Enclosure 23

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Fuel Rod Thermal-Mechanical Design for Monticello ATRIUM 10XM Fuel Assemblies, Cycle 28

Revision 0

26 pages follow

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AREVA NP Inc.

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Nature of Changes

Item	Page	Description and Justification
1	All	This is the initial release.

Contents

Tables

Figures

This document has a total of 26 pages.

Nomenclature

AOO	anticipated operational occurrences
AREVA	AREVA NP Inc.
ASME	American Society of Mechanical Engineers
B&PV	Boiler and Pressure Vessel
BOL	beginning of life
BWR	boiling water reactor
CRWE	control rod withdrawal error
CUF	cumulative usage factor
EOL	end of life
EPU	extended power uprate
FDL	fuel design limit
ID	inside diameter
MELLLA	Maximum extended load line limit analysis
MPa	Megapascal
MWd/kgU	megawatt days per kilogram of initial uranium
LHGR	linear heat generation rate
LTP	lower tie plate
NRC	U.S. Nuclear Regulatory Commission
OD	outside diameter
PCI	pellet -cladding-interaction
PLFR	part-length fuel rod
ppm	parts per million
psia	pounds per square inch absolute
S-N	stress amplitude versus number of cycles

1.0 Introduction

Results of the fuel rod thermal-mechanical analyses are presented to demonstrate that the applicable design criteria are satisfied. The analyses are for the AREVA NP Inc. (AREVA) ATRIUM™* 10XM fuel that will be inserted for operation in Monticello Cycle 28 as reload batch MON1-28. The evaluations are based on methodologies and design criteria approved by the U. S. Nuclear Regulatory Commission (NRC). Equilibrium cycle conditions, as well as Cycle 28 conditions, are included in the analyses. The analyses take into account extended power uprate (EPU) and maximum extended load line limit analysis (MELLLA) operating conditions for Cycle 28.

The analysis results are evaluated according to the generic fuel rod thermal and mechanical design criteria contained in Reference 1, along with design criteria provided in the RODEX4 fuel rod thermal-mechanical topical report (Reference 2). The cladding external oxidation limit was reduced according to a regulatory commitment made to the NRC when RODEX4 was first implemented (Reference 3).

The RODEX4 fuel rod thermal-mechanical analysis code is used to analyze the fuel rod for fuel centerline temperature, cladding strain, rod internal pressure, cladding collapse, cladding fatigue and external oxidation. The code and application methodology are described in the RODEX4 topical report (Reference 2). The cladding steady-state stress and plenum spring design methodology are summarized in Reference 1.

The fuel rod design is very similar to the ATRIUM 10XM design currently supplied in reload quantities to two U.S. boiling water reactor BWR/4 units, except the fuel column length is shorter by 4.76 inches for compatibility with a BWR/3 core height. The ATRIUM 10XM fuel rod design is based on the ATRIUM-10 design in a way that preserves the nearly 20 years of extensive operating experience and performance history of the ATRIUM-10 rod design.

The following sections describe the fuel rod design, design criteria and methodology with reference to the source topical reports. Results from the analyses are summarized for comparison to the design criteria.

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* ATRIUM is a trademark of AREVA NP.

2.0 Summary and Conclusions

Key results are shown in Table 2-1 in comparison to each of the design criterion. Results are presented for the limiting cases. Additional RODEX4 results from different cases are given in Section 3.0.

The analysis methodology supports a maximum fuel rod discharge exposure of 62 MWd/kgU.

Fuel rod criteria applicable to the design are summarized in Section 3.0. Analyses show the criteria are satisfied when the fuel is operated at or below the linear heat generation rate (LHGR) presented in Figure 2-1.

Table 2-1 Summary of Fuel Rod Design Evaluation Results

Criteria Section[*]	Description	Criteria	Result, Margin[†] or Comment
3.2	**Fuel Rod Criteria**		
3.2.1	Internal hydriding	[	]
(3.1.1)	Cladding collapse	[	]
(3.1.2)	Overheating of fuel pellets	No fuel melting margin to fuel melt > 0. °C	[ ]
3.2.5	Stress and strain limits		
(3.1.1) (3.1.2)	Pellet-cladding interaction (PCI)	[	]
3.2.5.2	Cladding stress	[	]
3.3	**Fuel System Criteria**		
(3.1.1)	Fatigue	[	]
(3.1.1)[‡]	Oxidation, hydriding, and crud buildup	[	]
(3.1.1) (3.1.2)	Rod internal pressure	[	]
3.3.9	Fuel rod plenum spring (fuel handling)	Plenum spring to [	]

* Numbers in the column refer to paragraph sections in the generic design criteria document (Reference 1). A number in parentheses is the paragraph section in the RODEX4 fuel rod topical report (Reference 2).

