

# **Radioactive Material Transport Packaging System Safety Analysis Report**

**for Model AOS-025, AOS-050, and AOS-100 Transport Packages**

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Revision	Date	Description of Changes
J	January 31, 2021	<ul style="list-style-type: none"> <li>• Consolidation of Revisions H – H7 (Revision I intentionally skipped)</li> <li>• <a href="#">Subsection 1.2.2</a> and <a href="#">Section 7.1</a> – Clarified that the shoring materials are structural</li> <li>• Paragraphs <a href="#">2.5.3.1.2</a> through <a href="#">2.5.3.1.4</a> – Calculations revised to correct minor errors and typos</li> <li>• <a href="#">Subsection 2.6.7</a> – Removed stale note created in Revision H-5</li> <li>• <a href="#">Figures 3-18</a> through <a href="#">3-20</a> – Replaced thermal transient plots for AOS Model-025 fire condition</li> <li>• <a href="#">Figure 4-3</a> – Changed port cover torque requirement</li> <li>• <a href="#">Chapter 9</a> – Updated with current requirements, approval letter, and certificate</li> <li>• Updated <i>ANSI N14.5</i> references to 2014 edition</li> <li>• Applied miscellaneous corrections (table of changes included with cover page of the submittal)</li> </ul>
J-1	April 20, 2021	<ul style="list-style-type: none"> <li>• Revised <a href="#">Subsection 1.2.2</a> (added discussion related to cask loading temperature and backfilling pressure)</li> <li>• Revised <a href="#">Subsection 2.2.3</a> (expanded discussion related effects of radiation), <a href="#">Paragraph 2.6.1.1</a> (revised initial conditions for NCT pressure calculations), <a href="#">Table 2-31</a> and <a href="#">Table 2-54</a> (omitted footnotes b and c, respectively; updated calculated pressures); added new Reference <a href="#">[2.35]</a></li> <li>• Revised <a href="#">Subsection 3.2.2</a> (update calculated NCT pressures and elaborate on initial conditions and mechanisms that can increase internal cask pressure)</li> <li>• Revised <a href="#">Table 4-6</a> and <a href="#">Table 4-7</a> (omitted footnotes b and c, respectively; revised pressure calculations based on updated initial conditions)</li> <li>• Revised <a href="#">Paragraph 7.1.3.1</a> (revised instructions for wet-loading cask), <a href="#">Figure 7-4</a> (updated to reflect current equipment), and <a href="#">Paragraph 7.1.3.3</a> (revised leak testing procedure)</li> <li>• Revised <a href="#">Table 8-1</a> footnote (clarified test procedure sensitivity), <a href="#">Subsection 8.1.4</a> (revised fabrication leak testing requirements), <a href="#">Section 8.2</a> (removed statement regarding pre-shipment leak testing because this belongs in <a href="#">Chapter 7</a>), <a href="#">Subsection 8.2.2</a> (updated leak testing requirements)</li> </ul>
J-2	June 22, 2021	<ul style="list-style-type: none"> <li>• In <a href="#">Paragraph 7.1.3.3</a>, changed title of “Test B – Tracer Gas: ...” to “Test B – Helium Mass Spectrometer Leak Test: ...”</li> <li>• In <a href="#">Paragraph 7.1.3.3</a>, Test B, step a, changed “The cask lid seal, and vent and drain threaded pipe plugs must be leak-tested in accordance with <i>ANSI N14.5-2014</i> <a href="#">[7.8]</a>.” to “The cask lid seal, and vent and drain threaded pipe plugs must be leak-tested in accordance with test method A.5.3 or A.5.4 from <i>ANSI N14.5-2014</i> <a href="#">[7.8]</a>.”</li> </ul>
J-3	July 19, 2023	<ul style="list-style-type: none"> <li>• Changed Cask Lid Attachment Bolt – All Models preload torque requirements with a minimum / maximum value</li> <li>• Clarified that cask lid attachment bolts must be lubricated prior to use</li> <li>• Replaced Appendices 4.5.2 and 4.5.3 with new <a href="#">Appendix 4.5.2, “Cask Lid Attachment Bolt Evaluation”</a></li> <li>• Clarified Chapter 4 and 8 Reference lists</li> </ul>

# CONTENTS

<b>1. General Information</b>	<b>1-1</b>
1.1. INTRODUCTION	1-1
1.2. PACKAGE DESCRIPTION	1-7
1.2.1. Packaging	1-8
1.2.2. Contents	1-12
1.2.3. Special Requirements for Plutonium	1-17
1.2.4. Operational Features	1-17
1.2.5. Fabrication Codes, Standards, and Acceptance Tests	1-17
1.3. APPENDIX	1-23
1.3.1. AOS Transport Packaging System, Certification Drawings	1-23
1.4. REFERENCES	1-45
<b>2. Structural Evaluation</b>	<b>2-1</b>
2.1. DESCRIPTION OF STRUCTURAL DESIGN	2-2
2.1.1. Discussion	2-2
2.1.2. Design Criteria	2-8
2.1.3. Weights and Centers of Gravity	2-23
2.1.4. Identification of Codes and Standards for Package Design	2-27
2.2. MATERIALS	2-29
2.2.1. Material Properties and Specifications	2-29
2.2.2. Chemical, Galvanic, and/or Other Reactions	2-36
2.2.3. Effects of Radiation on Materials	2-37
2.3. FABRICATION AND EXAMINATION	2-38
2.3.1. Fabrication	2-38
2.3.2. Examination	2-42
2.4. GENERAL REQUIREMENTS FOR ALL PACKAGES	2-43
2.4.1. Minimum Package Size	2-43
2.4.2. Tamper-Indicating Feature	2-43
2.4.3. Positive Closure	2-43
2.5. LIFTING AND TIE-DOWN STANDARDS FOR ALL PACKAGES	2-44
2.5.1. Lifting Devices	2-44
2.5.2. Tie-Down Devices	2-51
2.5.3. Other Devices	2-51
2.6. NORMAL CONDITIONS OF TRANSPORT	2-74
2.6.1. Heat	2-74
2.6.2. Cold	2-79
2.6.3. Reduced External Pressure	2-80
2.6.4. Increased External Pressure	2-80
2.6.5. Vibration	2-81
2.6.6. Water Spray	2-82
2.6.7. Free Drop	2-82
2.6.8. Corner Drop	2-83
2.6.9. Compression	2-83
2.6.10. Penetration	2-83
2.6.11. Structural Evaluation Results Summary and Minimum Margins of Safety under Normal Conditions of Transport	2-86
2.7. HYPOTHETICAL ACCIDENT CONDITIONS	2-92
2.7.1. Free Drop	2-93
2.7.2. Crush	2-145
2.7.3. Puncture	2-145
2.7.4. Thermal	2-147
2.7.5. Immersion – Fissile Material	2-152
2.7.6. Immersion – All Packages	2-152

2.7.7. Deep Water Immersion Test (for Type B Packages Containing More than $10^5 A_2$ ) . . . . .	2-152
2.7.8. Summary of Damages . . . . .	2-153
2.8. ACCIDENT CONDITIONS FOR AIR TRANSPORT OF PLUTONIUM . . . . .	2-158
2.9. ACCIDENT CONDITIONS FOR FISSILE MATERIAL PACKAGE FOR AIR TRANSPORT . . . . .	2-158
2.10. <b>SPECIAL FORM</b> . . . . .	<b>2-158</b>
2.11. FUEL RODS . . . . .	2-158
2.12. APPENDIX . . . . .	2-159
2.12.1. Data CDs . . . . .	2-160
2.12.2. Structural Evaluation Results – Models AOS-025, AOS-050, and AOS-100 . . . . .	2-161
2.12.3. LIBRA Finite Element Analysis Program and Verification Problems . . . . .	2-696
2.12.4. Description of LIBRA Files and Post-Processors: AOS Safety Analysis Report . . . . .	2-727
2.12.5. Selected Material Properties References . . . . .	2-753
2.12.6. Impact (Free-Drop) Test Report . . . . .	2-805
2.12.7. Dimensional Inspection Report. . . . .	2-881
2.12.8. Analysis of Content-Cask Lid Impact . . . . .	2-891
2.12.9. Comparison of Libra Static and Dynamic Impact Analysis . . . . .	2-895
2.12.10. Effect of Ribs on Stress at Foam-Cask Interface . . . . .	2-913
2.12.11. Analysis of 30-Ft. Drops with Shipping Cages . . . . .	2-917
2.12.12. Analysis of Tie-Down Devices . . . . .	2-926
2.12.13. Certificate of Conformance, General Plastics FR-3700 Series Foam – AOS-165A Prototype . . . . .	2-947
2.12.14. Analysis of Shipping Cage Lifting Bars – Models AOS-050A and AOS-100 . . . . .	2-949
2.12.15. Shielding/Spacer Component Evaluation – Models AOS-050A, AOS-100A, and AOS-100A-S. . . . .	2-967
2.13. REFERENCES . . . . .	2-985

**3. Thermal Evaluation . . . . . 3-1**

3.1. DESCRIPTION OF THERMAL DESIGN . . . . .	3-1
3.1.1. Design Features . . . . .	3-1
3.1.2. Contents' Decay Heat . . . . .	3-2
3.1.3. Summary Tables of Temperatures . . . . .	3-3
3.1.4. Summary Tables of Maximum Pressures. . . . .	3-11
3.2. MATERIAL PROPERTIES AND COMPONENT SPECIFICATIONS. . . . .	3-12
3.2.1. Material Properties . . . . .	3-12
3.2.2. Component Specifications . . . . .	3-19
3.3. THERMAL EVALUATION UNDER NORMAL CONDITIONS OF TRANSPORT . . . . .	3-20
3.3.1. Heat and Cold. . . . .	3-20
3.3.2. Maximum Normal Operating Pressure . . . . .	3-21
3.3.3. Thermal Finite Element Model . . . . .	3-21
3.3.4. Normal Conditions of Transport Thermal Results. . . . .	3-45
3.4. THERMAL EVALUATION UNDER HYPOTHETICAL ACCIDENT CONDITIONS . . . . .	3-46
3.4.1. Initial Conditions . . . . .	3-48
3.4.2. Fire Test Conditions . . . . .	3-48
3.4.3. Maximum Temperatures and Pressures. . . . .	3-48
3.4.4. Maximum Thermal Stresses. . . . .	3-48
3.4.5. Accident Conditions for Fissile Material Packages for Air Transport . . . . .	3-48
3.4.6. Hypothetical Accident Conditions of Transport Thermal Results . . . . .	3-49
3.5. APPENDIX . . . . .	3-51
3.5.1. Data CDs . . . . .	3-52
3.5.2. Thermal Evaluation Results – Models AOS-025, AOS-050, and AOS-100 . . . . .	3-53
3.5.3. LIBRA Finite Element Program Heat Transfer Module. . . . .	3-262
3.5.4. Analysis Modeling Data . . . . .	3-268
3.5.5. LIBRA File Input Showing Material Property Assignment. . . . .	3-388
3.5.6. Justification for Use of Uniformly Distributed Decay Heat throughout Cask Cavity . . . . .	3-411
3.5.7. Thermal Tests. . . . .	3-425
3.5.8. Heat Test Report – AOS-165A Prototype. . . . .	3-439

3.5.9. Copper Seal Locations with Analytical Model (with Cask Lid Metallic Seal) . . . . .	3-861
3.5.10. Garlock Helicoflex Report, Helicoflex Seal Temperature Limit – Cask Lid Metallic Seal . . . . .	3-865
3.6. REFERENCES . . . . .	3-881

**4. Containment . . . . . 4-1**

4.1. DESCRIPTION OF THE CONTAINMENT SYSTEM. . . . .	4-1
4.1.1. Containment Boundary . . . . .	4-1
4.1.2. Containment Penetrations (Port Plugs) . . . . .	4-4
4.1.3. Cask Lid Seal . . . . .	4-6
4.1.4. Closure . . . . .	4-8
4.1.5. Keensert Device Evaluation . . . . .	4-18
4.2. CONTAINMENT UNDER NORMAL CONDITIONS OF TRANSPORT . . . . .	4-29
4.2.1. Containment of Radioactive Material . . . . .	4-29
4.2.2. Pressurization of Containment Boundary . . . . .	4-29
4.2.3. Containment Criterion. . . . .	4-30
4.3. CONTAINMENT UNDER HYPOTHETICAL ACCIDENT CONDITIONS. . . . .	4-31
4.3.1. Containment of Radioactive Material . . . . .	4-32
4.3.2. Containment Criterion. . . . .	4-32
4.3.3. Fission Gas Products . . . . .	4-32
4.4. LEAKAGE RATE TESTS FOR TYPE B PACKAGES . . . . .	4-32
4.5. APPENDIX . . . . .	4-33
4.5.1. Garlock Helicoflex Cask Lid Metallic Seal and AOS Cask Lid Elastomeric Seal Drawings . . . . .	4-35
4.5.2. Cask Lid Attachment Bolt Evaluation . . . . .	4-43
4.5.3. DELETED . . . . .	4-115
4.6. REFERENCES . . . . .	4-116

**5. Shielding Evaluation. . . . . 5-1**

5.1. DESCRIPTION OF SHIELDING DESIGN. . . . .	5-1
5.1.1. Design Features . . . . .	5-1
5.1.2. Summary Table of Maximum Radiation Levels . . . . .	5-5
5.2. SOURCE SPECIFICATION. . . . .	5-6
5.2.1. Gamma Source . . . . .	5-7
5.2.2. Neutron Source . . . . .	5-8
5.3. SHIELDING MODEL . . . . .	5-9
5.3.1. Configuration of Source and Shielding . . . . .	5-9
5.3.2. Material Properties . . . . .	5-16
5.4. SHIELDING EVALUATION . . . . .	5-17
5.4.1. Methods . . . . .	5-17
5.4.2. Input and Output Data . . . . .	5-19
5.4.3. Flux-to-Dose-Rate Conversion . . . . .	5-19
5.4.4. External Radiation Levels. . . . .	5-20
5.5. APPENDIX . . . . .	5-29
5.5.1. AOS Cask Isotopic Heat Load Calculations . . . . .	5-29
5.5.2. Isotope Values for Calculations . . . . .	5-31
5.5.3. MCNP6 Input and Output Files for Dose Calculations . . . . .	5-42
5.5.4. Cobalt-60-C Volume Source Calculation Study . . . . .	5-42
5.5.5. Shipments of Multiple Isotopes under 10 CFR 71.47(a). . . . .	5-45
5.5.6. Isotopes Insignificant to External Dose Rates . . . . .	5-49
5.5.7. 10 CFR 71.47(b) Exclusive Use Activity Limits for Models AOS-100A and AOS-100A-S . . . . .	5-52
5.5.8. Evaluation of Dose Rate Tally Locations . . . . .	5-58
5.6. REFERENCES . . . . .	5-82

<b>6. Criticality Evaluation</b> .....	<b>6-1</b>
<b>7. Package Operations</b> .....	<b>7-1</b>
7.1. PACKAGE LOADING .....	7-6
7.1.1. Preparation for Loading .....	7-6
7.1.2. Loading of Contents .....	7-8
7.1.3. Preparation for Transport .....	7-10
7.2. PACKAGE UNLOADING .....	7-18
7.2.1. Receipt of Package from Carrier .....	7-19
7.2.2. Removal of Contents .....	7-20
7.2.3. Installing the Cask Lid .....	7-20
7.2.4. Removing the Cask from the Staging Area .....	7-21
7.2.5. Securing the Cask Lid .....	7-21
7.3. PREPARATION OF EMPTY PACKAGE FOR TRANSPORT .....	7-22
7.3.1. Inspecting the Cask Cavity .....	7-22
7.3.2. Installing and Securing the Cask Lid .....	7-22
7.3.3. Leak Testing to Verify the Assembly .....	7-23
7.3.4. Preparing the Empty Cask for Transport .....	7-23
7.4. OTHER OPERATIONS .....	7-24
7.4.1. Records and Reporting Requirements .....	7-24
7.5. APPENDIX .....	7-25
7.5.1. Dose Rate and Decay Heat Limit Compliance .....	7-25
7.6. REFERENCES .....	7-28
<b>8. Acceptance Tests and Maintenance Program</b> .....	<b>8-1</b>
8.1. ACCEPTANCE TESTS .....	8-1
8.1.1. Visual Inspections and Measurements .....	8-3
8.1.2. Weld Examinations .....	8-3
8.1.3. Structural and Pressure Tests .....	8-3
8.1.4. Leakage Tests .....	8-4
8.1.5. Component and Material Tests .....	8-4
8.1.6. Shielding Tests .....	8-14
8.1.7. Thermal Tests .....	8-15
8.1.8. Miscellaneous Tests .....	8-16
8.2. MAINTENANCE PROGRAM .....	8-17
8.2.1. Structural and Pressure Tests .....	8-17
8.2.2. Leakage Tests <b>[8.4]</b> .....	8-17
8.2.3. Component and Material Tests .....	8-19
8.2.4. Thermal Tests .....	8-19
8.2.5. Miscellaneous Tests .....	8-19
8.3. APPENDIX (NONE) .....	8-20
8.4. REFERENCES .....	8-21
<b>9. Quality Assurance Program</b> .....	<b>9-1</b>
9.1. U.S. QUALITY ASSURANCE PROGRAM REQUIREMENTS .....	9-1
9.2. IAEA QUALITY ASSURANCE PROGRAM REQUIREMENTS .....	9-1
9.3. APPENDIX .....	9-2
9.3.1. U.S. Nuclear Regulatory Commission Quality Assurance Program Approval for Radioactive Material Packages No. 0086, Revision 9, Dated August 7, 2015 .....	9-2
9.4. REFERENCES .....	9-5

# FIGURES

## 1. General Information

Figure 1-1.	Isometric View – Model AOS-025A	1-3
Figure 1-2.	Isometric View – Model AOS-050A	1-4
Figure 1-3.	Isometric View – Models AOS-100A and AOS-100B	1-5
Figure 1-4.	Isometric View – Model AOS-100A-S	1-6

## 2. Structural Evaluation

Figure 2-1.	Assembled Transport Package Cutaway – Model AOS-025A	2-3
Figure 2-2.	Assembled Transport Package Cutaway – Model AOS-050A	2-4
Figure 2-3.	Assembled Transport Package Cutaway – Models AOS-100A and AOS-100B	2-5
Figure 2-4.	Isometric View – Typical Cask	2-6
Figure 2-5.	Isometric View – Typical Impact Limiter	2-7
Figure 2-6.	Axisymmetric (2D) Model – Models AOS-025, AOS-050, and AOS-100	2-15
Figure 2-7.	3D Model – Models AOS-025, AOS-050, and AOS-100	2-16
Figure 2-8.	3D Rendered Model – Models AOS-025, AOS-050, and AOS-100	2-16
Figure 2-9.	$P_m$ and $P_b$ Stress Monitoring Points – All Models	2-17
Figure 2-10.	Center of Gravity – Model AOS-025	2-24
Figure 2-11.	Center of Gravity – Model AOS-050	2-25
Figure 2-12.	Center of Gravity – Model AOS-100	2-26
Figure 2-13.	Trunnion Area Cross-Section and Force Diagram Associated with Lifting Loads	2-44
Figure 2-14.	Mesh Diagonal Tension	2-52
Figure 2-15.	Side Drop Impact Forces	2-59
Figure 2-16.	Cask and Impact Limiter FEA Model – Model AOS-100	2-61
Figure 2-17.	Cask and Impact Limiter Deformed FEA Model – Model AOS-100	2-61
Figure 2-18.	Critical Stress at Skin and J-Bolt Box Connection – Model AOS-025	2-66
Figure 2-19.	Critical Stress at Rib Connector Pin's Bearing – Models AOS-050 and AOS-100	2-67
Figure 2-20.	LIBRA Liner Model – Model AOS-025	2-70
Figure 2-21.	Equivalent Stress Due to Longitudinal Acceleration – Model AOS-025	2-71
Figure 2-22.	Equivalent Stress Due to Transverse Acceleration – Model AOS-025	2-72
Figure 2-23.	DELETED	2-73
Figure 2-24.	DELETED	2-73
Figure 2-25.	Typical Corner Cask Cavity Shell Weld Joint Configuration – All Models	2-78
Figure 2-26.	Fixed Points for Shock and Vibration Analyses	2-81
Figure 2-27.	Head-On, Side, and Slap-Down Free-Drop Orientations	2-83
Figure 2-28.	Rod Impact Analysis Load Distribution – Model AOS-100	2-84
Figure 2-29.	Rod Impact Time History Displacement at Impact Node – Model AOS-100	2-85
Figure 2-30.	Head-On, Side, and Slap-Down Free-Drop Orientations	2-94
Figure 2-31.	Test Setup (Head-On Orientation Shown) – AOS-165A Prototype	2-96
Figure 2-32.	Finite Element Model of Impact Limiter – Model AOS-100	2-98
Figure 2-33.	Head-On Drop Force and Energy – Model AOS-100	2-98
Figure 2-34.	Head-On Drop, Maximum Foam Displacement (Deformed Model) – Model AOS-100	2-99
Figure 2-35.	Head-On Drop, Maximum Equivalent Stress in Foam – Model AOS-100	2-99
Figure 2-36.	Head-On Drop Analysis Load Distribution – All Models	2-100
Figure 2-37.	Sectioned Impact Limiter Used in Head-On Drop – AOS-165A Prototype	2-103
Figure 2-38.	Impact Limiter after Head-On Drop – AOS-165A Prototype	2-104
Figure 2-39.	Rendered LIBRA Deformed Head-On Drop – AOS-165A Prototype	2-105
Figure 2-40.	Photograph Frames from High-Speed Video of Head-On Drop – AOS-165A Prototype	2-106
Figure 2-41.	Impact Response for Damping, $= 0.06$ – AOS-165A Prototype	2-107
Figure 2-42.	Head-On Drop Force and Energy – AOS-165A Prototype	2-108
Figure 2-43.	Side Drop Force and Energy – Model AOS-100	2-109
Figure 2-44.	Side Drop, Maximum Foam Displacement (Deformed Model) – Model AOS-100	2-110
Figure 2-45.	Side Drop, Maximum Equivalent Stress in Foam – Model AOS-100	2-110
Figure 2-46.	Side Drop, Maximum Principal Strain in Foam – Model AOS-100	2-111
Figure 2-47.	Side Drop Analysis Load Distribution – All Models	2-113

