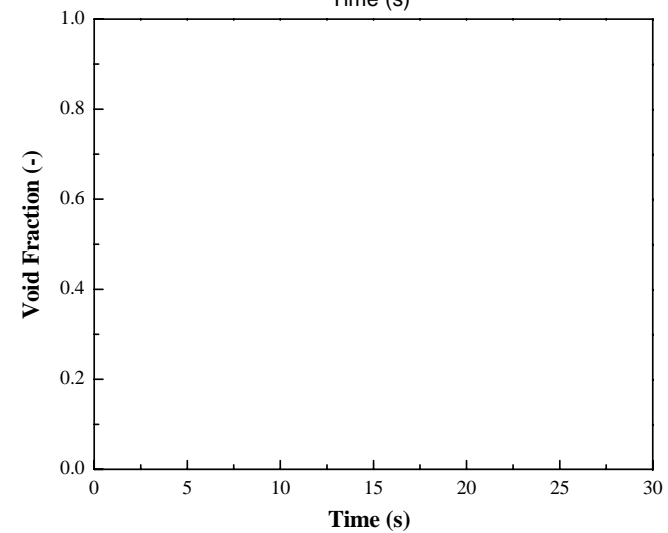
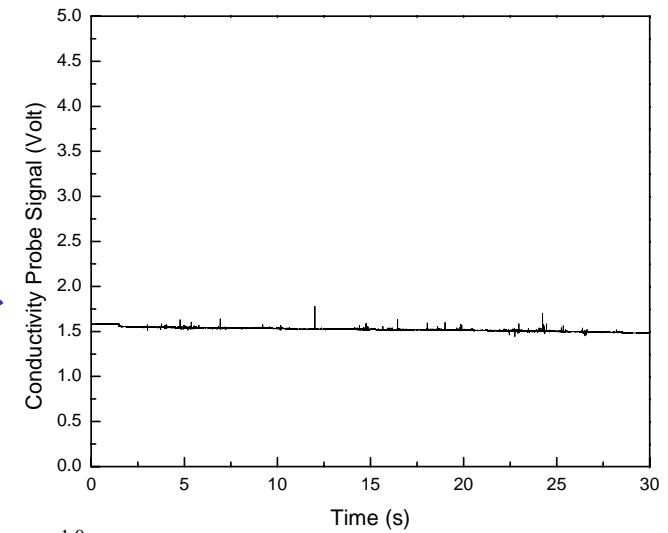
## Test No. A1



Front view

- Single sensor conductivity probe
- Double sensor conductivity probe

Unit : cm



## ***Summary***

- The velocity profile of inlet air and steam at downcomer of MARK I is obtained by RELAP5 calculation.
- Possible alternate inlet boundary condition for air velocity profile is presented.
- Test facility and instrumentation for steady-state tests are characterized by performing the preliminary tests.
- The physical phenomena around the exit of downcomer during blowdown is observed using a high-speed camera.
- Test facility and instrumentation are ready to perform real tests.