† Margin is expressed as (limit – result)

‡ The cladding external oxidation limit is restricted to [ ] μm by Reference 3.

[

]

Figure 2-1 LHGR Limit (Normal Operation)

3.0 Fuel Rod Design Evaluation

Summaries of the design criteria and methodology are provided in this section, along with analysis results in comparison to criteria. Both the fuel rod criteria and fuel system criteria, as directly related to the fuel rod analyses, are covered.

The fuel rod analyses cover normal operating conditions and anticipated operational occurrences (AOOs). The fuel centerline temperature analysis (overheating of fuel) and cladding strain analysis take into account slow transients at rated operating conditions.

Other fuel rod-related topics on overheating of cladding, cladding rupture, fuel rod mechanical fracturing, rod bow, axial irradiation growth, cladding embrittlement, violent expulsion of fuel and fuel ballooning are evaluated as part of the respective fuel assembly structural analysis, thermal hydraulic analyses, or loss-of-coolant accident analyses and are reported elsewhere. The evaluation of fast transients and transients at off-rated conditions also are reported separately from this report.

3.1 *Fuel Rod Design*

[

].

[

] plenum spring on the upper end of the fuel column [

].

Table 3-1 lists the main parameters for the fuel rod and components.

3.2 *Summary of Fuel Rod Design Evaluation*

Results from the analyses are listed in Table 3-2 through Table 3-4. Summaries of the methods and codes used in the evaluation are provided in the following paragraphs. The design criteria also are listed along with references to the sections of the design criteria topical reports (References 1 and 2).

The fuel rod thermal and mechanical design criteria are summarized as follows.

- **Internal Hydriding**. The fabrication limit [ ] to preclude cladding failure caused by internal sources of hydrogen (Section 3.2.1 of Reference 1).

- **Cladding Collapse**. Clad creep collapse shall be prevented. [ ] (Section 3.1.1 of Reference 2).

- **Overheating of Fuel Pellets**. The fuel pellet centerline temperature during anticipated transients shall remain below the melting temperature (Section 3.1.2 of Reference 2).

- **Stress and Strain Limits**. [ ] during normal operation and during anticipated transients (Sections 3.1.1 and 3.1.2 of Reference 2).

  Fuel rod cladding steady-state stresses are restricted to satisfy limits derived from the American Society of Mechanical Engineers (ASME) Boiler and Pressure Vessel (B&PV) Code (Section 3.2.5.2 of Reference 1).

- **Cladding Fatigue**. The fatigue CUF for clad stresses during normal operation and design cyclic maneuvers shall be below [ ] (Section 3.1.1 of Reference 2).

- **Cladding Oxidation, Hydriding and Crud Buildup**. Section 3.1.1 of Reference 2 limits the maximum cladding oxidation to less than [ ] µm to prevent clad corrosion failure. The oxidation limit is further reduced to [ ] µm consistent with a regulatory commitment made to the NRC during the first application of the RODEX4 methodology (Reference 3).

- **Rod Internal Pressure**. The rod internal pressure is limited [ ] to assure that significant outward clad creep does not occur and unfavorable hydride reorientation on cooldown does not occur (Section 3.1.1 of Reference 2).

- **Plenum Spring Design (Fuel Handling)**. The rod plenum spring must maintain a force against the fuel column stack [ ] (Section 3.3.9 of Reference 1).

The cladding collapse, overheating of fuel, cladding transient strain, cladding cyclic fatigue, cladding oxidation, and rod pressure are evaluated [ ]. Cladding stress and the plenum spring are evaluated on a design basis.

3.2.1 *Internal Hydriding*

The absorption of hydrogen by the cladding can result in cladding failure due to reduced ductility and formation of hydride platelets. Careful moisture control during fuel fabrication reduces the potential for hydrogen absorption on the inside of the cladding. The fabrication limit [ ]

[ ] is verified by quality control inspection during fuel manufacturing.