Figure 2-48.	Slap Finite Element Model – AOS-165A Prototype . . . . .	2-116
Figure 2-49.	Maximum Support Displacement versus Offset – AOS-165A Prototype . . . . .	2-117
Figure 2-50.	Slap-Down Analysis Support Displacements versus Time – AOS-165A Prototype . . . . .	2-117
Figure 2-51.	Cg/Corner Drop Analysis Load Distribution – All Models . . . . .	2-119
Figure 2-52.	Head-On Drop Cask Model . . . . .	2-122
Figure 2-53.	Side+Slap-Down and Cg/Corner Drop Cask Model . . . . .	2-123
Figure 2-54.	Force-Displacement for Head-On Drop at 75°F – Model AOS-025 . . . . .	2-124
Figure 2-55.	Force-Displacement for Side Drop at 75°F – Model AOS-025 . . . . .	2-125
Figure 2-56.	Force-Displacement for Cg/Corner Drop at 75°F – Model AOS-025 . . . . .	2-126
Figure 2-57.	Force-Displacement for Head-On Drop at 75°F – Model AOS-050 . . . . .	2-127
Figure 2-58.	Force-Displacement for Side Drop at 75°F – Model AOS-050 . . . . .	2-128
Figure 2-59.	Force-Displacement for Cg/Corner Drop at 75°F – Model AOS-050 . . . . .	2-129
Figure 2-60.	Force-Displacement for Head-On Drop at 75°F – Model AOS-100 . . . . .	2-130
Figure 2-61.	Force-Displacement for Head-On Drop at -40°F – Model AOS-100 . . . . .	2-131
Figure 2-62.	Force-Displacement for Side Drop at 75°F – Model AOS-100 . . . . .	2-132
Figure 2-63.	Force-Displacement for Cg/Corner Drop at 75°F – Model AOS-100 . . . . .	2-133
Figure 2-64.	Impact Load Distributions . . . . .	2-134
Figure 2-65.	Circumferential Impact Load Distribution for Side and Cg/Corner Drops . . . . .	2-134
Figure 2-66.	Side Impact Slap-Down Analysis . . . . .	2-138
Figure 2-67.	FEA Model of Puncture Drop . . . . .	2-146
Figure 2-68.	Generalized Model of Impact I . . . . .	2-891
Figure 2-69.	Dynamic Analysis FEA Model . . . . .	2-896
Figure 2-70.	Cask Displacement Time-History . . . . .	2-897
Figure 2-71.	Ground Impact Forces in Dynamic Model . . . . .	2-898
Figure 2-72.	Total Ground Impact Force in Dynamic Model . . . . .	2-899
Figure 2-73.	Deformed Dynamic Model at Maximum Displacement . . . . .	2-900
Figure 2-74.	Displacement Contours n Deformed Dynamic Model . . . . .	2-900
Figure 2-75.	Foam Static Analysis FEA Model . . . . .	2-901
Figure 2-76.	Deformed Foam Static Model at Maximum Displacement . . . . .	2-901
Figure 2-77.	Energy and Force Plots for Static Analysis . . . . .	2-902
Figure 2-78.	Energy and Force Plots for Static Analysis with Bi-Linear Stress-Strain . . . . .	2-903
Figure 2-79.	foam-cask.t5 LIBRA Model . . . . .	2-910
Figure 2-80.	FEA Model Used in Rib Study . . . . .	2-913
Figure 2-81.	FEA Model Section Showing Rib . . . . .	2-914
Figure 2-82.	Z-Cask Section Z-Displacements . . . . .	2-915
Figure 2-83.	Cask Section Z-Stress . . . . .	2-916
Figure 2-84.	Configuration of Cask and Pallet Impact . . . . .	2-917
Figure 2-85.	AGS Model and Typical Input File . . . . .	2-918
Figure 2-86.	Bilinear Representation of Head-On Force-Displacement – Model AOS-100 . . . . .	2-920
Figure 2-87.	Trilinear Representation of Cg/Corner Force-Displacement – Model AOS-100 . . . . .	2-921
Figure 2-88.	Model AOS-100 Cg/Corner Pallet and Cask Displacements . . . . .	2-924
Figure 2-89.	Model AOS-100 Cg/Corner Pallet and Ground Impact Forces . . . . .	2-924
Figure 2-90.	Tie-Down Schematic . . . . .	2-926
Figure 2-91.	Bearing Traction Along Line $\theta = 0 - 180$ . . . . .	2-927
Figure 2-92.	Schematic of Lateral Bearing Forces . . . . .	2-929
Figure 2-93.	Tension Cables – Model AOS-100 . . . . .	2-931
Figure 2-94.	Bearing Pressure and Cable Forces . . . . .	2-933
Figure 2-95.	FEA Model of Tie-Down Ring . . . . .	2-935
Figure 2-96.	Lateral (Z) Displacement in Conical Shell – Model AOS-100 . . . . .	2-937
Figure 2-97.	Maximum Principal Membrane Stress – Model AOS-100 . . . . .	2-937
Figure 2-98.	Maximum Principal Membrane Stress – Model AOS-050 . . . . .	2-944
Figure 2-99.	Tie-Down Strap Load – Model AOS-025 . . . . .	2-945
Figure 2-100.	Lateral (Z) Displacement in Conical Shell – Model AOS-050 . . . . .	2-946
Figure 2-101.	Shipping Cage and Lifting Bar – Model AOS-050A . . . . .	2-950
Figure 2-102.	Lifting Bar – Model AOS-050A . . . . .	2-950
Figure 2-103.	Deformation of Frame and Lifting Bar under Inertia Loading – Model AOS-050A . . . . .	2-952
Figure 2-104.	Equivalent Stress within Shipping Cage Frame and Lifting Bar – Model AOS-050A . . . . .	2-953
Figure 2-105.	Lifting Bar First Buckling Mode – Model AOS-050A . . . . .	2-955
Figure 2-106.	Shipping Cage and Lifting Bar – Model AOS-100 . . . . .	2-957



Figure 2-107. Lifting Bar – Model AOS-100. . . . .	2-957
Figure 2-108. Model of Lifting Bar Bolted Connection – Model AOS-100 . . . . .	2-957
Figure 2-109. Shipping Cage Vertical Displacements – Model AOS-100 . . . . .	2-960
Figure 2-110. Shipping Cage von Mises Equivalent Stress – Model AOS-100 . . . . .	2-960
Figure 2-111. Lifting Bar von Mises Equivalent Stress – Model AOS-100. . . . .	2-961
Figure 2-112. Deformation of Frame and Lifting Bar Under Inertia Loading – Model AOS-100 . . . . .	2-962
Figure 2-113. Lifting Bar First Buckling Mode – Model AOS-100 . . . . .	2-966
Figure 2-114. Lifting Bar Second Buckling Mode – Model AOS-100. . . . .	2-966
Figure 2-115. Model AOS-100A-S Co-60-C Configuration with Axial Shielding Plates and Cavity Spacer Plates . . . . .	2-968
Figure 2-116. Axial Shielding Plate ANSYS Model – Model AOS-050A . . . . .	2-971
Figure 2-117. Axial Shielding Plate End Drop ANSYS Stress Results – Model AOS-050A . . . . .	2-973
Figure 2-118. Axial Shielding Plate Side Drop ANSYS Stress Results – Model AOS-050A . . . . .	2-974
Figure 2-119. Axial Shielding Plate Corner Drop ANSYS Stress Results – Model AOS-050A . . . . .	2-974
Figure 2-120. Axial Shielding Plate – Models AOS-100A and AOS-100A-S . . . . .	2-975
Figure 2-121. ANSYS Model Contact Elements – Models AOS-100A and AOS-100A-S . . . . .	2-976
Figure 2-122. ANSYS Surface Effect Elements – Models AOS-100A and AOS-100A-S . . . . .	2-977
Figure 2-123. Axial Shielding Plate Hypothetical Accident Conditions of Transport End Drop Stress Intensity Results (psi) – Model AOS-100A and AOS-100A-S . . . . .	2-979
Figure 2-124. Axial Shielding Plate Hypothetical Accident Conditions of Transport Side Drop Stress Intensity Results (psi) – Model AOS-100A and AOS-100A-S . . . . .	2-980
Figure 2-125. Axial Shielding Plate Hypothetical Accident Conditions of Transport Corner Drop Stress Intensity Results (psi) – Model AOS-100A and AOS-100A-S . . . . .	2-980
Figure 2-126. Cavity Spacer Plate Stress ANSYS Model – Models AOS-100A and AOS-100A-S . . . . .	2-981
Figure 2-127. Cavity Spacer Plate End Drop ANSYS Stress Results – Models AOS-100A and AOS-100A-S . . . . .	2-983
Figure 2-128. Cavity Spacer Plate Side Drop ANSYS Stress Results – Models AOS-100A and AOS-100A-S . . . . .	2-984
Figure 2-129. Cavity Spacer Plate Corner Drop ANSYS Stress Results – Models AOS-100A and AOS-100A-S . . . . .	2-984

### 3. Thermal Evaluation

Figure 3-1. Analytical FEA Model – Normal Conditions of Transport . . . . .	3-22
Figure 3-2. Cask Assembly External Surface Identification, Normal Conditions of Transport – All Models (Typical; Surfaces 5, 6, 7, and 8 are not used on Model AOS-025) . . . . .	3-32
Figure 3-3. Cask Assembly External Surface Identification, Fire Condition – All Models (Typical; Surfaces 5, 6, 7, and 8 are not used on Model AOS-025) . . . . .	3-34
Figure 3-4. Expanded View of Thermal Model Defining Component Interfaces . . . . .	3-44
Figure 3-5. Thermal Finite Element Model – Fire Conditions . . . . .	3-47
Figure 3-6. Selected Nodal Locations for Normal Conditions of Transport – Model AOS-025A . . . . .	3-57
Figure 3-7. Load Case 101, 100°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-025A . . . . .	3-60
Figure 3-8. Load Case 101, 100°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-025A . . . . .	3-61
Figure 3-9. Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-64
Figure 3-10. Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-65
Figure 3-11. Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-025A . . . . .	3-67
Figure 3-12. Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-025A . . . . .	3-69
Figure 3-13. Load Case 105, -40°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-025A . . . . .	3-72
Figure 3-14. Load Case 105, -40°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-025A . . . . .	3-73
Figure 3-15. Load Case 106, -20°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-025A . . . . .	3-76
Figure 3-16. Load Case 106, -20°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-025A . . . . .	3-77
Figure 3-17. Selected Nodal Locations for Fire Condition – Model AOS-025A . . . . .	3-79

Figure 3-18.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Cavity Shell, Cask Lid, Cask Lid Plug, Bottom Plate, and Tungsten Alloy – Model AOS-025A . . . . .	3-80
Figure 3-19.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Lid Seal Area, Cask Vent Port, Cask Drain Port, and Test Port – Model AOS-025A . . . . .	3-81
Figure 3-20.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Outer Shell and Impact Limiter – Model AOS-025A . . . . .	3-82
Figure 3-21.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-025A . . . . .	3-85
Figure 3-22.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-025A . . . . .	3-86
Figure 3-23.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-89
Figure 3-24.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-90
Figure 3-25.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-93
Figure 3-26.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-94
Figure 3-27.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-97
Figure 3-28.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-98
Figure 3-29.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-101
Figure 3-30.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-102
Figure 3-31.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-025A . . . . .	3-105
Figure 3-32.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-025A . . . . .	3-106
Figure 3-33.	Selected Nodal Locations for Normal Conditions of Transport – Model AOS-050A . . . . .	3-110
Figure 3-34.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-050A . . . . .	3-113
Figure 3-35.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-050A . . . . .	3-114
Figure 3-36.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-117
Figure 3-37.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-118
Figure 3-38.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-050A . . . . .	3-120
Figure 3-39.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-050A . . . . .	3-122
Figure 3-40.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-050A . . . . .	3-125
Figure 3-41.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-050A . . . . .	3-126
Figure 3-42.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-050A . . . . .	3-129
Figure 3-43.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-050A . . . . .	3-130
Figure 3-44.	Selected Nodal Locations for Fire Condition – Model AOS-050A . . . . .	3-132
Figure 3-45.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Cavity Shell, Cask Lid, Cask Lid Plug, Bottom Plate, and Tungsten Alloy – Model AOS-050A . . . . .	3-133
Figure 3-46.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Lid Seal Area, Cask Vent Port, Cask Drain Port, and Test Port – Model AOS-050A . . . . .	3-134
Figure 3-47.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Outer Shell and Impact Limiter – Model AOS-050A . . . . .	3-135
Figure 3-48.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-050A . . . . .	3-138

Figure 3-49.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-050A . . . . .	3-139
Figure 3-50.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-142
Figure 3-51.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-143
Figure 3-52.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-146
Figure 3-53.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-147
Figure 3-54.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-150
Figure 3-55.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-151
Figure 3-56.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-154
Figure 3-57.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-155
Figure 3-58.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-050A . . . . .	3-158
Figure 3-59.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-050A . . . . .	3-159
Figure 3-60.	Selected Nodal Locations for Normal Conditions of Transport – Model AOS-100 . . . . .	3-163
Figure 3-61.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-166
Figure 3-62.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-167
Figure 3-63.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-170
Figure 3-64.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-171
Figure 3-65.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-173
Figure 3-66.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-175
Figure 3-67.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-178
Figure 3-68.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-179
Figure 3-69.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-182
Figure 3-70.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-183
Figure 3-71.	Selected Nodal Locations for Fire Condition – Model AOS-100 . . . . .	3-185
Figure 3-72.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Cavity Shell, Cask Lid, Cask Lid Plug, Bottom Plate, and Tungsten Alloy – Models AOS-100A and AOS-100A-S . . . . .	3-186
Figure 3-73.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Lid Seal Area, Cask Vent Port, Cask Drain Port, and Test Port – Models AOS-100A and AOS-100A-S . . . . .	3-187
Figure 3-74.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Outer Shell and Impact Limiter – Models AOS-100A and AOS-100A-S . . . . .	3-188
Figure 3-75.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-191
Figure 3-76.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-192
Figure 3-77.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-195

Figure 3-78.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-196
Figure 3-79.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-199
Figure 3-80.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-200
Figure 3-81.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-203
Figure 3-82.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-204
Figure 3-83.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-207
Figure 3-84.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-208
Figure 3-85.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Models AOS-100A and AOS-100A-S . . . . .	3-211
Figure 3-86.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Models AOS-100A and AOS-100A-S . . . . .	3-212
Figure 3-87.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-100B . .	3-216
Figure 3-88.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-100B . .	3-217
Figure 3-89.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B . . . . .	3-220
Figure 3-90.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-100B . . . . .	3-221
Figure 3-91.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-100B . . . . .	3-223
Figure 3-92.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Entire Model – Model AOS-100B . . . . .	3-225
Figure 3-93.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-100B . .	3-228
Figure 3-94.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-100B . . .	3-229
Figure 3-95.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-100B . .	3-232
Figure 3-96.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-100B . . .	3-233
Figure 3-97.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Cavity Shell, Cask Lid, Cask Lid Plug, Bottom Plate, and Carbon Steel – Model AOS-100B . . . . .	3-235
Figure 3-98.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Lid Seal Area, Cask Vent Port, Cask Drain Port, and Test Port – Model AOS-100B . . . . .	3-236
Figure 3-99.	Fire for 30 Minutes and Post Fire Cool Down for 7.5 Hours, Temperature versus Time, for Cask Outer Shell and Impact Limiter – Model AOS-100B . . .	3-237
Figure 3-100.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Entire Model – Model AOS-100B . . . . .	3-240
Figure 3-101.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Cask Model – Model AOS-100B . . . . .	3-241
Figure 3-102.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B . . . . .	3-244
Figure 3-103.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-100B . . . . .	3-245
Figure 3-104.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B . . . . .	3-248
Figure 3-105.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-100B . . . . .	3-249
Figure 3-106.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B . . . . .	3-252
Figure 3-107.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Cask Model – Model AOS-100B . . . . .	3-253
Figure 3-108.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B . . . . .	3-256

Figure 3-109.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Cask – Model AOS-100B	3-257
Figure 3-110.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Model – Model AOS-100B	3-260
Figure 3-111.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Entire Cask – Model AOS-100B	3-261
Figure 3-112.	SS304 Stainless Steel Thermal Conductivity	3-270
Figure 3-113.	SS304 Stainless Steel Specific Heat	3-271
Figure 3-114.	Tungsten Alloy Conductivity	3-272
Figure 3-115.	Tungsten Alloy Specific Heat	3-273
Figure 3-116.	SA-105 Carbon Steel Conductivity	3-275
Figure 3-117.	SA-105 Carbon Steel Specific Heat	3-276
Figure 3-118.	Air Conductivity	3-278
Figure 3-119.	Air Specific Heat	3-279
Figure 3-120.	Air Density	3-280
Figure 3-121.	Normal Conditions of Transport Model Dimensions – Model AOS-025	3-281
Figure 3-122.	Normal Conditions of Transport Model Dimensions – Model AOS-050	3-282
Figure 3-123.	Normal Conditions of Transport Model Dimensions – Model AOS-100	3-283
Figure 3-124.	Applied 30-ft. Drop Deformations – Model AOS-025	3-284
Figure 3-125.	Applied 30-ft. Drop Deformations – Model AOS-050	3-285
Figure 3-126.	Applied 30-ft. Drop Deformations – Model AOS-100	3-285
Figure 3-127.	Hypothetical Accident Conditions of Transport Model Dimensions – Model AOS-025	3-286
Figure 3-128.	Hypothetical Accident Conditions of Transport Model Dimensions – Model AOS-050	3-287
Figure 3-129.	Hypothetical Accident Conditions of Transport Model Dimensions – Model AOS-100	3-288
Figure 3-130.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Model AOS-025	3-289
Figure 3-131.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Model AOS-050	3-290
Figure 3-132.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Model AOS-100	3-291
Figure 3-133.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Model AOS-025	3-292
Figure 3-134.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Model AOS-050	3-293
Figure 3-135.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Model AOS-100	3-294
Figure 3-136.	Configuration 1, Impact Limiters with 30-Ft. Head-On Drop Deformation – Model AOS-100A FEA Model	3-297
Figure 3-137.	Configuration 2, Impact Limiters with No Deformations – Model AOS-100A FEA Model	3-298
Figure 3-138.	Configuration 3, Impact Limiters with Full Crush Deformations from Three (3) Directions of Drop Applied Simultaneously – Model AOS-100A FEA Model	3-299
Figure 3-139.	Analysis FEA Model, Normal Conditions of Transport – Model AOS-025	3-302
Figure 3-140.	Analysis FEA Model, Normal Conditions of Transport – Model AOS-050	3-303
Figure 3-141.	Analysis FEA Model, Normal Conditions of Transport – Model AOS-100A	3-304
Figure 3-142.	Analysis FEA Model, Hypothetical Accident Conditions of Transport – Model AOS-025	3-305
Figure 3-143.	Analysis FEA Model, Hypothetical Accident Conditions of Transport – Model AOS-050	3-306
Figure 3-144.	Analysis FEA Model, Hypothetical Accident Conditions of Transport – Model AOS-100A	3-307
Figure 3-145.	Equivalent Conductivity at Enclosed Gaps 0.0118, 0.0124, 0.0176, 0.0147, 0.0403, and 0.0108 in. – Model AOS-025A	3-310
Figure 3-146.	Equivalent Conductivity at Enclosed Gaps 0.0140, 0.0150, 0.0250, 0.0190, 0.0710, and 0.0120 in. – Model AOS-050A	3-312
Figure 3-147.	Equivalent Conductivity at Enclosed Gaps 0.0170, 0.0200, 0.0290, and 0.0130 in. – Model AOS-100A	3-314
Figure 3-148.	Equivalent Conductivity at Enclosed Gaps 0.0400 and 0.1310 in. – Model AOS-100A	3-315
Figure 3-149.	Equivalent Conductivity at Enclosed Gaps 0.0170, 0.0200, 0.0290, and 0.0130 in. – Model AOS-100B	3-318

Figure 3-150.	Equivalent Conductivity at Enclosed Gaps 0.0400 and 0.1310 in. – Model AOS-100B . . . . .	3-319
Figure 3-151.	Air Kinematic Viscosity . . . . .	3-321
Figure 3-152.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Model AOS-025 . . . . .	3-326
Figure 3-153.	Surface Convective Coefficients at 100°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-328
Figure 3-154.	Surface Convective Coefficients at -20°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-330
Figure 3-155.	Surface Convective Coefficients at -40°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-332
Figure 3-156.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Model AOS-050 . . . . .	3-334
Figure 3-157.	Surface Convective Coefficients at 100°F Ambient Temperature for Surfaces 1, 2, 3, and 11, Normal Conditions of Transport – Model AOS-050 . . . . .	3-336
Figure 3-158.	Surface Convective Coefficients at 100°F Ambient Temperature for Surfaces 4, 5, and 6, Normal Conditions of Transport – Model AOS-050 . . . . .	3-337
Figure 3-159.	Surface Convective Coefficients at -20°F Ambient Temperature for Surfaces 1, 2, 3, and 11, Normal Conditions of Transport – Model AOS-050 . . . . .	3-339
Figure 3-160.	Surface Convective Coefficients at -20°F Ambient Temperature for Surfaces 4, 5, and 6, Normal Conditions of Transport – Model AOS-050 . . . . .	3-340
Figure 3-161.	Surface Convective Coefficients at -40°F Ambient Temperature for Surfaces 1, 2, 3, and 11, Normal Conditions of Transport – Model AOS-050 . . . . .	3-342
Figure 3-162.	Surface Convective Coefficients at -40°F Ambient Temperature for Surfaces 4, 5, and 6, Normal Conditions of Transport – Model AOS-050 . . . . .	3-343
Figure 3-163.	Cask Assembly External Surface Identification, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-345
Figure 3-164.	Surface Convective Coefficients at 100°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-347
Figure 3-165.	Surface Convective Coefficients at -20°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-349
Figure 3-166.	Surface Convective Coefficients at -40°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-351
Figure 3-167.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Model AOS-025 . . . . .	3-352
Figure 3-168.	Surface Convective Coefficients at 100°F Ambient Temperature, Fire Condition – Model AOS-025 . . . . .	3-354
Figure 3-169.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Model AOS-050 . . . . .	3-356
Figure 3-170.	Surface Convective Coefficients at 100°F Ambient Temperature for Surfaces 3, 4, 5, 6, 8, and 11, Hypothetical Accident Conditions of Transport – Model AOS-050 . . . . .	3-358
Figure 3-171.	Cask Assembly External Surface Identification, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100B. . . . .	3-360
Figure 3-172.	Surface Convective Coefficients at 100°F Ambient Temperature, Fire Condition – Models AOS-100A and AOS-100B. . . . .	3-362
Figure 3-173.	Surface Convective Coefficients under Fire Condition at 1,475°F Environment – All Models . . . . .	3-364
Figure 3-174.	Maximum Decay Heat, 100°F Ambient, 24-Hour Transient with 12-Hour Solar Heat and 12-Hour Cool-Down Cycle, Maximum Temperature for Foam Inside Impact Limiter, Node 9952 – Model AOS-025A . . . . .	3-371
Figure 3-175.	Maximum Decay Heat, 100°F Ambient, 24-Hour Transient with 12-Hour Solar Heat and 12-Hour Cool-Down Cycle, Maximum Temperature for Foam Inside Impact Limiter, Node 9413 – Model AOS-050A . . . . .	3-372
Figure 3-176.	Maximum Decay Heat, 100°F Ambient, 24-Hour Transient with 12-Hour Solar Heat and 12-Hour Cool-Down Cycle, Maximum Temperature for Foam Inside Impact Limiter, Node 9079 – Model AOS-100A . . . . .	3-373

Figure 3-177. Maximum Decay Heat, 100°F Ambient, 24-Hour Transient with 12-Hour Solar Heat and 12-Hour Cool-Down Cycle, Maximum Temperature for Foam Inside Impact Limiter, Node 9079 – Model AOS-100B	3-374
Figure 3-178. Case 1 – Temperature	3-419
Figure 3-179. Case 2 – Temperature	3-420
Figure 3-180. Case 3 – Temperature	3-421
Figure 3-181. Case 1 – Maximum Principal Stress at Cask Lid Corner.	3-422
Figure 3-182. Case 2 – Maximum Principal Stress at Cask Lid Corner.	3-423
Figure 3-183. Case 3 – Maximum Principal Stress at Cask Lid Corner.	3-424
Figure 3-184. Typical Thermal Test Setup	3-426
Figure 3-185. Test Cask Modeling Features	3-428
Figure 3-186. Instrument Cask Inside Pit	3-429
Figure 3-187. Temperature versus Time – Heat Cycle for Thermocouples 3 through 12	3-431
Figure 3-188. Temperature versus Time – Heat Cycle for Thermocouples 10 through 16	3-431
Figure 3-189. Temperature versus Time – Cooling Cycle for Thermocouples 3 through 12.	3-432
Figure 3-190. Temperature versus Time – Cooling Cycle for Thermocouples 10 through 16.	3-432
Figure 3-191. Verification Analysis – Axisymmetric (2D) Model of Test Cask.	3-433
Figure 3-192. Verification Analysis – Heat Cycle Boundary Conditions	3-434
Figure 3-193. Verification Analysis – Cooling Cycle Boundary Conditions	3-434
Figure 3-194. Comparison Test Data versus Analytical Results – Center, Cask Bottom	3-435
Figure 3-195. Comparison Test Data versus Analytical Results – Center, Inside Cask Lid Surface.	3-435
Figure 3-196. Comparison Test Data versus Analytical Results – Center, Outside Cask Lid Surface	3-436
Figure 3-197. Comparison Test Data versus Analytical Results – Middle, Cask Cavity Wall	3-436
Figure 3-198. Comparison Test Data versus Analytical Results – Middle, Outside Wall.	3-437
Figure 3-199. Comparison Test Data versus Analytical Results – Cask Drain Port Area	3-437
Figure 3-200. Comparison Test Data versus Analytical Results – Cask Vent Port Area.	3-438
Figure 3-201. Comparison Test Data versus Analytical Results – Test Port Area	3-438
Figure 3-202. Boundary Nodes Excerpt, Copper Seal Locations – Model AOS-100.	3-861
Figure 3-203. Cask Lid Metallic Seal, Test Port, Cask Vent Port, Cask Vent Port Seal, and Cask Vent Port Conical Seal Boundary Node Detail – Model AOS-100	3-862
Figure 3-204. Cask Drain Port, Cask Drain Port Seal, and Cask Drain Port Conical Seal Boundary Node Detail – Model AOS-100	3-863

#### 4. Containment

Figure 4-1. Containment Boundary (Cask Lid Metallic Seal Shown)	4-2
Figure 4-2. Typical Corner Cask Cavity Shell Weld Joint Configuration – All Models	4-3
Figure 4-3. Typical Port Plug Configuration	4-5
Figure 4-4. Cask Lid Elastomeric and Metallic Seals	4-6
Figure 4-5. Cask Lid Showing the Cask Lid Metallic Seal Installed – Attachment by way of Four (4) Screws, and Leak-Testing Hole	4-7
Figure 4-6. Cask Lid, Cask Lid Attachment Bolt, and Cask Temperature Evaluation Nodes	4-8
Figure 4-7. Impact Response Spectrum for SDOF System – Half-Sine Pulse Shape, No Damping, All Models	4-50

#### 5. Shielding Evaluation

Figure 5-1. Cross-Sectional View of Cask Components	5-1
Figure 5-2. Cask Component Half-Height – All Models	5-3
Figure 5-3. MCNP6 Geometry Model	5-9
Figure 5-4. MCNP6 Point Source Locations	5-12
Figure 5-5. Shielding Model Tallies for Top Source Location	5-13
Figure 5-6. Shielding Model Tallies for Side Source Location	5-14
Figure 5-7. Shielding Model Tallies for Corner Source Location	5-14
Figure 5-8. MCNP6 Volume Source Location/Geometries	5-44
Figure 5-9. Exclusive Use MCNP Tally Locations	5-57
Figure 5-10. Simplified 1D Dose Rate Calculations.	5-58
Figure 5-11. Impact Limiter Gap Dose Rate Locations – Model AOS-050A	5-61

Figure 5-12.	Impact Limiter Gap Dose Rate Locations – Models AOS-100A, AOS-100A-S, and AOS-100B . . . . .	5-61
Figure 5-13.	Impact Limiter Gap Dose Rate Locations – Ir-194 (Model AOS-050A) and Co-60-C (Models AOS-100A and AOS-100A-S) . . . . .	5-65
Figure 5-14.	Example Cross-Sectional View Showing Impact Limiter Recessed Regions – Models AOS-100A and AOS-100B Shown . . . . .	5-66
Figure 5-15.	Transport Package Surface Tallies – Model AOS-025A . . . . .	5-69
Figure 5-16.	Transport Package Surface Tallies – Model AOS-050A . . . . .	5-71
Figure 5-17.	Recessed Region Model – Model AOS-050A . . . . .	5-74
Figure 5-18.	1-m TI Tallies – Models AOS-100A and AOS-100A-S . . . . .	5-76
Figure 5-19.	1-m TI Tallies – Model AOS-100B. . . . .	5-79

## 6. Criticality Evaluation

There are no figures in Chapter 6.

## 7. Package Operations

Figure 7-1.	Isometric View – Model AOS-025A . . . . .	7-2
Figure 7-2.	Isometric View – Model AOS-050A . . . . .	7-3
Figure 7-3.	Isometric View – Models AOS-100A and AOS-100B . . . . .	7-4
Figure 7-3a.	Isometric View – Model AOS-100A-S . . . . .	7-5
Figure 7-4.	Typical Vacuum Drying System Setup and Equipment. . . . .	7-11
Figure 7-5.	Latch Pin Security Seal . . . . .	7-15
Figure 7-6.	Turnbuckle Security Seal . . . . .	7-16
Figure 7-7.	Shipping Cage Security Seal. . . . .	7-17
Figure 7-8.	Example Dose Rate/Decay Heat Calculation Sheet (Model AOS-100A Non-Exclusive Shipment Version Shown). . . . .	7-27

## 8. Acceptance Tests and Maintenance Program

Figure 8-1.	Typical Thermal Test Setup . . . . .	8-16
Figure 8-2.	Cask Lid Showing the Cask Lid Metallic Seal Installed – Attachment by way of Four (4) Screws, and Leak-Testing Hole . . . . .	8-18

## 9. Quality Assurance Program

There are no figures in Chapter 9.



# TABLES

## 1. General Information

Table 1-1.	AOS Transport Packaging System Dimensions and Maximum Authorized Package Weight – All Models . . . . .	1-7
Table 1-2.	10 CFR 71.47(a) Activity Limits (All Isotopes Except Ir-192 and Ir-194) – All Models . . . . .	1-14
Table 1-2a.	10 CFR 71.47(a) Ir-192 and Ir-194 Activity Limits – All Models . . . . .	1-15
Table 1-2b.	10 CFR 71.47(b) Activity Limits – Model AOS-100A and AOS-100A-S . . . . .	1-16
Table 1-3.	Content Limitations – All Models . . . . .	1-16
Table 1-4.	AOS Transport Packaging System Analyses Summary – All Models . . . . .	1-18
Table 1-5.	AOS Transport Packaging System Certification Drawing List – All Models . . . . .	1-23

## 2. Structural Evaluation

Table 2-1.	Summary of Load Combinations for Normal and Hypothetical Accident Conditions of Transport . . . . .	2-10
Table 2-2.	Buckling Stress Values – All Models . . . . .	2-14
Table 2-3.	$P_m$ and $P_b$ Stress Monitoring Section Elements – All Models . . . . .	2-18
Table 2-4.	Load Cases . . . . .	2-19
Table 2-5.	Load Case Designation Summary . . . . .	2-20
Table 2-6.	Load Combinations . . . . .	2-21
Table 2-7.	AOS Transport Packaging System Maximum Authorized Package Weight and $C_g$ Locations – All Models . . . . .	2-23
Table 2-8.	Applicable Codes and Standards for Design, Fabrication, and Testing of the AOS Transport Packaging System . . . . .	2-27
Table 2-9.	Stainless Steel Mechanical Properties (Reference [2.5]) . . . . .	2-30
Table 2-10.	Cask Lid Attachment Bolt Mechanical Properties (Reference [2.5]) . . . . .	2-31
Table 2-11.	Tungsten Alloy Material Mechanical Properties . . . . .	2-32
Table 2-12.	Carbon Steel (SA-105) Material Mechanical Properties (Reference [2.5]) . . . . .	2-32
Table 2-13.	Trunnion Screw Mechanical Properties (Reference [2.5]) – All Models . . . . .	2-33
Table 2-14.	LAST-A-FOAM FR-3700 Series Foam Dynamic Strength, psi, Parallel to Direction of Rise – All Models . . . . .	2-34
Table 2-15.	LAST-A-FOAM FR-3700 Series Foam Dynamic Strength, psi, Perpendicular to Direction of Rise – All Models . . . . .	2-35
Table 2-16.	Permanent Dissimilar Metal Joints within Cask Component . . . . .	2-36
Table 2-17.	Temporary Dissimilar Metal Joints within Cask Component . . . . .	2-36
Table 2-18.	Material Selection of Major AOS Transport Packaging System Components (Typical) . . . . .	2-39
Table 2-19.	Examination Program Summary . . . . .	2-42
Table 2-20.	Lifting Load Analysis – All Models . . . . .	2-47
Table 2-21.	Average Bearing Stress – All Models . . . . .	2-49
Table 2-22.	Maximum Shear Stress, $S_V$ – All Models . . . . .	2-50
Table 2-23.	Calculation of Shipping Cage Margins of Safety – All Models . . . . .	2-53
Table 2-24.	Boundary Forces – Model AOS-025 . . . . .	2-62
Table 2-25.	Boundary Forces – Model AOS-050 . . . . .	2-63
Table 2-26.	Boundary Forces – Model AOS-100 . . . . .	2-64
Table 2-27.	Mechanical Connector Impact Load Summary – All Models . . . . .	2-65
Table 2-28.	Mechanical Connector Loads for 10g Inertia Force – All Models . . . . .	2-65
Table 2-29.	Transport Package Thermal Environment Conditions – All Models . . . . .	2-74
Table 2-30.	Temperature Summary of Normal Conditions of Transport – All Models . . . . .	2-76
Table 2-31.	Maximum Cask Cavity Pressure Due to Normal Conditions of Transport – All Models . . . . .	2-76
Table 2-32.	Stresses Resulting from Load Combinations Associated with Heat Environment under Normal Conditions of Transport – All Models . . . . .	2-79
Table 2-33.	Stresses Resulting from Load Combinations Associated with Cold Environment under Normal Conditions of Transport – All Models . . . . .	2-79
Table 2-34.	Free-Drop Distance – All Models . . . . .	2-82
Table 2-35.	Maximum Displacements in Free Drops, Normal Conditions of Transport – All Models . . . . .	2-82
Table 2-36.	Load Cases under Normal Conditions of Transport Structural Evaluation Results – All Models . . . . .	2-87

Table 2-37.	Load Combinations under Normal Conditions of Transport Structural Evaluation Results – All Models . . . . .	2-88
Table 2-38.	Min MS for Normal Conditions of Transport – Model AOS-025A . . . . .	2-90
Table 2-39.	Min MS for Normal Conditions of Transport – Model AOS-050A . . . . .	2-90
Table 2-40.	Min MS for Normal Conditions of Transport – Model AOS-100A and AOS-100A-S . . . . .	2-91
Table 2-41.	Min MS for Normal Conditions of Transport – Model AOS-100B . . . . .	2-91
Table 2-42.	Side-Drop Analysis and Test, Radial Displacement at Impact Limiters 1 and 2 – AOS-165A Prototype . . . . .	2-114
Table 2-43.	Support Displacements – AOS-165A Prototype . . . . .	2-115
Table 2-44.	Slap-Down Drop Analysis and Test, Radial Displacement at Impact Limiters 1 and 2 – AOS-165A Prototype . . . . .	2-118
Table 2-45.	9-m (30-ft.) Drop Analyses Conducted upon Each Cask Model . . . . .	2-121
Table 2-46.	Shipping Cage Weights Used in LIBRA-AGS Dynamic Response Analyses . . . . .	2-137
Table 2-47.	Loads and Accelerations Determined in Drop Analysis Impact – Model AOS-025 . . . . .	2-139
Table 2-48.	Loads and Accelerations Applied in Cask Stress Analyses – Model AOS-025 . . . . .	2-140
Table 2-49.	Loads Determined in Drop Impact Analyses – Model AOS-050 . . . . .	2-141
Table 2-50.	Loads and Accelerations Applied in Cask Stress Analyses – Model AOS-050 . . . . .	2-142
Table 2-51.	Loads Determined in Drop Analysis – Model AOS-100 . . . . .	2-143
Table 2-52.	Loads and Accelerations Applied in Cask Stress Analyses – Model AOS-100 . . . . .	2-144
Table 2-53.	Temperature Summary of Fire Condition – All Models . . . . .	2-148
Table 2-54.	Maximum Cask Cavity Pressure Due to Fire Condition – All Models . . . . .	2-148
Table 2-55.	Load Cases Associated with Thermal Stresses under Hypothetical Accident Conditions of Transport – All Models . . . . .	2-150
Table 2-56.	Load Combinations Associated with Thermal Stresses under Hypothetical Accident Conditions of Transport – All Models . . . . .	2-151
Table 2-57.	Stresses Resulting from Additional Increased External Pressure under Hypothetical Accident Conditions of Transport – All Models . . . . .	2-152
Table 2-58.	Load Cases Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – All Models . . . . .	2-154
Table 2-59.	Load Combinations Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – All Models . . . . .	2-155
Table 2-60.	Min MS for Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-156
Table 2-61.	Min MS for Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-156
Table 2-62.	Min MS for Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-157
Table 2-63.	Min MS for Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-157
Table 2-64.	Load Cases Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-025A . . . . .	2-162
Table 2-65.	Load Combinations Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-025A . . . . .	2-163
Table 2-66.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-025A . . . . .	2-164
Table 2-67.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Normal Conditions of Transport – Model AOS-025A . . . . .	2-166
Table 2-68.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-025A . . . . .	2-168
Table 2-69.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-025A . . . . .	2-170
Table 2-70.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-025A . . . . .	2-172
Table 2-71.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-025A . . . . .	2-174
Table 2-72.	Load Case 201, Internal Design Pressure, 207 kPa (30 psia), Normal Conditions of Transport – Model AOS-025A . . . . .	2-176
Table 2-73.	Load Case 202, Minimum External Pressure, 24 kPa (3.5 psia), Normal Conditions of Transport – Model AOS-025A . . . . .	2-178
Table 2-74.	Load Case 203, Maximum Increased External Pressure, 140 kPa (20 psia), Normal Conditions of Transport – Model AOS-025A . . . . .	2-180

Table 2-75.	Load Case 204, Additional Increased External Pressure, 2 MPa (290 psia), Normal Conditions of Transport – Model AOS-025A. . . . .	2-182
Table 2-76.	Load Case 211, Fabrication Stress, Normal Conditions of Transport – Model AOS-025A. . . . .	2-184
Table 2-77.	Load Case 215, Compression Load (5x weight), Normal Conditions of Transport – Model AOS-025A. . . . .	2-186
Table 2-78.	Load Case 216, Rod Drop onto Cask, Normal Conditions of Transport – Model AOS-025A. . . . .	2-188
Table 2-79.	Load Case 221, Forward 10g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-025A. . . . .	2-190
Table 2-80.	Load Case 222, Lateral 5g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-025A. . . . .	2-192
Table 2-81.	Load Case 223, Vertical 2g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-025A. . . . .	2-194
Table 2-82.	Load Case 231, 4-ft. Head-On Drop, Normal Conditions of Transport – Model AOS-025A. . . . .	2-196
Table 2-83.	Load Case 232, 30-ft. Head-On Drop Impact Test, Normal Conditions, Normal Conditions of Transport – Model AOS-025A. . . . .	2-198
Table 2-84.	Load Combination 101, Hot Environment, Normal Conditions of Transport – Model AOS-025A. . . . .	2-200
Table 2-85.	Load Combination 102, Cold Environment, Normal Conditions of Transport – Model AOS-025A. . . . .	2-202
Table 2-86.	Load Combination 103, Increased External Pressure, Normal Conditions of Transport – Model AOS-025A. . . . .	2-204
Table 2-87.	Load Combination 104, Minimum External Pressure, Normal Conditions of Transport – Model AOS-025A. . . . .	2-206
Table 2-88.	Load Combination 105, Cold Environment with Maximum Decay Heat, Normal Conditions of Transport – Model AOS-025A. . . . .	2-208
Table 2-89.	Load Combination 106, Maximum Pressure, Hot Environment, Normal Conditions of Transport – Model AOS-025A. . . . .	2-210
Table 2-90.	Load Combination 107, Maximum Pressure, Cold Environment, Normal Conditions of Transport – Model AOS-025A. . . . .	2-212
Table 2-91.	Load Combination 215, Compression Load, Normal Conditions of Transport – Model AOS-025A. . . . .	2-214
Table 2-92.	Load Combination 216, Rod Drop, Normal Conditions of Transport – Model AOS-025A. . . . .	2-216
Table 2-93.	Load Combination 217, Rod Drop, Cold Environment, Normal Conditions of Transport – Model AOS-025A. . . . .	2-218
Table 2-94.	Load Combination 221, Forward Vibration, Normal Conditions of Transport – Model AOS-025A. . . . .	2-220
Table 2-95.	Load Combination 222, Lateral Vibration, Normal Conditions of Transport – Model AOS-025A. . . . .	2-222
Table 2-96.	Load Combination 223, Vertical Vibration, Normal Conditions of Transport – Model AOS-025A. . . . .	2-224
Table 2-97.	Load Combination 224, Forward Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-025A. . . . .	2-226
Table 2-98.	Load Combination 225, Lateral Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-025A. . . . .	2-228
Table 2-99.	Load Combination 226, Vertical Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-025A. . . . .	2-230
Table 2-100.	Load Combination 231, 4-ft. Head-On Drop, Normal Conditions, Normal Conditions of Transport – Model AOS-025A. . . . .	2-232
Table 2-101.	Load Combination 232, 30-ft. Head-On Drop, Normal Conditions (Impact Test), Normal Conditions of Transport – Model AOS-025A. . . . .	2-234
Table 2-102.	Load Combination 233, 4-ft. Drop at Cold Temperature, Normal Conditions of Transport – Model AOS-025A. . . . .	2-236
Table 2-103.	Load Cases Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-025A. . . . .	2-238