3.2.2 ***Cladding Collapse***

Creep collapse of the cladding and the subsequent potential for fuel failure is avoided in the design by limiting the gap formation due to fuel densification subsequent to pellet-clad contact. The size of the axial gaps, which may form due to densification following first pellet-clad contact, shall be less than [ ].

The evaluation is performed using RODEX4. The design criterion and methodology are described in Reference 2. RODEX4 takes into account the [ ]. A brief overview of RODEX4 and the statistical methodology is provided in the next section.

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.3 ***Overheating of Fuel Pellets***

Fuel failure from the overheating of the fuel pellets is not allowed. The centerline temperature of the fuel pellets must remain below melting during normal operation and AOOs. The melting point of the fuel includes adjustments for gadolinia content. AREVA establishes an LHGR limit to protect against fuel centerline melting during steady-state operation and during AOOs.

Fuel centerline temperature is evaluated using the RODEX4 code (Reference 2) for both normal operating conditions and AOOs. A brief overview of the code and methodology follow.

RODEX4 evaluates the thermal-mechanical responses of the fuel rod surrounded by coolant. The fuel rod model considers the fuel column, gap region, cladding, gas plena and the fill gas, and released fission gases. The fuel rod is divided into axial and radial regions, with conditions computed for each region. The operational conditions are controlled by the [ ]

[

].

[

].

The heat conduction in the fuel and clad is [

].

Mechanical processes include [

].

As part of the methodology, fuel rod power histories are generated [

]

[

].

[

].

Since RODEX4 is a best-estimate code, uncertainties [

]. Uncertainties taken into account in the analysis are summarized as:

- Power measurement and operational uncertainties – [ ].
- Manufacturing uncertainties – [ ].
- Model uncertainties – [ ].

[

].

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.4 ***Stress and Strain Limits***

3.2.4.1 **Pellet/Cladding Interaction**

Cladding strain caused by transient-induced deformations of the cladding is calculated using the RODEX4 code and methodology, as described in Reference 2. See Section 3.2.3 for an overview of the code and method. [

].

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.4.2 **Cladding Stress**

Cladding stresses are calculated using solid mechanics elasticity solutions and finite element methods. The stresses are conservatively calculated for the individual loadings and are categorized as follows:

Category	Membrane	Bending
Primary	[	]
Secondary	[	]

Stresses are calculated at the cladding outer and inner diameter in the three principal directions for both BOL and end-of-life (EOL) conditions. At EOL, the stresses due to mechanical bow and contact stress are decreased due to irradiation relaxation. The separate stress components are then combined, and the stress intensities for each category are compared to their respective limits.

The cladding-to-end cap weld stresses are evaluated for loadings from differential pressure, differential thermal expansion, rod weight, and plenum spring force.

The design limits are derived from the ASME B&PV Code (Reference 4) and the minimum-specified material properties.

Table 3-4 lists the results in comparison to the limits for hot, cold, BOL and EOL conditions.

3.2.5 ***Fuel Densification and Swelling***

Fuel densification and swelling are limited by the design criteria for fuel temperature, cladding strain, cladding collapse, and rod internal pressure criteria. Although there are no explicit criteria for fuel densification and swelling, the effect of these phenomena are included in the RODEX4 fuel rod performance code.

3.2.6 ***Fatigue***

[

]. The CUF is summed for all of the axial regions of the fuel rod using Miner's rule. The axial region with the highest CUF is used in the subsequent

[

] is determined. The maximum CUF for the cladding must remain below [ ] to satisfy the design criterion.

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.7 ***Oxidation, Hydriding, and Crud Buildup***

Cladding external oxidation is calculated using RODEX4. Section 3.2.3 includes an overview of the code and method. The corrosion model includes an enhancement factor that is derived from poolside measurement data to obtain a fit of the expected oxide thickness. An uncertainty on the model enhancement factor also is determined from the data. The model uncertainty is included as part of the [ ].

[

].