Table 2-104.	Load Combinations Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-239
Table 2-105.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-240
Table 2-106.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . .	2-242
Table 2-107.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . .	2-244
Table 2-108.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . .	2-246
Table 2-109.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . .	2-248
Table 2-110.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . .	2-250
Table 2-111.	Load Case 301, 30-ft. Head-On Drop, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-252
Table 2-112.	Load Case 302, 30-ft. Side Drop + Slap-Down, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-254
Table 2-113.	Load Case 303, 30-ft. Cg/Corner Drop, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-256
Table 2-114.	Load Case 304, 30-ft. Head-On Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-258
Table 2-115.	Load Case 305, 30-ft. Side Drop + Slap-Down at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-260
Table 2-116.	Load Case 306, 30-ft. Cg/Corner Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-262
Table 2-117.	Load Case 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-264
Table 2-118.	Load Combination 301, Head-On Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-266
Table 2-119.	Load Combination 302, Side Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-268
Table 2-120.	Load Combination 303, Cg/Corner Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-270
Table 2-121.	Load Combination 304, Head-On Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-272
Table 2-122.	Load Combination 305, Side Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-274
Table 2-123.	Load Combination 306, Cg/Corner Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-276
Table 2-124.	Load Combination 310, Additional Increased External Pressure (290 psi), Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-278
Table 2-125.	Load Combination 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-280
Table 2-126.	Load Combination 312, 4-ft. Drop onto Rod at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-282
Table 2-127.	Load Combination 350, Fire at 30 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-284
Table 2-128.	Load Combination 351, Post Fire at 60 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-286
Table 2-129.	Load Combination 352, Post Fire at 90 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-288
Table 2-130.	Load Combination 353, Post Fire at 120 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-290
Table 2-131.	Load Combination 354, Post Fire at 150 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-292
Table 2-132.	Load Combination 355, Post Fire at 180 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-025A . . . . .	2-294

Table 2-133.	Load Cases Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-050A . . . . .	2-296
Table 2-134.	Load Combinations Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-050A . . . . .	2-297
Table 2-135.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-050A. . . . .	2-298
Table 2-136.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Normal Conditions of Transport – Model AOS-050A. . . . .	2-300
Table 2-137.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-050A. . . . .	2-302
Table 2-138.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-050A. . . . .	2-304
Table 2-139.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-050A. . . . .	2-306
Table 2-140.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-050A. . . . .	2-308
Table 2-141.	Load Case 201, Internal Design Pressure, 414 kPa (60 psia), Normal Conditions of Transport – Model AOS-050A. . . . .	2-310
Table 2-142.	Load Case 202, Minimum External Pressure, 24 kPa (3.5 psia), Normal Conditions of Transport – Model AOS-050A. . . . .	2-312
Table 2-143.	Load Case 203, Maximum Increased External Pressure, 140 kPa (20 psia), Normal Conditions of Transport – Model AOS-050A. . . . .	2-314
Table 2-144.	Load Case 204, Additional Increased External Pressure, 2 MPa (290 psia), Normal Conditions of Transport – Model AOS-050A. . . . .	2-316
Table 2-145.	Load Case 211, Fabrication Stress, Normal Conditions of Transport – Model AOS-050A. . . . .	2-318
Table 2-146.	Load Case 215, Compression Load (5x weight), Normal Conditions of Transport – Model AOS-050A. . . . .	2-320
Table 2-147.	Load Case 216, Rod Drop onto Cask, Normal Conditions of Transport – Model AOS-050A. . . . .	2-322
Table 2-148.	Load Case 221, Forward 10g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-050A. . . . .	2-324
Table 2-149.	Load Case 222, Lateral 5g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-050A. . . . .	2-326
Table 2-150.	Load Case 223, Vertical 2g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-050A. . . . .	2-328
Table 2-151.	Load Case 231, 4-ft. Head-On Drop, Normal Conditions of Transport – Model AOS-050A . . . . .	2-330
Table 2-152.	Load Case 232, 30-ft. Head-On Drop Impact Test, Normal Conditions, Normal Conditions of Transport – Model AOS-050A. . . . .	2-332
Table 2-153.	Load Combination 101, Hot Environment, Normal Conditions of Transport – Model AOS-050A. . . . .	2-334
Table 2-154.	Load Combination 102, Cold Environment, Normal Conditions of Transport – Model AOS-050A. . . . .	2-336
Table 2-155.	Load Combination 103, Increased External Pressure, Normal Conditions of Transport – Model AOS-050A. . . . .	2-338
Table 2-156.	Load Combination 104, Minimum External Pressure, Normal Conditions of Transport – Model AOS-050A. . . . .	2-340
Table 2-157.	Load Combination 105, Cold Environment with Maximum Decay Heat, Normal Conditions of Transport – Model AOS-050A. . . . .	2-342
Table 2-158.	Load Combination 106, Maximum Pressure, Hot Environment, Normal Conditions of Transport – Model AOS-050A. . . . .	2-344
Table 2-159.	Load Combination 107, Maximum Pressure, Cold Environment, Normal Conditions of Transport – Model AOS-050A. . . . .	2-346
Table 2-160.	Load Combination 215, Compression Load, Normal Conditions of Transport – Model AOS-050A. . . . .	2-348
Table 2-161.	Load Combination 216, Rod Drop, Normal Conditions of Transport – Model AOS-050A. . . . .	2-350
Table 2-162.	Load Combination 217, Rod Drop, Cold Environment, Normal Conditions of Transport – Model AOS-050A. . . . .	2-352

Table 2-163.	Load Combination 221, Forward Vibration, Normal Conditions of Transport – Model AOS-050A. . . . .	2-354
Table 2-164.	Load Combination 222, Lateral Vibration, Normal Conditions of Transport – Model AOS-050A. . . . .	2-356
Table 2-165.	Load Combination 223, Vertical Vibration, Normal Conditions of Transport – Model AOS-050A. . . . .	2-358
Table 2-166.	Load Combination 224, Forward Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-050A. . . . .	2-360
Table 2-167.	Load Combination 225, Lateral Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-050A. . . . .	2-362
Table 2-168.	Load Combination 226, Vertical Vibration at Cold Temperature, Normal Conditions of Transport – Model AOS-050A. . . . .	2-364
Table 2-169.	Load Combination 231, 4-ft. Head-On Drop, Normal Conditions, Normal Conditions of Transport – Model AOS-050A. . . . .	2-366
Table 2-170.	Load Combination 232, 30-ft. Head-On Drop, Normal Conditions (Impact Test), Normal Conditions of Transport – Model AOS-050A. . . . .	2-368
Table 2-171.	Load Combination 233, 4-ft. Drop at Cold Temperature, Normal Conditions of Transport – Model AOS-050A. . . . .	2-370
Table 2-172.	Load Cases Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-372
Table 2-173.	Load Combinations Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-373
Table 2-174.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-374
Table 2-175.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . .	2-376
Table 2-176.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . .	2-378
Table 2-177.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . .	2-380
Table 2-178.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . .	2-382
Table 2-179.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . .	2-384
Table 2-180.	Load Case 301, 30-ft. Head-On Drop, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-386
Table 2-181.	Load Case 302, 30-ft. Side Drop + Slap-Down, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-388
Table 2-182.	Load Case 303, 30-ft. Cg/Corner Drop, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-390
Table 2-183.	Load Case 304, 30-ft. Head-On Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-392
Table 2-184.	Load Case 305, 30-ft. Side Drop + Slap-Down at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-394
Table 2-185.	Load Case 306, 30-ft. Cg/Corner Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-396
Table 2-186.	Load Case 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-398
Table 2-187.	Load Combination 301, Head-On Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-400
Table 2-188.	Load Combination 302, Side Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-402
Table 2-189.	Load Combination 303, Cg/Corner Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-404
Table 2-190.	Load Combination 304, Head-On Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-406
Table 2-191.	Load Combination 305, Side Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-408

Table 2-192.	Load Combination 306, Cg/Corner Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-410
Table 2-193.	Load Combination 310, Additional Increased External Pressure (290 psi), Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-412
Table 2-194.	Load Combination 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-414
Table 2-195.	Load Combination 312, 4-ft. Drop onto Rod at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-416
Table 2-196.	Load Combination 350, Fire at 30 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-418
Table 2-197.	Load Combination 351, Post Fire at 60 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-420
Table 2-198.	Load Combination 352, Post Fire at 90 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-422
Table 2-199.	Load Combination 353, Post Fire at 120 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-424
Table 2-200.	Load Combination 354, Post Fire at 150 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-426
Table 2-201.	Load Combination 355, Post Fire at 180 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-428
Table 2-202.	Load Cases Associated with Allowable Stresses under Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-431
Table 2-203.	Load Combinations Associated with Allowable Stresses under Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-432
Table 2-204.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-433
Table 2-205.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-435
Table 2-206.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-437
Table 2-207.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-439
Table 2-208.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-441
Table 2-209.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-443
Table 2-210.	Load Case 201, Internal Design Pressure, 1,930 kPa (280 psia), Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-445
Table 2-211.	Load Case 202, Minimum External Pressure, 24 kPa (3.5 psia), Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-447
Table 2-212.	Load Case 203, Maximum Increased External Pressure, 140 kPa (20 psia), Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-449
Table 2-213.	Load Case 204, Additional Increased External Pressure, 2 MPa (290 psia), Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-451
Table 2-214.	Load Case 211, Fabrication Stress, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-453
Table 2-215.	Load Case 215, Compression Load (5x weight), Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-455
Table 2-216.	Load Case 216, Rod Drop onto Cask, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-457
Table 2-217.	Load Case 221, Forward 10g Vibration Inertia Load, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-459
Table 2-218.	Load Case 222, Lateral 5g Vibration Inertia Load, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-461
Table 2-219.	Load Case 223, Vertical 2g Vibration Inertia Load, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-463
Table 2-220.	Load Case 231, 3-ft. Head-On Drop, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-465

Table 2-221.	Load Case 232, 30-ft. Head-On Drop Impact Test, Normal Conditions, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-467
Table 2-222.	Load Combination 101, Hot Environment, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-469
Table 2-223.	Load Combination 102, Cold Environment, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-471
Table 2-224.	Load Combination 103, Increased External Pressure, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-473
Table 2-225.	Load Combination 104, Minimum External Pressure, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-475
Table 2-226.	Load Combination 105, Cold Environment with Maximum Decay Heat, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-477
Table 2-227.	Load Combination 106, Maximum Pressure, Hot Environment, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-479
Table 2-228.	Load Combination 107, Maximum Pressure, Cold Environment, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-481
Table 2-229.	Load Combination 215, Compression Load, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-483
Table 2-230.	Load Combination 216, Rod Drop, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-485
Table 2-231.	Load Combination 217, Rod Drop, Cold Environment, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-487
Table 2-232.	Load Combination 221, Forward Vibration, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-489
Table 2-233.	Load Combination 222, Lateral Vibration, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-491
Table 2-234.	Load Combination 223, Vertical Vibration, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-493
Table 2-235.	Load Combination 224, Forward Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-495
Table 2-236.	Load Combination 225, Lateral Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-497
Table 2-237.	Load Combination 226, Vertical Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-499
Table 2-238.	Load Combination 231, 3-ft. Head-On Drop, Normal Conditions, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-501
Table 2-239.	Load Combination 233, 3-ft. Drop at Cold Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-503
Table 2-240.	Load Cases Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-505
Table 2-241.	Load Combinations Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-506
Table 2-242.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-507
Table 2-243.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-509
Table 2-244.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-511
Table 2-245.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-513
Table 2-246.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-515
Table 2-247.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-517
Table 2-248.	Load Case 301, 30-ft. Head-On Drop, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S .....	2-519



Table 2-249.	Load Case 302, 30-ft. Side Drop + Slap-Down, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-521
Table 2-250.	Load Case 303, 30-ft. Cg/Corner Drop, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-523
Table 2-251.	Load Case 304, 30-ft. Head-On Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-525
Table 2-252.	Load Case 305, 30-ft. Side Drop + Slap-Down at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-527
Table 2-253.	Load Case 306, 30-ft. Cg/Corner Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-529
Table 2-254.	Load Case 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-531
Table 2-255.	Load Combination 301, Head-On Drop Orientation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-533
Table 2-256.	Load Combination 302, Side Drop Orientation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-535
Table 2-257.	Load Combination 303, Cg/Corner Drop Orientation, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-537
Table 2-258.	Load Combination 304, Head-On Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-539
Table 2-259.	Load Combination 305, Side Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-541
Table 2-260.	Load Combination 306, Cg/Corner Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-543
Table 2-261.	Load Combination 310, Additional Increased External Pressure (290 psi), Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-545
Table 2-262.	Load Combination 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-547
Table 2-263.	Load Combination 312, 4-ft. Drop onto Rod at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-549
Table 2-264.	Load Combination 350, Fire at 30 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-551
Table 2-265.	Load Combination 351, Post Fire at 60 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-553
Table 2-266.	Load Combination 352, Post Fire at 90 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-555
Table 2-267.	Load Combination 353, Post Fire at 120 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-557
Table 2-268.	Load Combination 354, Post Fire at 150 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-559
Table 2-269.	Load Combination 355, Post Fire at 180 Minutes, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S. . . . .	2-561
Table 2-270.	Load Cases Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-100B . . . . .	2-564
Table 2-271.	Load Combinations Associated with Allowable Stresses under Normal Conditions of Transport – Model AOS-100B . . . . .	2-565
Table 2-272.	Load Case 101, 100°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-100B. . . . .	2-566
Table 2-273.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Normal Conditions of Transport – Model AOS-100B. . . . .	2-568
Table 2-274.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-100B. . . . .	2-570
Table 2-275.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation, Normal Conditions of Transport – Model AOS-100B. . . . .	2-572
Table 2-276.	Load Case 105, -40°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-100B. . . . .	2-574
Table 2-277.	Load Case 106, -20°F Ambient, Maximum Decay Heat, Normal Conditions of Transport – Model AOS-100B. . . . .	2-576

Table 2-278.	Load Case 201, Internal Design Pressure, 1,930 kPa (280 psia), Normal Conditions of Transport – Model AOS-100B. . . . .	2-578
Table 2-279.	Load Case 202, Minimum External Pressure, 24 kPa (3.5 psia), Normal Conditions of Transport – Model AOS-100B. . . . .	2-580
Table 2-280.	Load Case 203, Maximum Increased External Pressure, 140 kPa (20 psia), Normal Conditions of Transport – Model AOS-100B. . . . .	2-582
Table 2-281.	Load Case 204, Additional Increased External Pressure, 2 MPa (290 psia), Normal Conditions of Transport – Model AOS-100B. . . . .	2-584
Table 2-282.	Load Case 211, Fabrication Stress, Normal Conditions of Transport – Model AOS-100B. . . . .	2-586
Table 2-283.	Load Case 215, Compression Load (5x weight), Normal Conditions of Transport – Model AOS-100B. . . . .	2-588
Table 2-284.	Load Case 216, Rod Drop onto Cask, Normal Conditions of Transport – Model AOS-100B. . . . .	2-590
Table 2-285.	Load Case 221, Forward 10g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-100B. . . . .	2-592
Table 2-286.	Load Case 222, Lateral 5g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-100B. . . . .	2-594
Table 2-287.	Load Case 223, Vertical 2g Vibration Inertia Load, Normal Conditions of Transport – Model AOS-100B. . . . .	2-596
Table 2-288.	Load Case 231, 3-ft. Head-On Drop, Normal Conditions of Transport – Model AOS-100B. . . . .	2-598
Table 2-289.	Load Case 232, 30-ft. Head-On Drop Impact Test, Normal Conditions, Normal Conditions of Transport – Model AOS-100B. . . . .	2-600
Table 2-290.	Load Combination 101, Hot Environment, Normal Conditions of Transport – Model AOS-100B. . . . .	2-602
Table 2-291.	Load Combination 102, Cold Environment, Normal Conditions of Transport – Model AOS-100B. . . . .	2-604
Table 2-292.	Load Combination 103, Increased External Pressure, Normal Conditions of Transport – Model AOS-100B. . . . .	2-606
Table 2-293.	Load Combination 104, Minimum External Pressure, Normal Conditions of Transport – Model AOS-100B. . . . .	2-608
Table 2-294.	Load Combination 105, Cold Environment with Maximum Decay Heat, Normal Conditions of Transport – Model AOS-100B. . . . .	2-610
Table 2-295.	Load Combination 106, Maximum Pressure, Hot Environment, Normal Conditions of Transport – Model AOS-100B. . . . .	2-612
Table 2-296.	Load Combination 107, Maximum Pressure, Cold Environment, Normal Conditions of Transport – Model AOS-100B. . . . .	2-614
Table 2-297.	Load Combination 215, Compression Load, Normal Conditions of Transport – Model AOS-100B. . . . .	2-616
Table 2-298.	Load Combination 216, Rod Drop, Normal Conditions of Transport – Model AOS-100B. . . . .	2-618
Table 2-299.	Load Combination 217, Rod Drop, Cold Environment, Normal Conditions of Transport – Model AOS-100B. . . . .	2-620
Table 2-300.	Load Combination 221, Forward Vibration, Normal Conditions of Transport – Model AOS-100B. . . . .	2-622
Table 2-301.	Load Combination 222, Lateral Vibration, Normal Conditions of Transport – Model AOS-100B. . . . .	2-624
Table 2-302.	Load Combination 223, Vertical Vibration, Normal Conditions of Transport – Model AOS-100B. . . . .	2-626
Table 2-303.	Load Combination 224, Forward Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100B. . . . .	2-628
Table 2-304.	Load Combination 225, Lateral Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100B. . . . .	2-630
Table 2-305.	Load Combination 226, Vertical Vibration at Cold Temperature, Normal Conditions of Transport – Models AOS-100B. . . . .	2-632
Table 2-306.	Load Combination 231, 3-ft. Head-On Drop, Normal Conditions, Normal Conditions of Transport – Model AOS-100B. . . . .	2-634
Table 2-307.	Load Combination 233, 3-ft. Drop at Cold Temperature, Normal Conditions of Transport – Models AOS-100B. . . . .	2-636

Table 2-308.	Load Cases Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-638
Table 2-309.	Load Combinations Associated with Allowable Stresses under Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-639
Table 2-310.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-640
Table 2-311.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-642
Table 2-312.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-644
Table 2-313.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-646
Table 2-314.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-648
Table 2-315.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-650
Table 2-316.	Load Case 301, 30-ft. Head-On Drop, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-652
Table 2-317.	Load Case 302, 30-ft. Side Drop + Slap-Down, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-654
Table 2-318.	Load Case 303, 30-ft. Cg/Corner Drop, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-656
Table 2-319.	Load Case 304, 30-ft. Head-On Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-658
Table 2-320.	Load Case 305, 30-ft. Side Drop + Slap-Down at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-660
Table 2-321.	Load Case 306, 30-ft. Cg/Corner Drop at -40°F, Low Temperature, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-662
Table 2-322.	Load Case 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-664
Table 2-323.	Load Combination 301, Head-On Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-666
Table 2-324.	Load Combination 302, Side Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-668
Table 2-325.	Load Combination 303, Cg/Corner Drop Orientation, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-670
Table 2-326.	Load Combination 304, Head-On Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-672
Table 2-327.	Load Combination 305, Side Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-674
Table 2-328.	Load Combination 306, Cg/Corner Drop Orientation at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-676
Table 2-329.	Load Combination 310, Additional Increased External Pressure (290 psi), Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-678
Table 2-330.	Load Combination 311, 4-ft. Drop onto Rod, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-680
Table 2-331.	Load Combination 312, 4-ft. Drop onto Rod at -40°F, Cold Environment, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-682
Table 2-332.	Load Combination 350, Fire at 30 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-684
Table 2-333.	Load Combination 351, Post Fire at 60 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-686
Table 2-334.	Load Combination 352, Post Fire at 90 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-688
Table 2-335.	Load Combination 353, Post Fire at 120 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-690
Table 2-336.	Load Combination 354, Post Fire at 150 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-692

Table 2-337.	Load Combination 355, Post Fire at 180 Minutes, Hypothetical Accident Conditions of Transport – Model AOS-100B . . . . .	2-694
Table 2-338.	STIF1 Element Property Record . . . . .	2-912
Table 2-339.	Generalized Stiffness Properties – All Models . . . . .	2-919
Table 2-340.	Generalized Pallet and Cask Mass Properties – All Models . . . . .	2-919
Table 2-341.	AGS Analysis – Model AOS-025 . . . . .	2-922
Table 2-342.	AGS Analysis – Model AOS-050 . . . . .	2-923
Table 2-343.	AGS Analysis – Model AOS-100 . . . . .	2-923
Table 2-344.	Increased Ground Impact Forces – All Models . . . . .	2-923
Table 2-345.	Model AOS-100 Cable Loads . . . . .	2-931
Table 2-346.	Maximum von Mises Stress in Shipping Cage Frame – Model AOS-050A . . . . .	2-951
Table 2-347.	Maximum von Mises Stress in Lifting Bar – Model AOS-050A . . . . .	2-952
Table 2-348.	Bolt Stresses – Model AOS-050A . . . . .	2-952
Table 2-349.	Contact Forces – Model AOS-050A . . . . .	2-952
Table 2-350.	Convergence of Elastic Stability Analysis, Mode 1 – Model AOS-050A . . . . .	2-954
Table 2-351.	Maximum von Mises Stress in Shipping Cage Frame – Model AOS-100 . . . . .	2-959
Table 2-352.	Maximum von Mises Stress in Lifting Bar – Model AOS-100 . . . . .	2-959
Table 2-353.	Displacements and Forces within Contact Elements – Model AOS-100 . . . . .	2-963
Table 2-354.	Displacements and Forces within Bolt Elements – Model AOS-100 . . . . .	2-963
Table 2-355.	Convergence of Elastic Stability Analysis, Mode 1 – Model AOS-100 . . . . .	2-964
Table 2-356.	Convergence of Elastic Stability Analysis, Mode 2 – Model AOS-100 . . . . .	2-965
Table 2-357.	Additional Required Shoring Components – Models AOS-050A, AOS-100A, and AOS-100A-S . . . . .	2-967
Table 2-358.	Stress Criteria – Models AOS-050A, AOS-100A, and AOS-100A-S . . . . .	2-970
Table 2-359.	Axial Shielding Plate ANSYS Model Loads – Model AOS-050A . . . . .	2-972
Table 2-360.	Axial Shielding Plate Stress Analysis Results during Hypothetical Accident Conditions of Transport – Model AOS-050A . . . . .	2-973
Table 2-361.	Axial Shielding Plate ANSYS Model Loads – Models AOS-100A and AOS-100A-S . . . . .	2-978
Table 2-362.	Axial Shielding Plate Stress Analysis Results during Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-979
Table 2-363.	Cavity Spacer Plate ANSYS Model Loads – Models AOS-100A and AOS-100A-S . . . . .	2-982
Table 2-364.	Cavity Spacer Plate Stress Analysis Results during Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100A-S . . . . .	2-983

### 3. Thermal Evaluation

Table 3-1.	Transport Package Thermal Environment Conditions – All Models . . . . .	3-2
Table 3-2.	Contents' Decay Heat – All Models . . . . .	3-2
Table 3-3.	Maximum Temperature Summary, Normal Conditions of Transport – All Models . . . . .	3-3
Table 3-4.	Maximum Temperature Summary, Hypothetical Accident Conditions of Transport (Condition 3) – All Models . . . . .	3-7
Table 3-5.	Type 304 Stainless Steel (SS304) Thermophysical Properties (Reference <a href="#">[3.16]</a> ) . . . . .	3-13
Table 3-6.	Tungsten Alloy Thermophysical Properties (Reference <a href="#">[3.3]</a> ) – Models AOS-025A, AOS-050A, AOS-100A, and AOS-100A-S . . . . .	3-14
Table 3-7.	Carbon Steel Properties – Model AOS-100B (Reference <a href="#">[3.16]</a> ) . . . . .	3-15
Table 3-8.	Air Thermophysical Properties (Reference <a href="#">[3.4]</a> ) . . . . .	3-17
Table 3-9.	LAST-A-FOAM FR-3700 Series Foam Thermophysical Properties – All Models (Reference <a href="#">[3.19]</a> ) . . . . .	3-18
Table 3-10.	Heat Flux Values – All Models . . . . .	3-24
Table 3-11.	Thermal Properties Used in Analysis as Function of Temperature, with Respect to the Air Gaps – All Models . . . . .	3-29
Table 3-12.	Cask Assembly External Surface Orientation and Size, Normal Conditions of Transport – All Models . . . . .	3-31
Table 3-13.	Cask Assembly External Surface Orientation and Size, Fire Condition – All Models . . . . .	3-33
Table 3-14.	Polynomial Coefficients Used in Equivalent Convective Property of Ambient Temperature and External Surface, Normal Conditions of Transport – All Models . . . . .	3-36

Table 3-15.	Polynomial Coefficients Used in Equivalent Convective Property of Ambient Temperature and External Surface, Steady-State Leading to the Fire and Cool-Down Conditions – All Models . . . . .	3-39
Table 3-16.	Solar Heat Application to Cask Outside Surfaces – All Models. . . . .	3-42
Table 3-17.	Temperature Monitoring Points by Condition – Model AOS-025A . . . . .	3-54
Table 3-18.	Normal Conditions of Transport Thermal Evaluation Results – Model AOS-025A . . . . .	3-56
Table 3-19.	Load Case 101, 100°F Ambient, Maximum Decay Heat – Model AOS-025A. . . . .	3-58
Table 3-20.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation – Model AOS-025A . . . . .	3-62
Table 3-21.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-025A . . . . .	3-66
Table 3-22.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-025A . . . . .	3-68
Table 3-23.	Load Case 105, -40°F Ambient, Maximum Decay Heat – Model AOS-025A . . . . .	3-70
Table 3-24.	Load Case 106, -20°F Ambient, Maximum Decay Heat – Model AOS-025A . . . . .	3-74
Table 3-25.	Fire Condition Thermal Evaluation Results – Model AOS-025A . . . . .	3-78
Table 3-26.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat – Model AOS-025A . . . . .	3-83
Table 3-27.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-025A. . . . .	3-87
Table 3-28.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-025A. . . . .	3-91
Table 3-29.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-025A. . . . .	3-95
Table 3-30.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-025A. . . . .	3-99
Table 3-31.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-025A. . . . .	3-103
Table 3-32.	Temperature Monitoring Points, by Condition – Model AOS-050A. . . . .	3-107
Table 3-33.	Normal Conditions of Transport Thermal Evaluation Results – Model AOS-050A . . . . .	3-109
Table 3-34.	Load Case 101, 100°F Ambient, Maximum Decay Heat – Model AOS-050A. . . . .	3-111
Table 3-35.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation – Model AOS-050A . . . . .	3-115
Table 3-36.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-050A . . . . .	3-119
Table 3-37.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-050A . . . . .	3-121
Table 3-38.	Load Case 105, -40°F Ambient, Maximum Decay Heat – Model AOS-050A . . . . .	3-123
Table 3-39.	Load Case 106, -20°F Ambient, Maximum Decay Heat – Model AOS-050A . . . . .	3-127
Table 3-40.	Fire Condition Thermal Evaluation Results – Model AOS-050A . . . . .	3-131
Table 3-41.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat – Model AOS-050A . . . . .	3-136
Table 3-42.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-050A. . . . .	3-140
Table 3-43.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-050A. . . . .	3-144
Table 3-44.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-050A. . . . .	3-148
Table 3-45.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-050A. . . . .	3-152
Table 3-46.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-050A. . . . .	3-156
Table 3-47.	Temperature Monitoring Points, by Condition – Model AOS-100 . . . . .	3-160
Table 3-48.	Normal Conditions of Transport Thermal Evaluation Results – Models AOS-100A and AOS-100A-S . . . . .	3-162
Table 3-49.	Load Case 101, 100°F Ambient, Maximum Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	3-164
Table 3-50.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-168
Table 3-51.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-172
Table 3-52.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-174

Table 3-53.	Load Case 105, -40°F Ambient, Maximum Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	3-176
Table 3-54.	Load Case 106, -20°F Ambient, Maximum Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	3-180
Table 3-55.	Fire Condition Thermal Evaluation Results – Models AOS-100A and AOS-100A-S. . . . .	3-184
Table 3-56.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	3-189
Table 3-57.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-193
Table 3-58.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-197
Table 3-59.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-201
Table 3-60.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-205
Table 3-61.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Models AOS-100A and AOS-100A-S . . . . .	3-209
Table 3-62.	Normal Conditions of Transport Thermal Evaluation Results – Model AOS-100B . . . . .	3-213
Table 3-63.	Load Case 101, 100°F Ambient, Maximum Decay Heat – Model AOS-100B. . . . .	3-214
Table 3-64.	Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation – Model AOS-100B . . . . .	3-218
Table 3-65.	Load Case 103, -20°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-100B . . . . .	3-222
Table 3-66.	Load Case 104, -40°F Ambient, Zero Decay Heat, Zero Insolation – Model AOS-100B . . . . .	3-224
Table 3-67.	Load Case 105, -40°F Ambient, Maximum Decay Heat – Model AOS-100B . . . . .	3-226
Table 3-68.	Load Case 106, -20°F Ambient, Maximum Decay Heat – Model AOS-100B . . . . .	3-230
Table 3-69.	Fire Condition Thermal Evaluation Results – Model AOS-100B . . . . .	3-234
Table 3-70.	Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat – Model AOS-100B . . . . .	3-238
Table 3-71.	Load Case 112, Post Fire at 60 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-100B. . . . .	3-242
Table 3-72.	Load Case 112, Post Fire at 90 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-100B. . . . .	3-246
Table 3-73.	Load Case 112, Post Fire at 120 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-100B. . . . .	3-250
Table 3-74.	Load Case 112, Post Fire at 150 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-100B. . . . .	3-254
Table 3-75.	Load Case 112, Post Fire at 180 Minutes, 100°F, Maximum Decay Heat, Maximum Insolation – Model AOS-100B. . . . .	3-258
Table 3-76.	Summary of Heat Transfer Exact Solution Properties and their Results. . . . .	3-264
Table 3-77.	Comparison of Heat Test GE Model 2000 and LIBRA Results . . . . .	3-265
Table 3-78.	SS304 Stainless Steel Thermal Properties . . . . .	3-269
Table 3-79.	Tungsten Alloy Thermal Properties . . . . .	3-272
Table 3-80.	SA-105 Carbon Steel Thermal Properties . . . . .	3-274
Table 3-81.	Air Properties. . . . .	3-277
Table 3-82.	Fire Condition Impact Limiter Crushed Geometry 30-Ft. Head-On Drop Analysis Results – All Models . . . . .	3-284
Table 3-83.	30-Ft. Drop Deformations – Model AOS-100A . . . . .	3-296
Table 3-84.	Impact Limiter Foam Properties – Model AOS-100A . . . . .	3-296
Table 3-85.	Compare Results Provided in Configuration 1 Versus Configuration 2, after 30 Minutes of Fire at 1,475°F – Model AOS-100A . . . . .	3-300
Table 3-86.	Compare Results Provided in Configuration 1 Versus Configuration 2, 7.5-Hour Cool-Down Transient – Model AOS-100A . . . . .	3-300
Table 3-87.	Compare Results Provided in Configuration 1 Versus Configuration 3, after 30 Minutes of Fire at 1,475°F – Model AOS-100A . . . . .	3-301
Table 3-88.	Compare Results Provided in Configuration 1 Versus Configuration 3, 7.5-Hour Cool-Down Transient – Model AOS-100A . . . . .	3-301
Table 3-89.	Total Conductivity – Model AOS-025A . . . . .	3-309
Table 3-90.	Total Conductivity – Model AOS-050A . . . . .	3-311
Table 3-91.	Total Conductivity – Model AOS-100A . . . . .	3-313

Table 3-92.	Total Conductivity – Model AOS-100B . . . . .	3-317
Table 3-93.	Maximum Grashof Number – All Models. . . . .	3-320
Table 3-94.	Grashof Number Evaluation at All Air Gaps – Model AOS-025A . . . . .	3-322
Table 3-95.	Grashof Number Evaluation at All Air Gaps – Model AOS-050A . . . . .	3-323
Table 3-96.	Grashof Number Evaluation at All Air Gaps – Model AOS-100A . . . . .	3-324
Table 3-97.	Surface Measurements and Descriptions, Normal Conditions of Transport – Model AOS-025 . . . . .	3-325
Table 3-98.	External Convection Coefficients at 100°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-327
Table 3-99.	External Convection Coefficients at -20°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-329
Table 3-100.	External Convection Coefficients at -40°F Ambient Temperature, Normal Conditions of Transport – Model AOS-025 . . . . .	3-331
Table 3-101.	Surface Measurements and Descriptions, Normal Conditions of Transport – Model AOS-050 . . . . .	3-333
Table 3-102.	External Convection Coefficients at 100°F Ambient Temperature, Normal Conditions of Transport – Model AOS-050 . . . . .	3-335
Table 3-103.	External Convection Coefficients at -20°F Ambient Temperature, Normal Conditions of Transport – Model AOS-050 . . . . .	3-338
Table 3-104.	External Convection Coefficients at -40°F Ambient Temperature, Normal Conditions of Transport – Model AOS-050 . . . . .	3-341
Table 3-105.	Surface Measurements and Descriptions, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-344
Table 3-106.	External Convection Coefficients at 100°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-346
Table 3-107.	External Convection Coefficients at -20°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-348
Table 3-108.	External Convection Coefficients at -40°F Ambient Temperature, Normal Conditions of Transport – Models AOS-100A and AOS-100B . . . . .	3-350
Table 3-109.	Surface Measurements and Descriptions, Hypothetical Accident Conditions of Transport – Model AOS-025 . . . . .	3-352
Table 3-110.	External Convection Coefficients at 100°F Ambient Temperature, Hypothetical Accident Conditions of Transport – Model AOS-025 . . . . .	3-353
Table 3-111.	Surface Measurements and Descriptions, Hypothetical Accident Conditions of Transport – Model AOS-050 . . . . .	3-355
Table 3-112.	External Convection Coefficients at 100°F Ambient Temperature, Hypothetical Accident Conditions of Transport – Model AOS-050 . . . . .	3-357
Table 3-113.	Surface Measurements and Descriptions, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100B. . . . .	3-359
Table 3-114.	External Convection Coefficients at 100°F Ambient Temperature, Hypothetical Accident Conditions of Transport – Models AOS-100A and AOS-100B. . . . .	3-361
Table 3-115.	External Convection Coefficients at 1,475°F Environment, Fire Condition – All Models. . . . .	3-363
Table 3-116.	Plate Temperature and Length Values . . . . .	3-365
Table 3-117.	Air Property Values at 172°F. . . . .	3-365
Table 3-118.	Curved Vertical Plates Used as Flat Vertical Plate Evaluation for Thermal Condition 1 at 100°F Ambient, Maximum Decay Heat, Maximum Insolation (Load Case 102) – All Models . . . . .	3-369
Table 3-119.	Maximum Foam Temperature, 24-Hour Solar Heat Transient . . . . .	3-370
Table 3-120.	Configuration 1 and Configuration 2 Inside Plate and Cylindrical/ Conical Ring Thicknesses – All Models. . . . .	3-375
Table 3-121.	Maximum Component Temperatures, Normal Conditions of Transport – Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Model AOS-025A . . . . .	3-376
Table 3-122.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Model AOS-025A . . . . .	3-377
Table 3-123.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 112, 7.5-Hour Cool-Down Transient, Model AOS-025A . . . . .	3-377

Table 3-124.	Maximum Component Temperatures, Normal Conditions of Transport – Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Model AOS-050A . . . . .	3-378
Table 3-125.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Model AOS-050A . . . . .	3-379
Table 3-126.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 112, 7.5-Hour Cool-Down Transient, Model AOS-050A . . . . .	3-379
Table 3-127.	Maximum Component Temperatures, Normal Conditions of Transport – Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Model AOS-100A . . . . .	3-380
Table 3-128.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Model AOS-100A . . . . .	3-381
Table 3-129.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 112, 7.5-Hour Cool-Down Transient, Model AOS-100A . . . . .	3-381
Table 3-130.	Maximum Component Temperatures, Normal Conditions of Transport – Load Case 102, 100°F Ambient, Maximum Decay Heat, Maximum Insolation, Model AOS-100B . . . . .	3-382
Table 3-131.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 111, Fire at 30 Minutes, 1,475°F Ambient, Maximum Decay Heat, Model AOS-100B . . . . .	3-383
Table 3-132.	Maximum Component Temperatures, Hypothetical Accident Conditions of Transport – Load Case 112, 7.5-Hour Cool-Down Transient, Model AOS-100B . . . . .	3-383
Table 3-133.	Foam Density Properties – Nominal, 115% Nominal, and 85% Nominal, Model AOS-100A . . . . .	3-384
Table 3-134.	Comparison of Maximum Component Temperatures with Varying Foam Densities – Model AOS-100A . . . . .	3-385
Table 3-135.	Nominal, 115% Nominal, and 80% Nominal Foam Specific Heat Properties – Model AOS-100A . . . . .	3-386
Table 3-136.	Comparison of Maximum Component Temperatures with Varying Specific Heat Values – Model AOS-100A . . . . .	3-387
Table 3-137.	Case 1, Maximum Component Temperatures. . . . .	3-412
Table 3-138.	Case 2, Maximum Component Temperatures. . . . .	3-412
Table 3-139.	Case 3, Maximum Component Temperatures. . . . .	3-412
Table 3-140.	Case 1, Stress (psi/MPa) . . . . .	3-413
Table 3-141.	Case 2, Stress (psi/MPa) . . . . .	3-415
Table 3-142.	Case 3, Stress (psi/MPa) . . . . .	3-417

#### 4. Containment

Table 4-1.	Cask Lid Attachment Bolt Features and Properties – All Models . . . . .	4-12
Table 4-2.	Cask Lid Attachment Bolt Results Summary – All Models . . . . .	4-17
Table 4-3.	Keensert Evaluation – Model AOS-025. . . . .	4-20
Table 4-4.	Keensert Evaluation – Model AOS-050. . . . .	4-23
Table 4-5.	Keensert Evaluation – Model AOS-100. . . . .	4-26
Table 4-6.	Maximum Cask Cavity Pressure Due to Normal Conditions of Transport – All Models . . . . .	4-30
Table 4-7.	Maximum Cask Cavity Pressure Due to Fire Condition – All Models . . . . .	4-30
Table 4-8.	Weights of AOS Transport Packages . . . . .	4-43
Table 4-9.	AOS Transport Package Accelerations . . . . .	4-44
Table 4-10.	Model AOS-025A Cask Lid Attachment Bolt Input Parameters. . . . .	4-64
Table 4-11.	Model AOS-025A Cask Lid Attachment Bolt NCT Loads . . . . .	4-66
Table 4-12.	Model AOS-025A Cask Lid Attachment Bolt NCT Load Combinations. . . . .	4-68
Table 4-13.	Model AOS-025A Cask Lid Attachment Bolt HAC Loads . . . . .	4-69
Table 4-14.	Model AOS-025A Cask Lid Attachment Bolt HAC Load Combinations. . . . .	4-72
Table 4-15.	Model AOS-050A Cask Lid Attachment Bolt Input Parameters. . . . .	4-73
Table 4-16.	Model AOS-050A Cask Lid Attachment Bolt NCT Loads . . . . .	4-75
Table 4-17.	Model AOS-050A Cask Lid Attachment Bolt NCT Load Combinations. . . . .	4-77
Table 4-18.	Model AOS-050A Cask Lid Attachment Bolt HAC Loads . . . . .	4-78



Table 4-19.	Model AOS-050A Cask Lid Attachment Bolt HAC Load Combinations. . . . .	4-81
Table 4-20.	Model AOS-100A Cask Lid Attachment Bolt Input Parameters. . . . .	4-82
Table 4-21.	Model AOS-100A Cask Lid Attachment Bolt NCT Loads . . . . .	4-84
Table 4-22.	Model AOS-100A Cask Lid Attachment Bolt NCT Load Combinations. . . . .	4-86
Table 4-23.	Model AOS-100A Cask Lid Attachment Bolt HAC Loads . . . . .	4-87
Table 4-24.	Model AOS-100A Cask Lid Attachment Bolt HAC Load Combinations. . . . .	4-90
Table 4-25.	Model AOS-025A Cask Lid Flange Separation NCT Evaluation – 29-ft-lb Torque . . . . .	4-98
Table 4-26.	Model AOS-025A Cask Lid Flange Separation HAC Evaluation – 29-ft-lb Torque . . . . .	4-98
Table 4-27.	Model AOS-050A Cask Lid Flange Separation NCT Evaluation – 62.4-ft-lb Torque . . . . .	4-100
Table 4-28.	Model AOS-050A Cask Lid Flange Separation HAC Evaluation – 62.4-ft-lb Torque . . . . .	4-100
Table 4-29.	Model AOS-100A Cask Lid Flange Separation NCT Evaluation – 400-ft-lb Torque . . . . .	4-102
Table 4-30.	Model AOS-100A Cask Lid Flange Separation HAC Evaluation – 400-ft-lb Torque . . . . .	4-102
Table 4-31.	Model AOS-025A Cask Lid Attachment Bolt Fatigue Analysis Results. . . . .	4-106
Table 4-32.	Model AOS-050A Cask Lid Attachment Bolt Fatigue Analysis Results. . . . .	4-110
Table 4-33.	Model AOS-100A Cask Lid Attachment Bolt Fatigue Analysis Results. . . . .	4-114