In the event abnormal crud is observed for a plant, a specific analysis is required to address the higher crud level. An abnormal level of crud is defined by a formation that increases the calculated fuel average temperature by 25°C above the design basis calculation. The formation of crud is not calculated within RODEX4. Instead, an upper bound of expected crud is input by the use of the crud heat transfer coefficient. The corrosion model also takes into consideration the effect of the higher thermal resistance from the crud on the corrosion rate. A higher corrosion rate is therefore included as part of the abnormal crud evaluation. A similar specific analysis is required if a plant experiences higher corrosion instead of crud.

The current water chemistry conditions at the Monticello plant, along with past operating history, indicate normal, low crud levels. The fuel rod analyses were performed with the assumption that normal, current crud conditions continue through Cycle 28.

The maximum calculated oxide on the fuel rod cladding shall not exceed [ ] μm. Previously, a [ ] μm limit was approved as part of the RODEX4 methodology (Reference 2). Concerns were raised on the effect of non-uniform corrosion, such as spallation, and localized hydride formations on the ductility limit of the cladding. As a result, a regulatory commitment was made to reduce the limit to [ ] μm (Reference 3).

Currently, there is [ ]. However, as mentioned above, the [ ] μm was established, in part, as a means of [ ].

The oxide limit is evaluated such that greater than [ ].

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.8 ***Rod Internal Pressure***

Fuel rod internal pressure is calculated using the RODEX4 code and methodology, as described in Reference 2. Section 3.2.3 provides an overview of the code and method. The maximum rod pressure is calculated under steady-state conditions and also takes into account slow transients. Rod internal pressure is limited to [ ]. The expected upper bound of rod pressure [ ] is calculated for comparison to the limit.

Table 3-2 and Table 3-3 list the results for equilibrium and cycle-specific conditions, respectively.

3.2.9 ***Plenum Spring Design (Fuel Assembly Handling)***

The plenum spring must maintain a force against the fuel column to [ ]. This is accomplished by designing and verifying the spring force in relation to the fuel column weight. The plenum spring is designed such that the [ ]

[

].

Table 3-1 Key Fuel Rod Design Parameters

Characteristic	Material or Value
[	]

Table 3-2 RODEX4 Fuel Rod Results for Equilibrium Cycle Conditions

Criteria Topic	Limit	Margin* to Limit		
		Steady-State	[ ]	[ ]
[				]
[				]
[				]
[		]		
[		]		
[		]		

* Margin is defined as (limit – result).

Table 3-3 RODEX4 Fuel Rod Results for Monticello Cycle 28*

Criteria Topic	Limit	Steady-State	Margin* to Limit [ ]	[ ]
[				]
[				]
[				]
[		]		
[		]†		
[		]		

* Note that cycle-specific results are provided up to the end of cycle.

† Fatigue result is extrapolated to three cycles of operation.

Table 3-4 Cladding and Cladding-End Cap Steady-State Stresses

Description, Stress Category	Criteria	Result		
Cladding stress		[		]
P_m (primary membrane stress)	[			]
$P_m + P_b$ (primary membrane + bending)	[			]
P + Q (primary + secondary)	[			]
Cladding-End Cap stress				
$P_m + P_b$	[			]

4.0 References

1. ANF-89-98(P)(A) Revision 1 and Supplement 1, *Generic Mechanical Design Criteria for BWR Fuel Designs*, Advanced Nuclear Fuels Corporation, May 1995.

2. BAW-10247PA Revision 0, *Realistic Thermal-Mechanical Fuel Rod Methodology for Boiling Water Reactors*, AREVA NP Inc., February 2008.

3. Letter from Farideh E. Saba (NRC) to Michael J. Annacone (CP&L), "BRUNSWICK STEAM ELECTRIC PLANT, UNITS 1 AND 2 – ISSUANCE OF AMENDMENTS REGARDING ADDITION OF ANALYTICAL METHODOLOGY TOPICAL REPORT TO TECHNICAL SPECIFICATION 5.6.5 (TAC NOS. ME3858 AND ME3859), ML11101A043," NRC 1109968, dated April 8, 2011.

4. *ASME Boiler and Pressure Vessel Code*, Section III, "Rules for Construction of Nuclear Power Plant Components," 1977.

5. O'Donnell, W.J., and B. F. Langer, "Fatigue Design Basis for Zircaloy Components," *Nuclear Science and Engineering*, Vol. 20, 1964.