## 5. Shielding Evaluation

Table 5-1.	Cask Component Dimensions, Outside Radius and Half-Height – All Models . . . . .	5-2
Table 5-2.	Cask Component Dimensions, Cavity Height and Axial Shield Thickness – All Models . . . . .	5-3
Table 5-3.	Cask Component Materials Important to Shielding – All Models. . . . .	5-4
Table 5-4.	Maximum Radiation Level Summary for Normal Conditions of Transport – All Models. . . . .	5-5
Table 5-5.	Maximum Radiation Level Summary for Hypothetical Accident Conditions of Transport – All Models . . . . .	5-5
Table 5-6.	Isotopes Analyzed for AOS Transport Packages – All Models . . . . .	5-6
Table 5-7.	AOS Cask Components – All Models . . . . .	5-11
Table 5-8.	Point Source Locations . . . . .	5-12
Table 5-9.	External Surface Deformation Used for Dose Calculation in Axial Direction – End Drop . . . . .	5-15
Table 5-10.	External Surface Deformation Used for Dose Calculation in Radial Direction – Side Drop . . . . .	5-15
Table 5-11.	Distances from Center of Cask Used for Dose Calculations – Axial Location. . . . .	5-16
Table 5-12.	Distances from Center of Cask Used for Dose Calculations – Radial Location . . . . .	5-16
Table 5-13.	Maximum Radiation Levels (All Isotopes Except Ir-192 and Ir-194) – Model AOS-025A . . . . .	5-22
Table 5-14.	Maximum Radiation Levels (All Isotopes Except Ir-192 and Ir-194) – Model AOS-050A . . . . .	5-23
Table 5-15.	Maximum Radiation Levels (All Isotopes Except Ir-192 and Ir-194) – Models AOS-100A and AOS-100A-S . . . . .	5-24
Table 5-16.	Maximum Radiation Levels (All Isotopes Except Ir-192 and Ir-194) – Model AOS-100B . . . . .	5-25
Table 5-17.	Maximum Ir-192/Ir-194 Radiation Levels – Model AOS-025A. . . . .	5-26
Table 5-18.	Maximum Ir-192/Ir-194 Radiation Levels – Model AOS-050A. . . . .	5-27
Table 5-19.	Maximum Ir-192/Ir-194 Radiation Levels – Models AOS-100A and AOS-100A-S . . . . .	5-28
Table 5-20.	Maximum Ir-192/Ir-194 Radiation Levels – Model AOS-100B. . . . .	5-28
Table 5-21.	AOS Cask Isotopic Heat Loads (Reference <a href="#">[5.2]</a> ) . . . . .	5-30
Table 5-22.	AOS Cask Isotopic Heat Load Results . . . . .	5-30
Table 5-23.	Isotope Photon per Decay – All Models . . . . .	5-31
Table 5-24.	Co-60 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-31
Table 5-25.	Cs-137 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-32
Table 5-26.	Hf-181 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-32
Table 5-27.	Ir-192 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-33
Table 5-28.	Ir-194 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-35
Table 5-29.	Zr/Nb-95 Gamma Spectra Used in Shielding Models – All Models. . . . .	5-38
Table 5-30.	THIS TABLE INTENTIONALLY LEFT BLANK . . . . .	5-38
Table 5-31.	Yb-169 Gamma Spectra Used in Shielding Models – All Models . . . . .	5-39
Table 5-32.	Volume Source Analysis – Source Geometry Dimensions . . . . .	5-43
Table 5-33.	Volume Source Analysis – Results . . . . .	5-43
Table 5-34.	10 CFR 71.47(a) Dose Rate Acceptance Criteria for Multiple Isotopes . . . . .	5-45
Table 5-35.	Multiple Isotope Calculation Reference Value Summary – Models AOS-100A and AOS-100A-S . . . . .	5-46
Table 5-35a.	Multiple Isotope Calculation Reference Value Summary – Model AOS-025A . . . . .	5-47
Table 5-35b.	Multiple Isotope Calculation Reference Value Summary – Model AOS-050A . . . . .	5-47

Table 5-35c.	Multiple Isotope Calculation Reference Value Summary – Model AOS-100B . . . . .	5-48
Table 5-36.	Low-Energy Gamma External Dose Rates – Models AOS-100A and AOS-100A-S. . . . .	5-49
Table 5-37.	Example Low-Energy Gamma and Beta Emitter Decay Heat Values. . . . .	5-51
Table 5-38.	Additional Exclusive Use Dose Rate Locations and Activity Limits – Models AOS-100A and AOS-100A-S . . . . .	5-52
Table 5-39.	Exclusive Use Activity Limit Maximum Dose Rates and Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	5-54
Table 5-40.	Exclusive Use Maximum Activity Dose Rates and Decay Heat – Models AOS-100A and AOS-100A-S . . . . .	5-55
Table 5-40a.	10 CFR 71.47(b) Dose Rate Acceptance Criteria for Multiple Isotopes . . . . .	5-56
Table 5-41.	Multiple Isotope Exclusive Use Calculation Reference Values – Models AOS-100A and AOS-100A-S . . . . .	5-57
Table 5-42.	Approximate Change in Side Dose Rates – Models AOS-050 and AOS-100. . . . .	5-59
Table 5-43.	Side Dose Rates – Model AOS-050A . . . . .	5-62
Table 5-44.	Side Dose Rates – Models AOS-100A and AOS-100A-S. . . . .	5-63
Table 5-45.	Side Dose Rates – Model AOS-100B . . . . .	5-64
Table 5-46.	New Isotopic Dose Rates and Limits – Models AOS-050A, AOS-100A, and AOS-100A-S . . .	5-64
Table 5-47.	Impact Limiter Offset Distance Differences – All Models. . . . .	5-67
Table 5-48.	Projected Dose Rate Increase within Recessed Regions of Upper and Lower Impact Limiters – All Models. . . . .	5-68
Table 5-49.	Full Transport Package Surface Dose Rates/Ci – Model AOS-025A . . . . .	5-70
Table 5-50.	Maximum Transport Package Surface Dose Rate within Recessed Region of Upper and Lower Impact Limiters – Model AOS-025A . . . . .	5-70
Table 5-51.	Full Transport Package Surface Dose Rates/Ci – Model AOS-050A . . . . .	5-72
Table 5-52.	Maximum Transport Package Surface Dose Rate within Recessed Region of Upper and Lower Impact Limiters – Model AOS-050A . . . . .	5-73
Table 5-53.	Dose Rates within Recessed Region of Upper and Lower Impact Limiters – Model AOS-050A . . . . .	5-75
Table 5-54.	1-m TI Dose Rates/Ci – Models AOS-100A and AOS-100A-S . . . . .	5-77
Table 5-55.	Maximum 1-m TI Dose Rate within Recessed Region of Upper and Lower Impact Limiters – Models AOS-100A and AOS-100A-S. . . . .	5-78
Table 5-56.	Maximum Dose Rates within Recessed Region of Upper and Lower Impact Limiters – Models AOS-100A and AOS-100A-S. . . . .	5-78
Table 5-57.	1-m TI Dose Rate/Ci – Model AOS-100B . . . . .	5-80
Table 5-58.	Maximum 1-m TI Dose Rate within Recessed Region of Upper and Lower Impact Limiters – Model AOS-100B . . . . .	5-81
Table 5-59.	Maximum Dose Rates within Recessed Region of Upper and Lower Impact Limiters – Model AOS-100B . . . . .	5-81

## 6. Criticality Evaluation

There are no tables in Chapter 6.

## 7. Package Operations

Table 7-1.	Additional Required Shielding – Models AOS-025A, AOS-050A, AOS-100A, and AOS-100A-S. . . . .	7-9
Table 7-2.	Cask Lid Attachment Bolt Size and Preload Torque – All Models. . . . .	7-11
Table 7-3.	Maximum Distance from Loaded Cask Surface to Take Transport Package Surface Dose Rate Measurements – All Models . . . . .	7-14

## 8. Acceptance Tests and Maintenance Program

Table 8-1.	Acceptance Test Matrix . . . . .	8-2
Table 8-2.	Type 304 and 316 Material Requirements . . . . .	8-5
Table 8-3.	Bolting/Screw Material Requirements . . . . .	8-7
Table 8-4.	Casting Pipe/Casting Material Requirements (Type CPF-8, CF-8) . . . . .	8-8
Table 8-5.	LAST-A-FOAM FR-3700 Series Foams – Testing Program . . . . .	8-10
Table 8-6.	LAST-A-FOAM FR-3700 Series Foam Dynamic Crush Strength Limits, Parallel to Rise – All Models . . . . .	8-12
Table 8-7.	LAST-A-FOAM FR-3700 Series Foam Dynamic Crush Strength Limits, Perpendicular to Rise – All Models . . . . .	8-13
Table 8-8.	Fabrication Examination Program Summary. . . . .	8-14

## 9. Quality Assurance Program

There are no tables in Chapter 9.

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# 1 GENERAL INFORMATION

## 1.1 INTRODUCTION

This safety analysis report (SAR) is for a Type B(U)-96 non-fissile transport package, hereafter identified as a Radioactive Transport Packaging System, AOS Transport Packaging System, or transport package (in general). The transport package is configured in three (3) different sizes, identified as Models AOS-025, AOS-050, and AOS-100. These package models consist of three (3) main components – cask, impact limiter, and cask lid seal – as presented in [Section 1.2](#). The transport packages will be used to transport Type B quantities of encapsulated solid materials or solid metals that meet *Normal* or *Special Form* criteria. The authorized quantities of material to be transported is dependent upon the type of material being shipped and the associated decay heat load, or the radioactive shielding requirements, as appropriate, to provide containment and radiation shielding protection of the contents during Normal Conditions of Transport (NCT) and Hypothetical Accident Conditions (HAC) of Transport, as required by *Title 10, Code of Federal Regulations, Part 71 (10 CFR 71)* [\[1.1\]](#). The AOS Transport Packaging System components are designed, fabricated, examined, and tested to the applicable requirements of the *ASME Boiler and Pressure Vessel (B&PV) Code* [\[1.2\]](#) (hereafter referred to as the “ASME Code”), as summarized in [Subsection 2.1.4, “Identification of Codes and Standards for Package Design.”](#)

Methods and analysis for demonstrating compliance with the requirements of References [\[1.1\]](#) and [\[1.2\]](#) are present within this SAR. [Chapter 2, “Structural Evaluation,”](#) documents compliance of the design and construction with the requirements of References [\[1.1\]](#) and [\[1.2\]](#). Compliance is demonstrated by structural analyses and engineering evaluations for Normal and Hypothetical Accident Conditions of Transport requirements, and physical tests upon a prototype packaging, in accordance with *10 CFR 71.71* and *10 CFR 71.73* [\[1.1\]](#). The mechanical properties for construction materials that affect the structural behavior of the transport packages are also included in [Chapter 2](#).

In addition to the design criteria presented in [Chapter 2](#), allowable stresses are evaluated for possible failure modes, including brittle fracture, fatigue, and buckling. Brittle fracture is not a consideration for the containment vessel, because the structural components are made of 300 series austenitic stainless steel, ASME/ASTM Type 304 or Type 316, including all components of the containment boundary. Austenitic stainless steels are not susceptible to brittle fracture at the minimum design and transport temperature, and their mechanical properties are relatively stable over the range of temperature required by regulations (References [\[1.1\]](#) and [\[1.4\]](#)).

The cask lid attachment bolts are fabricated from ASME SB-637, UNS N07718. This material is also excluded from brittle fracture consideration, in accordance with *ASME Code Section III, Division 1, paragraph NB-2311(a)(7)* in Reference [\[1.2\]](#).

The structural analyses presented in [Chapter 2](#) fully evaluates the mechanical requirements of the regulations (References [\[1.1\]](#) and [\[1.4\]](#)), and include the applied temperature effects generated by the thermal analyses. The evaluation results verify that the transport packages meet the performance requirements specified by *10 CFR 71* [\[1.1\]](#) and *IAEA TS-R-1* [\[1.4\]](#).

[Chapter 3, “Thermal Evaluation,”](#) documents the thermal evaluation required by the regulations, and verifies that the transport packages meet the performance requirements specified by References [\[1.1\]](#) and [\[1.4\]](#).

[Chapter 4, “Containment,”](#) documents the AOS Transport Packaging System’s containment boundary and capabilities. The chapter also includes the cask lid attachment bolt evaluation.

## 1.3 APPENDIX

### 1.3.1 AOS Transport Packaging System, Certification Drawings

Table 1-5 lists the certification drawings for the AOS Transport Packaging System's assembly, impact limiter, cask, liner, axial shielding plates, and cavity spacer plates, by model.

Table 1-5. AOS Transport Packaging System Certification Drawing List – All Models

Component	Drawing Part Number and Revision, by Model									
	AOS-025A	Rev.	AOS-050A	Rev.	AOS-100A	Rev.	AOS-100B	Rev.	AOS-100A-S	Rev.
Assembly	166D8142	K	105E9718	K	105E9711	L	105E9711	L	105E9711	L
Impact Limiter	105E9722	J	166D8138	I	105E9713	J	105E9713	J	105E9713	J
Cask <sup>a</sup>	166D8143	K	166D8137	K	105E9712G001	N	105E9712G002	N	105E9719	N
Liner	183C8485	H	–	–	–	–	–	–	–	–
Axial Shielding Plates	–	–	183C8519	A	183C8491	I	–	–	183C8491	I
Cavity Spacer Plates	–	–	–	–	183C8518	B	–	–	183C8518	B

a. The G00x number appended to select drawing numbers represents a group within the drawing.

AOS Drawing No. 166D8143

Model AOS-025A Cask

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***Proprietary Information withheld from public disclosure per 10 CFR 2.390(a)(4).***

AOS Drawing No. 166D8137

Model AOS-050A Cask

(Left Blank)

***Proprietary Information withheld from public disclosure per 10 CFR 2.390(a)(4).***



AOS Drawing No. 105E9712G001

Model AOS-100A Cask

(Left Blank)

***Proprietary Information withheld from public disclosure per 10 CFR 2.390(a)(4).***

AOS Drawing No. 105E9712G002

Model AOS-100B Cask

(Left Blank)

***Proprietary Information withheld from public disclosure per 10 CFR 2.390(a)(4).***

AOS Drawing No. 105E9719

Model AOS-100A-S Cask

(Left Blank)

***Proprietary Information withheld from public disclosure per 10 CFR 2.390(a)(4).***

### 2.1.3 Weights and Centers of Gravity

Table 2-7 lists the package weight and center of gravity of each AOS Transport Packaging System model. The package is defined as the assembly of two (2) impact limiters and their mechanical connectors, the cask, and the cask contents. The content weight includes the weight of the radioactive materials, plus the weight of any shielding devices and shoring devices, if used in the assembly. The content weight excludes the weight of the shipping cage, pallet or shipping cradle, and tie-down hardware.

Figure 2-10, Figure 2-11, and Figure 2-12 illustrate the AOS Transport Packaging System center of gravity for the Model AOS-025, AOS-050, and AOS-100 transport packages, respectively.

**Table 2-7. AOS Transport Packaging System Maximum Authorized Package Weight and Cg Locations – All Models**

Model	Category	Maximum Authorized Package Weight (kg / lbs.)					Cg Locations <sup>a</sup> (cm / in.)		
		Package <sup>b</sup>	Impact Limiters <sup>c</sup>	Cask <sup>d</sup>	Contents	Pallet, Shipping Cage, and Tie-Down Devices	X	Y	Z
AOS-025A	I	100	13	64	4.5	24.9	19.05	26.97	22.86
		220	28	140	10	55	7.50	10.62	9.00
AOS-050A	I	681	56	480	27	135.2	45.41	46.22	41.57
		1,500	123	1,058	60	298	17.88	18.20	16.37
AOS-100A	I	5,675	467	3,850	227	1,685.1	77.39	87.68	77.39
		12,500	1,029	8,481	500	3,715	30.47	34.52	30.47
AOS-100B	II	4,994	467	3,192	227	1,685.1	77.39	87.68	77.39
		11,000	1,029	7,030	500	3,715	30.47	34.52	30.47
AOS-100A-S	I	5,675	467	3,850	227	1,685.1	77.39	87.68	77.39
		12,500	1,029	8,481	500	3,715	30.47	34.52	30.47

a. AOS Transport Packaging System center of gravity. Refer to Figure 2-10, Figure 2-11, and Figure 2-12 for the Model AOS-025, AOS-050, and AOS-100 transport packages, respectively.

b. Authorized package weight includes the components listed in this table; however, not all components will be at maximum weight.

c. Includes the weight of both impact limiters.

d. Includes the weight of the contents.

**Table 2-20. Lifting Load Analysis – All Models**

Item	Units		Model					
			AOS-025A		AOS-050A		AOS-100A <sup>a</sup>	
			Metric	English	Metric	English	Metric	English
Weight	kg	lbs.	76	168	536	1,181	4,314	9,510
A	cm	in.	4.14	1.63	8.26	3.25	16.51	6.50
B	cm	in.	0.84	0.33	1.65	0.65	3.30	1.30
C	cm	in.	0.19	0.08	0.41	0.16	0.84	0.33
D	cm	in.	1.65	0.65	3.30	1.30	6.60	2.60
E	cm	in.	1.91	0.75	3.81	1.50	7.65	3.01
L	cm	in.	0.71	0.28	1.45	0.57	2.69	1.06
1/2L	cm	in.	0.36	0.14	0.72	0.29	1.35	0.53
F <sub>T</sub>	N	lbf.	518	116	3,640	818	29,308	6,589
F <sub>H</sub>	N	lbf.	259	58	1,820	409	14,654	3,294
F <sub>V</sub>	N	lbf.	448	101	3,152	709	25,382	5,706
Bolt Size			1/4-28 UNF - 2A x 0.5L		3/8 - 24 UNF - 2A x 0.75L		3/4 - 16 UNF- 2A x 1.50L	
Material			SA 193 Grade B6		SA 193 Grade B6		SA 193 Grade B6	
Pre-Torque	Nm	lbf-ft.	5.42	4	16.27	12	135.58	100
Bolt Circle	cm	in.	2.90	1.14	5.77	2.27	10.80	4.25
S <sub>u</sub>	MPa	ksi	758	110	758	110	758	110
S <sub>y</sub>	Pa	psi	5.86E+08	8.50E+04	5.86E+08	8.50E+04	5.86E+08	8.50E+04
Quantity			6		6		6	
Keensert			KNH 428J		KNH 624J		KNH 1216J	
			1/4-28 UNF - 3B x 0.37		3/8-24 UNF - 3B x 0.50		3/4-16 UNF - 3B x 1.12	
D <sub>nominal</sub>	cm	in.	0.64	0.25	0.95	0.38	1.91	0.75
A <sub>tensile</sub>	cm <sup>2</sup>	in <sup>2</sup>	0.23	0.036	0.57	0.088	2.41	0.373
M <sub>x</sub>	Nm	lbf-in.	9	77	122	1,083	1,953	17,283
C <sub>L</sub>	cm	in.	1.25	0.49	2.50	0.98	4.67	1.84
I <sub>x-x</sub> per unit area <sup>b</sup>	cm <sup>2</sup>	in <sup>2</sup>	6.29E+00	9.75E-01	2.49E+01	3.86E+00	8.74E+01	1.35E+01
F <sub>b</sub>	N	lbf.	1.73E+02	3.89E+01	1.22E+03	2.75E+02	1.04E+04	2.35E+03
F <sub>t</sub>	N	lbf.	4.31E+01	9.70E+00	3.03E+02	6.82E+01	2.44E+03	5.49E+02
E <sub>bolt</sub>	Pa	psi	2.01E+11	2.92E+07	2.01E+11	2.92E+07	2.01E+11	2.92E+07
E <sub>member</sub>	Pa	psi	1.95E+11	2.83E+07	1.95E+11	2.83E+07	1.95E+11	2.83E+07
I	cm	in.	9.40E-01	3.70E-01	1.27E+00	5.00E-01	2.84E+00	1.12E+00
k <sub>b</sub>	N/m	lbf/in.	6.78E+08	3.87E+06	1.13E+09	6.45E+06	2.02E+09	1.15E+07
k <sub>m</sub>	N/m	lbf/in.	5.26E+09	3.00E+07	8.76E+09	5.00E+07	1.56E+10	8.93E+07
k <sub>b</sub> / (k <sub>b</sub> + k <sub>m</sub> )			1.14E-01	1.14E-01	1.14E-01	1.14E-01	1.14E-01	1.14E-01

**Table 2-20. Lifting Load Analysis – All Models (Continued)**

Item	Units		Model					
			AOS-025A		AOS-050A		AOS-100A <sup>a</sup>	
			Metric	English	Metric	English	Metric	English
P	N	lbf.	2.16E+02	4.86E+01	1.53E+03	3.44E+02	1.29E+04	2.90E+03
F <sub>preload</sub>	N	lbf.	4.27E+03	9.60E+02	8.54E+03	1.92E+03	3.56E+04	8.00E+03
F <sub>B</sub>	N	lbf.	4.29E+03	9.66E+02	8.72E+03	1.96E+03	3.71E+04	8.33E+03
S <sub>T</sub>	Pa	psi	1.83E+08	2.65E+04	1.54E+08	2.23E+04	1.54E+08	2.23E+04
FS = S <sub>y</sub> / S <sub>T</sub>			3.20	3.20	3.81	3.81	3.81	3.81

a. Model AOS-100A is the heaviest of the AOS-100 models and is therefore the bounding case.

b. This method is shown in Equation 6-25, Section 6.12 of Reference [2.28].

Typically in a bolting joint design, a preload torque is assigned to the bolt(s). This is to ensure that the joint will have the capability to react to the applied working load. Therefore, the working load in the bolt must be within the magnitude of, or less than, the resultant load from the preload. In the analysis presented in Table 2-20, the resultant bolt load due to the preload (F<sub>preload</sub>) is 8.00E+03 lbf., while the working load is 330 lbf.<sup>a</sup> Hence, the preload value of 100 lbf-ft is an adequate value applied to the Model AOS-100 trunnion design. In addition to applying a preload, the bolts are coated with anti-vibration compound prior to installation, to enhance the bolted joint's efficiency.

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a. The working load value of 330 lbf. is obtained by subtracting the preload force (F<sub>preload</sub>) value of 8.00E+03 lbf. from the total force (F<sub>b</sub>) of 8.33E+03 lbf [2.28].

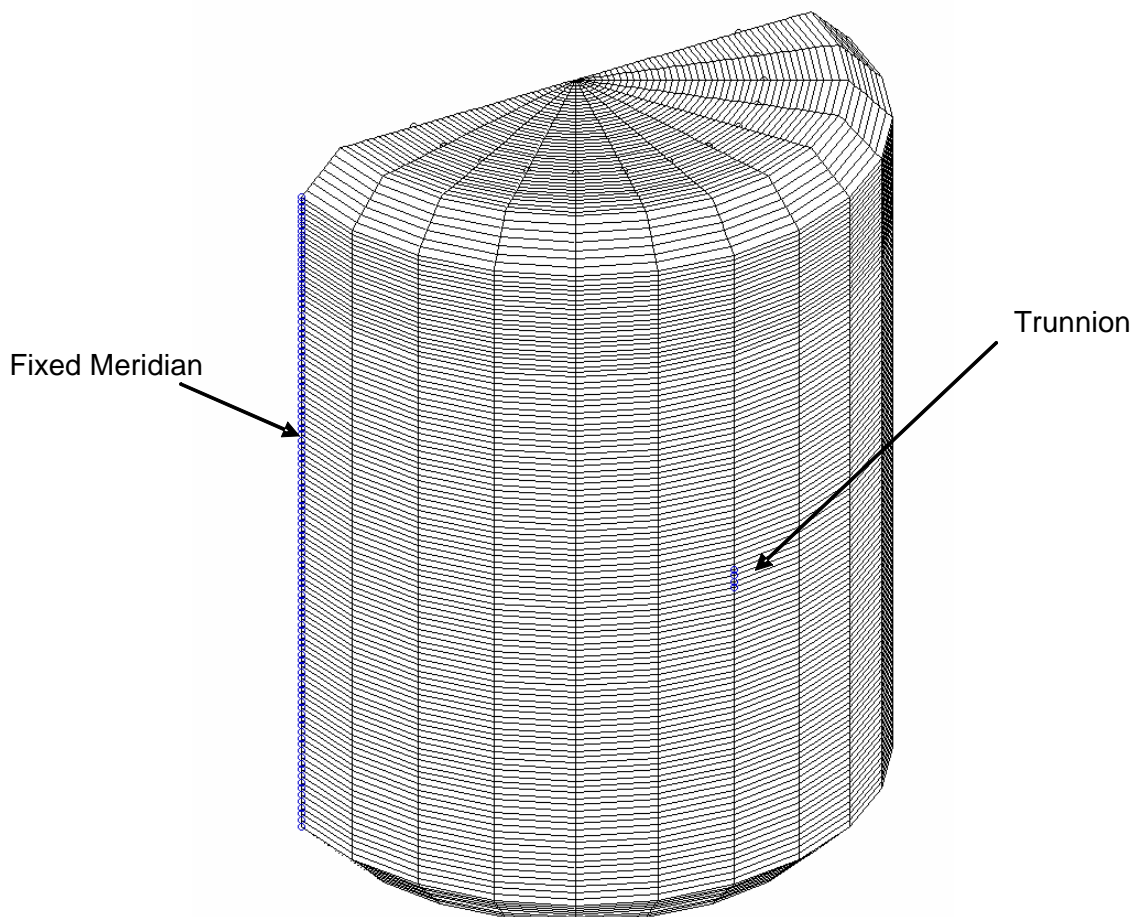
## 2.6.5 Vibration

Vibration and shock loads are analyzed using the 3D model in three (3) separate analyses. The vibration and shock loads are, conservatively, assumed to be:

- **Load Case 221** – Forward 10g Vibration Inertia Load
- **Load Case 222** – Lateral 5g Vibration Inertia Load
- **Load Case 223** – Vertical 2g Vibration Inertia Load

In each analysis, displacements are fixed at the trunnions, and vertical displacement is fixed along the cask and truck bed contact line. The fixed nodes are illustrated in [Figure 2-26](#). The inertia loads are applied as body forces.

The fatigue analysis is presented in [Paragraph 4.5.2.6, “Cask Lid Attachment Bolt Fatigue Analysis.”](#) This analysis considers operating cycles and vibration loads and is based on the ASME Code provided in Reference [\[2.14\]](#).



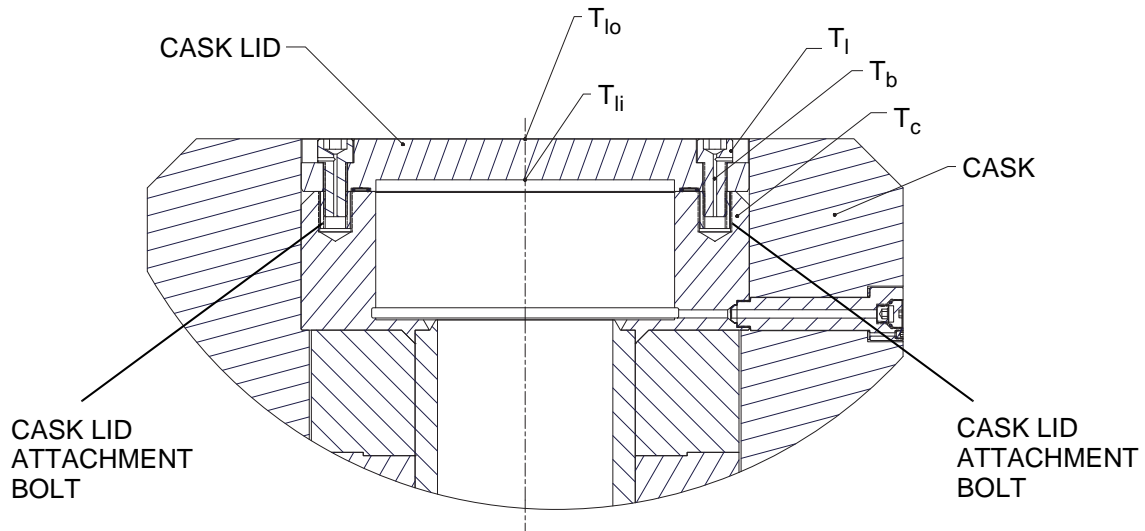
**Figure 2-26. Fixed Points for Shock and Vibration Analyses**

#### 4.1.4 Closure

A set of cask lid attachment bolts, ASME SB-637, UNS N07718, attaches the cask lid to the cask. The cask lid bolted joint is recessed within the cask body, to protect the joint from transportation loads. The cask lid attachment bolt stress evaluation is presented in [Appendix 4.5.2](#) and follows the methodology and acceptance criteria specified in *NUREG/CR-6007* (Reference [\[4.6\]](#)). The cask and bolt features and properties required for the analysis are listed in [Table 4-1](#).

A bolting analysis is performed for Normal and Hypothetical Accident conditions of transport. Ambient conditions of 38°C (100°F) and -40°C (-40°F) are considered. The cask lid and cask lid attachment bolt head are protected in the cask lid design. Cask loadings for pressure, temperature, impact, and vibration are considered in this evaluation. Design conditions for minimum gasket loads and bolt preload are also considered. The Hypothetical Accident conditions of transport ambient temperature of 800°C (1,475°F) is a combination of fire and cool-down transient conditions, following a 30-ft. drop accident event. There are no impact accelerations associated with cool-down, and the evaluation results show that bolting loads are not significant.

Temperatures within the cask lid, cask lid attachment bolts, and cask are used to perform the evaluation, at the locations indicated in [Figure 4-6](#).



**Figure 4-6. Cask Lid, Cask Lid Attachment Bolt, and Cask Temperature Evaluation Nodes**

**Note:** In [Figure 4-6](#), the cask lid plug is removed for clarity.



where:

$T_b$  = Temperature of cask lid attachment bolt, node 4995

$T_c$  = Temperature of cask wall, node 4995

$T_l$  = Temperature of cask lid, node 3557

$T_{lo}$  = Temperature of outside surface of cask lid, node 3309

$T_{li}$  = Temperature of inside surface of cask lid, node 3233

**Note:** All temperature changes are measured from the stress-free temperature (70°F).

### Normal Conditions of Transport, Maximum Stress Analysis

The following stress limits must be met, per *NUREG/CR-6007* (Reference [4.6]):

- Tension
  - Average stress  $< S_m$  (Allowable stress)
- Shear
  - Average stress  $< 0.6 S_m$  (Allowable stress)
- Tension plus shear
  - Stress ratio = Computed average stress/allowable average stress
  - $R_t$  = Stress ratio for average tensile stress
  - $R_s$  = Stress ratio for average shear stress
  - $R_t^2 + R_s^2 \leq 1.0$
- Tension plus shear plus bending plus residual torsion
  - For bolts having minimum tensile strength ( $S_u$ ) greater than 100 ksi
  - Maximum stress intensity  $< 1.35 S_m$

where:

$S_m$  = Basic allowable stress limit for the bolt material,  
equal to  $2/3$  of  $S_y$  at the room temperature –or–  
 $2/3$  of  $S_y$  at the operating temperature, whichever is less

$S_y$  = Minimum yield stress or strength of the bolt material

### Normal Conditions of Transport, Fatigue Stress Analysis

The following stress limits must be met, per *NUREG/CR-6007* (Reference [4.6]):

- Maximum cumulative usage factor (U) due to alternating stress intensity  $< 1.0$
- For bolts with minimum yield strength greater than 100 ksi
  - Use ASME Code, Section III Division 1 (Reference [4.13]), Appendix I, fatigue curves I-9-4

**Table 4-1. Cask Lid Attachment Bolt Features and Properties – All Models**

Item	Model and Ambient Temperatures, by Condition <sup>a, b</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
<b>Geometry Definitions</b>						
Seal Type (Cask Lid) <sup>c</sup>	Metallic	Metallic	Metallic	Metallic	Metallic	Metallic
Quantity of Bolts	8	8	10	10	14	14
Cask Lid Diameter at Bolt Line (in.)	3.9	3.9	7.414	7.414	14.064	14.064
Arc Length per Bolt (in.)	1.53	1.53	2.33	2.33	3.16	3.16
Cask Lid Diameter at Gasket (in.)	3.07	3.07	6.09	6.09	12.172	12.172
Bolt Diameter (in.)	0.375	0.375	0.5	0.5	0.875	0.875
Cask Lid Diameter – Inside (in.)	2.61	2.61	5.51	5.51	11.02	11.02
Cask Lid Diameter – Outside (in.)	4.65	4.65	8.90	8.90	16.59	16.59
Cask Lid Thickness (in.)	0.37	0.37	0.75	0.75	1.49	1.49
Cask Lid Flange Thickness (in.)	0.48	0.48	0.97	0.97	1.92	1.92
Cask Wall Thickness (in.)	1.02	1.02	1.695	1.695	2.785	2.785
Bolt Length (in.)	0.15	0.15	0.41	0.41	1.04	1.04

**Table 4-1. Cask Lid Attachment Bolt Features and Properties – All Models (Continued)**

Item	Model and Ambient Temperatures, by Condition <sup>a, b</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
<b>Material Properties (Provided at the component temperature resulting from the specified Thermal Condition)</b>						
Young Modulus – Cask Lid (psi) <sup>d</sup>	27.3E+06	28.3E+06	27.0E+06	28.3E+06	27.0E+06	28.3E+06
Young Modulus – Flange (psi) <sup>d</sup>	27.3E+06	28.3E+06	27.0E+06	28.3E+06	27.0E+06	28.3E+06
Young Modulus – Cask (psi) <sup>d</sup>	27.3E+06	28.3E+06	27.0E+06	28.3E+06	27.0E+06	28.3E+06
Young Modulus – Bolt (psi) <sup>d</sup>	28.0E+06	29.2E+06	27.8E+06	28.9E+06	27.8E+06	28.9E+06
Poisson's Ratio – Cask Lid	0.3	0.3	0.3	0.3	0.3	0.3
Poisson's Ratio – Cask	0.3	0.3	0.3	0.3	0.3	0.3
Cask Lid – CTE, in/in/°F	9.1E-06	8.6E-06	9.2E-06	8.6E-06	9.2E-06	8.6E-06
Bolt – CTE, in/in/°F	7.3E-06	7.0E-06	7.3E-06	7.0E-06	7.3E-06	7.0E-06
Cask Wall – CTE, in/in/°F	9.1E-06	8.6E-06	9.2E-06	8.6E-06	9.2E-06	8.6E-06
Basic Allowable Stress Unit – Bolt, S <sub>m</sub> , ksi	95	100	94	100	94	100
Yield Strength – Bolt, S <sub>y</sub> , ksi <sup>e</sup>	142	150	141	150	141	150
Ultimate Tensile Strength – Bolt, S <sub>u</sub> , ksi <sup>e</sup>	176	185	174	185	174	185

**Table 4-1. Cask Lid Attachment Bolt Features and Properties – All Models (Continued)**

Item	Model and Ambient Temperatures, by Condition <sup>a, b</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
<b>Mechanical Loads</b>						
Inside Pressure at Cask Lid (psia)	30	30	60	60	280	280
Outside Pressure at Cask Lid (psia)	15	15	15	15	15	15
Inside Pressure at Cask Wall (psia)	30	30	60	60	280	280
Outside Pressure at Cask Wall (psia)	15	15	15	15	15	15
Temperature Change across Cask Lid	103°C (185°F)	-19°C (-34°F)	120°C (216°F)	8°C (15°F)	124°C (223°F)	9°C (16°F)
Temperature Change across Bolt	103°C (185°F)	-19°C (-34°F)	120°C (216°F)	8°C (15°F)	124°C (223°F)	9°C (16°F)
Temperature Change across Cask Wall	103°C (185°F)	-19°C (-34°F)	120°C (216°F)	8°C (15°F)	124°C (223°F)	9°C (16°F)
Temperature Change at outside of Cask Lid	103°C (185°F)	-19°C (-34°F)	120°C (216°F)	8°C (15°F)	124°C (224°F)	9°C (16°F)
Temperature Change at inside of Cask Lid	103°C (185°F)	-19°C (-34°F)	120°C (216°F)	9°C (16°F)	124°C (224°F)	9°C (16°F)
Weight of Cask Contents + (Plug Weight) (lbs.)	10 + 4 = 14	10 + 4 = 14	60 + 35 = 95	60 + 35 = 95	500 + 278 = 778	500 + 278 = 778
Weight of Cask Lid (lbs.)	2	2	14	14	105	105

**Table 4-1. Cask Lid Attachment Bolt Features and Properties – All Models (Continued)**

Item	Model and Ambient Temperatures, by Condition <sup>a, b</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
<b>Mechanical Loads (Continued)</b>						
Head-On Drop						
Drop Angle of Impact (Degrees)	90	90	90	90	90	90
Impact Acceleration (g) <sup>f</sup>	883	1,173	314	439	156	218
Side Drop						
Drop Angle of Impact (Degrees)	0	0	0	0	0	0
Impact Acceleration (g) <sup>f</sup>	1,286	1,798	335	469	172	240
Cg/Corner Drop						
Drop Angle of Impact (Degrees)	52	52	52	52	52	52
Impact Acceleration (g) <sup>f</sup>	1,019	1,419	224	314	113	158
Dynamic Load Factor	1.15	1.15	1.15	1.15	1.15	1.15
Puncture Load	0	0	0	0	0	0
Puncture Angle of Impact (Degrees)	0	0	0	0	0	0
Axial Vibration Acceleration (g) <sup>g</sup>	10	10	10	10	10	10
Transverse Vibration Acceleration (g)	5	5	5	5	5	5
Vibration Transmissibility	1.0	1.0	1.0	1.0	1.0	1.0
Preload Torque, minimum (ft-lb)	29	29	62.5	62.5	400	400
Preload Torque, maximum (ft-lb)	35	35	68	68	500	500
Nut Factor for Preload Torque	0.15	0.15	0.15	0.15	0.15	0.15
Gasket Seating Width (in.)	1.0	1.0	1.0	1.0	1.0	1.0
Gasket Seating Stress (psi)	3,000	3,000	3,000	3,000	3,000	3,000
Gasket Factor <sup>h</sup>	9.53	9.53	3.18	3.18	0.54	0.54

**Table 4-1. Cask Lid Attachment Bolt Features and Properties – All Models (Continued)**

Item	Model and Ambient Temperatures, by Condition <sup>a, b</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
<b>Geometry Loads</b>						
Number of Threads per Inch	16	16	13	13	9	9

- a. The conditions are defined in [Table 3-1, “Transport Package Thermal Environment Conditions – All Models.”](#)
- b. Temperature changes are measured from the stress-free temperature of 70°F.
- c. Garlock Helicoflex drawing numbers H-309854 (Model AOS-025), H-309852 (Model AOS-050), and H309850 (Model AOS-100). Only the cask lid metallic seal was considered in this analysis, because it requires a higher gasket factor than the cask lid elastomeric seal.
- d. Material properties for Models AOS-050A and AOS-100A are documented at temperatures of 86°F and 300°F for hot and cold properties, respectively. Material properties for Model AOS-025A are documented at temperatures of 255°F and 36°F for hot and cold properties, respectively. Basis: The cask’s seal areas have NCT hot temperatures of 255°F, 286°F, and 293°F for Models AOS-025A, AOS-050A, and AOS-100A, respectively, and cold temperatures of 36°F, 85°F, and 86°F for Models AOS-025A, AOS-050A, and AOS-100A, respectively, as documented in [Chapter 3, “Thermal Evaluation.”](#)
- e. Room temperature properties are used for the temperature range of -20°F to 100°F. Because yield and tensile strength properties are inversely proportional with temperature, room temperature properties are conservatively used for lower temperatures. Additionally, the room temperature properties of ASME high strength bolts do not change significantly up to 100°F.
- f. Accelerations are obtained from the impact forces defined in the drop analysis results provided in [Paragraph 2.7.1.5.2.1, “Impact Load Tables.”](#)
- g. Normal conditions of transport accelerations, g, are:  
 Axial      10  
 Lateral     5
- h. Helicoflex spring seal (cask lid metallic seal), per Helicoflex calculations, for gasket factor, m:  
 Model AOS-025 cask       $m = Y1 / (2 * \Delta P) = 286 / (2 * (30 - 15)) = 9.53$   
 Model AOS-050 cask       $m = Y1 / (2 * \Delta P) = 286 / (2 * (60 - 15)) = 3.18$   
 Model AOS-100 cask       $m = Y1 / (2 * \Delta P) = 286 / (2 * (280 - 15)) = 0.54$   
 where:  
 Y1            =            Linear load on the seal, to maintain sealing in service at low pressure  
 ΔP            =            Pressure inside the cask cavity

**Table 4-2. Cask Lid Attachment Bolt Results Summary – All Models**

Item	Model and Ambient Temperatures, by Condition <sup>a</sup>					
	AOS-025		AOS-050		AOS-100	
	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)	38°C (100°F)	-40°C (-40°F)
Bolt size (in.)	3/8		1/2		7/8	
Number of threads per in.	16		13		9	
Number of Bolts	8		10		14	
Torque, ft-lb	35		68		500	
<b>Normal Conditions of Transport</b>						
Axial Stress / $S_m$	0.09	0.08	0.19	0.16	0.41	1.35
Shear Stress / $0.6 S_m$	0.01	0.01	0.03	0.03	0.17	0.16
$Rt^2 + Rs^2$	0.01	0.01	0.04	0.03	0.20	0.15
$Se / 1.35 S_m$	0.55	0.52	0.49	0.45	0.81	0.75
Accumulated Fatigue Usage	0.20	–	0.19	–	0.72	–
<b>Hypothetical Accident Conditions of Transport</b>						
Head-On Drop						
Axial Stress / $0.7 S_u$	0.64	0.83	0.72	0.87	0.81	0.92
Shear Stress / $0.42 S_u$	0.00	0.00	0.02	0.02	0.13	0.13
$Rt^2 + Rs^2$	0.41	0.68	0.52	0.76	0.67	0.86
Side Drop						
Axial Stress / $0.7 S_u$	0.07	0.06	0.15	0.12	0.31	0.27
Shear Stress / $0.42 S_u$	0.06	0.08	0.07	0.08	0.17	0.18
$Rt^2 + Rs^2$	0.01	0.01	0.03	0.02	0.13	0.10
Cg/Corner Drop						
Axial Stress / $0.7 S_u$	0.62	0.79	0.47	0.54	0.60	0.64
Shear Stress / $0.42 S_u$	0.03	0.04	0.04	0.05	0.15	0.15
$Rt^2 + Rs^2$	0.39	0.63	0.22	0.30	0.38	0.43

a. The conditions are defined in Table 3-1, "Transport Package Thermal Environment Conditions – All Models."



## 4.5 APPENDIX

This appendix includes a lists of references, applicable pages from referenced documents, supporting information and analysis, test results, and other supplemental information:

- [Garlock Helicoflex Cask Lid Metallic Seal and AOS Cask Lid Elastomeric Seal Drawings](#)
- [Cask Lid Attachment Bolt Evaluation](#)

## 4.5.2 Cask Lid Attachment Bolt Evaluation

The following analyses document the bolting evaluation [4.14] of the AOS transport packaging system's cask lid attachment bolts per NUREG/CR-6007 [4.6]. The required thread engagement length is also evaluated.

**Note:** All references to "bolt" within this appendix are to the cask lid attachment bolt.

### 4.5.2.1 Package Accelerations

The cask accelerations are required as input for the bolt stress calculations under Hypothetical Accident Conditions (HAC). The cask accelerations are calculated using the total impact load, P, and total cask weight. The weights and impact loads of the packages are documented in Subsection 2.1.3. The total cask weight includes the cask itself, its contents, and the impact limiters, as documented in Table 4-8. The accelerations are calculated by dividing the impact load by the cask's overall mass. The Model AOS-025A, AOS-050A, and AOS-100A accelerations are documented in Table 4-9.

**Table 4-8. Weights of AOS Transport Packages**

Item	Units	Model		
		AOS-025A	AOS-050A	AOS-100A
Cask + Contents	lbs.	140	1,058	8,481
Impact limiters (x2)	lbs.	28	123	1,029
Total Cask Weight	lbs.	168	1,181	9,510

**Table 4-9. AOS Transport Package Accelerations**

<b>Model</b>	<b>Load Case</b>	<b>Impact Load, P (lbs.)</b>	<b>Weight (lbs.)<sup>a</sup></b>	<b>Acceleration (g)<sup>b</sup></b>
AOS-025A	Head-on drop hot (100°F)/Case 301	1.40E+05	168	833
	Head-on drop cold (-40°F)/Case 304	1.97E+05	168	1,173
	Side drop hot (100°F)/Case 302	1.08E+05	84	1,286
	Side drop cold (-40°F)/Case 305	1.51E+05	84	1,798
	Cg/Corner drop hot (100°F)/Case 303 <sup>c</sup>	8.56E+04	84	1,019
	Cg/Corner drop cold (-40°F)/Case 306 <sup>c</sup>	1.19E+05	84	1,419
AOS-050A	Head-on drop hot (100°F)/Case 301	3.71E+05	1181	314
	Head-on drop cold (-40°F)/Case 304	5.18E+05	1181	439
	Side drop hot (100°F)/Case 302	1.98E+05	591	335
	Side drop cold (-40°F)/Case 305	2.77E+05	591	469
	Cg/Corner drop hot (100°F)/Case 303 <sup>c</sup>	1.32E+05	591	224
	Cg/Corner drop cold (-40°F)/Case 306 <sup>c</sup>	1.85E+05	591	314
AOS-100A	Head-on drop hot (100°F)/Case 301	1.48E+06	9,510	156
	Head-on drop cold (-40°F)/Case 304	2.07E+06	9,510	218
	Side drop hot (100°F)/Case 302	8.16E+05	4,755	172
	Side drop cold (-40°F)/Case 305	1.14E+06	4,755	240
	Cg/Corner drop hot (100°F)/Case 303 <sup>c</sup>	5.35E+05	4,755	113
	Cg/Corner drop cold (-40°F)/Case 306 <sup>c</sup>	7.49E+05	4,755	158

- a. The full model is used for head-on drop impact load calculations, whereas a half model is used for the side and Cg/Corner drops as documented in [Paragraph 2.7.1.5.2.1.1](#), [Paragraph 2.7.1.5.2.1.2](#), and [Paragraph 2.7.1.5.2.1.3](#) for Models AOS-025A, AOS-050A, and AOS-100A, respectively. Therefore, the weight of the full and half models are used in calculating the accelerations of the Head-on drops, and the Side and Cg/Corner drops, respectively.
- b. Acceleration = Impact load / weight.
- c. The resultant impact load is calculated using the square root of the sum of the squares of the x and y components.

## 4.5.2.2 Dynamic Load Factors

The equivalent-static acceleration loads for the free drops are equal to the peak rigid body accelerations of the packaging multiplied by a Dynamic Load Factor (DLF) that accounts for possible dynamic amplification within the packaging. The Dynamic Load Factors for the transport packages are determined in the paragraphs that follow.

The DLF is a function of the general shape of the rigid-body acceleration time-history pulse and the ratio of the duration of the rigid body acceleration to the component's natural period ( $t / T$ ). The general shape of the rigid-body acceleration time-history curve is characterized as a half-sine wave. The DLF (or Dynamic Amplification Factor, DAF) for a half-sine wave pulse from *NUREG/CR-3966* [4.9], *Figure 2.15*, is shown in *Figure 4-7*.

The DAF graph shown in *Figure 4-7* is truncated at the ratio of pulse duration ( $t$ ) to natural period ( $T$ ) of six (6). However, for ratios greater than one (1), DAF is generally inversely proportional with frequency as shown in *Figure 4-7*. Therefore, for  $t / T$  ratios greater than six (6), the DAF value at ratio of  $t / T = 6$  is conservatively considered.

### 4.5.2.2.1 Model AOS-025A Transport Package Lid Dynamic Load Factor

#### 4.5.2.2.1.1 Natural Frequency

The cask lid's natural frequency is calculated by considering the cask lid as a simply supported circular plate using Reference [4.10], *Table 11.1, Case 2*, as follows:

$$f = \frac{\lambda_{ij}}{2\pi a^2} \left[ \frac{Eh^3}{12Y(1-\nu^2)} \right]^{\frac{1}{2}} = 3,131 \text{ Hz, Natural frequency}$$

where:

$$\lambda_{ij} = 4.98, \text{ dimensionless parameter (for } i = j = 0), \text{ Reference [4.10], Table 11.1, Case 2}$$

$$a = 2.325 \text{ in., cask lid radius}$$

$$h = 0.37 \text{ in., cask lid thickness}$$

$$E_b = 27.3 \times 10^6 \text{ psi, modulus of elasticity}$$

$$\nu = 0.3, \text{ Poisson's ratio}$$

$$\mu = \frac{0.29 \frac{lb}{in^3}}{386.4 \frac{in}{s^2}} = 7.50518E-4 \frac{lb \times s^2}{in^4} = \text{mass density}$$

$$\rho = 0.29 \frac{lb}{in^3}, \text{ density}$$

$$Y = h \times \mu = 2.78E-4 \frac{lb \times s^2}{in^3} = \text{mass per unit area}$$

The corresponding natural period of vibration ( $T$ ) is  $1 / f = 0.00032$  seconds.

#### 4.5.2.2.1.2 Impact Duration

The impact duration ( $t$ ) is approximated using the mass, impact initial velocity and impact loads, per methods presented in Reference [4.9], as follows:

$$t = \frac{MV_o}{F_{max}} = 0.0012 \text{ sec.}$$

where:

$$M = 168 \text{ lbs.} / 386.4 \text{ in/sec}^2 = 0.43 \text{ lb-sec}^2/\text{in, mass}$$

$$F_{max} = 1.97 \times 10^5 \text{ lbs., Impact load maximum}$$

$$V_o = \sqrt{2gh} = 527 \text{ in/sec, initial velocity at impact}$$

$$g = 386.4, \text{ in/sec}^2, \text{ gravitational acceleration}$$

$$h = 360 \text{ in., drop height (30 ft.)}$$

Accordingly, the ratio of impact duration to the natural period ( $t / T$ ) = 3.75. Therefore, the corresponding DLF from Figure 4-7 is approximately 1.15.

## 4.5.2.2.2 Model AOS-050A Transport Package Cask Lid Dynamic Load Factor

### 4.5.2.2.2.1 Natural Frequency

The cask lid's natural frequency is calculated by considering the cask lid as a simply supported circular plate using Reference [4.10], Table 11.1, Case 2, as follows:

$$f = \frac{\lambda_{ij}}{2\pi a^2} \left[ \frac{Eh^3}{12\gamma(1-\nu^2)} \right]^{\frac{1}{2}} = 1,723 \text{ Hz, Natural frequency}$$

where:

$$\lambda_{ij} = 4.98, \text{ dimensionless parameter (for } i = j = 0), \text{ Reference [4.10], Table 11.1, Case 2}$$

$$a = 4.45 \text{ in., cask lid radius}$$

$$h = 0.75 \text{ in., cask lid thickness}$$

$$E_b = 27.0 \times 10^6 \text{ psi, modulus of elasticity}$$

$$\nu = 0.3, \text{ Poisson's ratio}$$

$$\mu = \frac{0.29 \frac{lb}{in^3}}{386.4 \frac{in}{s^2}} = 7.50518E^{-4} \frac{lb \times s^2}{in^4} = \text{mass density}$$

$$\rho = 0.29 \frac{lb}{in^3}, \text{ density}$$

$$\gamma = h \times \mu = 5.63E^{-4} \frac{lb \times s^2}{in^3} = \text{mass per unit area}$$

The corresponding natural period of vibration (T) is  $1 / f = 0.00058$  seconds.

#### 4.5.2.2.2 Impact Duration

The impact duration (t) is approximated using the mass, impact initial velocity and impact loads, per methods presented in Reference [4.9], as follows:

$$t = \frac{MV_o}{F_{max}} = 0.0031 \text{ sec.}$$

where:

$$M = 1,181 \text{ lbs.}/386.4 \text{ in/sec}^2 = 3.06 \text{ lb-sec}^2/\text{in, mass}$$

$$F_{max} = 5.18 \times 10^5 \text{ lbs., Impact load maximum}$$

$$V_o = \sqrt{2gh} = 527 \text{ in/sec, initial velocity at impact}$$

$$g = 386.4, \text{ in/sec}^2, \text{ gravitational acceleration}$$

$$h = 360 \text{ in., drop height (30 ft.)}$$

Accordingly, the ratio of impact duration to the natural period ( $t / T$ ) = 5.34. Therefore, the corresponding DLF from Figure 4-7 is approximately 1.1. However, a DLF value of 1.15 is conservatively used in the analysis for the Model AOS-050A.

### 4.5.2.2.3 Model AOS-100A Transport Package Cask Lid Dynamic Load Factor

#### 4.5.2.2.3.1 Natural Frequency

The cask lid's natural frequency is calculated by considering the cask lid as a simply supported circular plate using Reference [4.10], Table 11.1, Case 2, as follows:

$$f = \frac{\lambda_{ij}}{2\pi a^2} \left[ \frac{Eh^3}{12\gamma(1-\nu^2)} \right]^{\frac{1}{2}} = 984.4 \text{ Hz, Natural frequency}$$

where:

$$\lambda_{ij} = 4.98, \text{ dimensionless parameter (for } i = j = 0), \text{ Reference [4.10], Table 11.1, Case 2}$$

$$a = 8.295 \text{ in., cask lid radius}$$

$$h = 1.49 \text{ in., cask lid thickness}$$

$$E_b = 27.0 \times 10^6 \text{ psi, modulus of elasticity}$$

$$\nu = 0.3, \text{ Poisson's ratio}$$

$$\mu = \frac{0.29 \frac{lb}{in^3}}{386.4 \frac{in}{s^2}} = 7.50518E^{-4} \frac{lb \times s^2}{in^4} = \text{mass density}$$

$$\rho = 0.29 \frac{lb}{in^3}, \text{ density}$$

$$\gamma = h \times \mu = 1.12E^{-3} \frac{lb \times s^2}{in^3} = \text{mass per unit area}$$

The corresponding natural period of vibration (T) is  $1 / f = 0.001$  seconds



### 4.5.2.2.3.2 Impact Duration

The impact duration ( $t$ ) is approximated using the mass, impact initial velocity and impact loads, per methods presented in Ref. [2]

$$t = \frac{MV_o}{F_{max}} = 0.0063 \text{ sec.}$$

where:

$$M = 9,510 \text{ lbs./}386.4 \text{ in/sec}^2 = 24.61 \text{ lb-sec}^2/\text{in, mass}$$

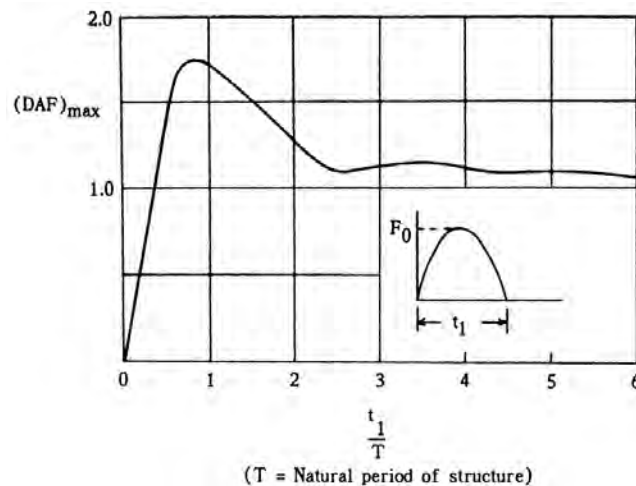
$$F_{max} = 2.07 \times 10^6 \text{ lbs., Impact load maximum}$$

$$V_o = \sqrt{2gh} = 527 \text{ in/sec, initial velocity at impact}$$

$$g = 386.4, \text{ in/sec}^2, \text{ gravitational acceleration}$$

$$h = 360 \text{ in., drop height (30 ft.)}$$

Accordingly, the ratio of impact duration to the natural period ( $t/T$ ) = 6.18. The DAF graph shown in Figure 4-7 is truncated at the ratio of pulse duration to the natural period of 6. However, for ratios greater than 1, DAF is generally inversely proportional with frequency as shown in Figure 4-7. Therefore, for the ratio ( $t/T$ ) values greater than 6, the DAF value at  $t/T = 6$  is conservatively considered. The corresponding DLF from Figure 4-7 is approximately 1.1. However, a DLF value of 1.15 is conservatively used in the analysis for the Model AOS-100A.



**Figure 4-7. Impact Response Spectrum for SDOF System – Half-Sine Pulse Shape, No Damping, All Models**

### 4.5.2.3 Cask Lid Attachment Bolt Stress Analysis

#### 4.5.2.3.1 Acceptance Criteria

The cask lid attachment bolts are subjected to operational loads such as gasket seating and operating loads, bolt tightening preload, vibration, internal pressure, differential thermal expansion, and the loads associated with free drops.

NCT Acceptance criteria is as documented in *NUREG/CR-6007* [4.6], *Table 6.1* and *Table 6.2*, which are based on *ASME B&PVC, Section III, Subsection NB* [4.12]. HAC acceptance criteria are as documented in Reference [4.6], *Table 6.3*.

NCT acceptance criteria are that the average tensile stress must be less than the basic allowable stress in tension, and the average shear stress must be less than 60% of the basic allowable stress per Reference [4.6], *Table 6.1*. In addition, stress ratio is calculated for all bolts per that table. The sum of the squares of the stress ratios for average tensile stress and the average shear stress must be less than 1. Further, the maximum stress intensity must be less than 1.35 times the allowable stress for bolts having a minimum tensile strength greater than 100 ksi, and 1.5 times for bolts that have a minimum tensile strength of less than 100 ksi.

HAC acceptance criteria is based on Reference [4.6], *Table 6.3*. In accordance with that table, the average stress in tension must be less than the smaller of  $0.7 S_u$  or of  $S_y$  at temperature  $T$ . The average stress in shear must be less than the smaller of  $0.42 S_u$  or  $0.6 S_y$  at temperature  $T$ . Additionally, the sum of the squares of the HAC stress ratio for average tensile stress and average shear stress must be less than 1.

#### 4.5.2.3.2 Equations for Bolt Loads and Stresses per *NUREG/CR-6007* [4.6]

##### 4.5.2.3.2.1 Forces and Moments Generated by Preload

Preload for the bolts is calculated using the equation presented in *NUREG/CR-6007* [4.6], *Table 4.1*, which is the non-prying axial bolt force per bolt,  $F_a$ , that is generated when the bolt is torqued:

$$F_a = \frac{Q}{KD_b}$$

where:

$Q$  = Applied torque (in-lb) for the preload

$K$  = Nut factor for empirical relation between the applied torque and achieved preload

$D_b$  = Nominal diameter (in.) of the cask lid attachment bolt

The torsional bolt moment per bolt,  $M_t$ , is defined by the following formula:

$$M_t = 0.5 Q$$

#### 4.5.2.3.2.2 Forces and Moments Generated by Gasket Loads

NUREG/CR-6007 [4.6], Table 4.2, lists the formulas for calculating the forces and moments generated by gasket loads. The axial force produced by the gasket seating is evaluated by use of the following equation:

$$F_a = \frac{\pi D_{lg} b y}{N_b}$$

where the minimum design seating stress ( $y$ ) and the effective gasket seating width ( $b$ ) are defined in accordance with ASME B&PV Code [4.13], Appendix E:

$D_{lg}$  = Face seal diameter (in.)

$N_b$  = Number of cask lid attachment bolts

The torsional bolt moment ( $M_t$ ) due to the gasket seating is as follows:

$$M_t = \frac{0.5\pi K D_b D_{lg} b y}{N_b}$$

where:

$D_b$  = Nominal diameter of the cask lid attachment bolt (in.)

Additionally, the non-prying tensile bolt force per bolt produced by the operating gasket load is determined by the following equation:

$$F_a = \frac{2 \pi D_{lg} b m (P_{li} - P_{lo})}{N_b}$$

where the gasket factor ( $m$ ) and the effective gasket seating width ( $b$ ) are defined in accordance with ASME B&PV Code [4.13], Appendix E, and:

$D_{lg}$  = Face seal diameter (in.)

$N_b$  = Number of cask lid attachment bolts

$P_{li}$  = Pressure inside the cask lid (psi)

$P_{lo}$  = Pressure outside the cask lid (psi)

The effective gasket seating width,  $b$ , is calculated using the method in ASME B&PV Code [4.13], Appendix E. As documented in ASME B&PV Code [4.13], Table E-1210:

$$b = b_o \quad \text{for } b_o \leq \frac{1}{4}$$

$$b = C_b \sqrt{b_o} \quad \text{for } b_o > \frac{1}{4}$$

where:

$$C_b = 0.5$$

The basic gasket seating width,  $b_o$ , is calculated using the design contact width,  $N$ , of the gasket. As documented in *ASME B&PV Code* [4.13], *Table E-1210*:

$$b_o = \frac{N}{2}$$

The gasket factor ( $m$ ) and minimum design seating stress ( $y$ ) for various gasket types are provided in *ASME B&PV Code* [4.13], *Table E-1210-1*. Values for self-energizing types (O-rings, metallic, elastomeric, other gasket types considered as self-sealing) are used in the calculation.

#### 4.5.2.3.2.3 Forces and Moments Generated by Pressure Loads

*NUREG/CR-6007* [4.6], *Table 4.3*, is applied to determine the moments and forces that are generated due to the pressure difference between the inside and outside of the cask. The associated equation for the axial force due to pressure loads is as follows:

$$F_a = \frac{\pi D_{lg}^2 (P_{ii} - P_{io})}{4N_b}$$

where:

$D_{lg}$  = Face seal diameter (in.)

$N_b$  = Number of cask lid attachment bolts

$P_{ii}$  = Pressure inside the cask lid

$P_{io}$  = Pressure outside the cask lid

The shear bolt force per bolt is as follows:

$$F_s = \frac{\pi E_l t_l (P_{ci} - P_{co}) D_{lb}^2}{2 N_b E_c t_c (1 - N_{ul})}$$

where:

- $E_l$  = Young's modulus of the cask lid material
- $E_c$  = Young's modulus of the cask wall material
- $t_l$  = Thickness of the cask lid
- $t_c$  = Thickness of the cask wall
- $N_b$  = Number of cask lid attachment bolts
- $D_{lb}$  = Cask lid diameter at the bolt circle
- $P_{ci}$  = Pressure inside the cask wall
- $P_{co}$  = Pressure outside the cask wall
- $N_{ul}$  = Poisson's ratio of the cask lid material

The fixed-edge cask lid force generated by internal pressure is as follows:

$$F_f = \frac{D_{lb} (P_{li} - P_{lo})}{4}$$

where:

- $D_{lb}$  = Cask lid diameter at the bolt circle
- $P_{li}$  = Pressure inside the cask lid
- $P_{lo}$  = Pressure outside the cask lid

The fixed-edge moment is as follows:

$$M_f = \frac{(P_{i_i} - P_{i_o}) D_{i_b}^2}{32}$$

where:

$D_{i_b}$  = Cask lid diameter at the bolt circle

$P_{i_i}$  = Pressure inside the cask lid

$P_{i_o}$  = Pressure outside the cask lid

#### 4.5.2.3.2.4 Forces and Moments Generated by Temperature Loads

NUREG/CR-6007 [4.6], Table 4.4, provides the formulas for bolt forces/moments that are generated by thermal expansion difference between the cask lid, cask lid attachment bolt, and cask wall. The axial force due to a temperature difference between the cask lid attachment bolt and cask lid is as follows:

$$F_{at} = 0.25 \pi D_b^2 E_b (a_l T_l - a_b T_b)$$

where:

$D_b$  = Nominal diameter of the cask lid attachment bolt (in.)

$E_b$  = Young's modulus of the cask lid attachment bolt material

$a_l$  = Thermal expansion coefficient of the cask lid material

$a_b$  = Thermal expansion coefficient of the cask lid attachment bolt material

$T_l$  = Temperature change ( $\Delta T$ ) of the cask lid

$T_b$  = Temperature change of the cask lid attachment bolt

The shear force acting on each bolt is as follows:

$$F_s = \frac{\pi E_l t_l D_{lb} (a_l T_l - a_c T_c)}{N_b (1 - N_{ul})}$$

where:

- $E_l$  = Young's modulus of the cask lid material
- $t_l$  = Thickness of the cask lid material
- $D_{lb}$  = Cask lid diameter at the bolt circle
- $a_l$  = Thermal expansion coefficient of the cask lid material
- $a_c$  = Thermal expansion coefficient of the cask wall material
- $T_l$  = Temperature change ( $\Delta T$ ) of the cask lid
- $T_c$  =  $\Delta T$  of the cask wall
- $N_b$  = Number of cask lid attachment bolts
- $N_{ul}$  = Poisson's ratio of the cask lid material

Fixed-edge force and fixed-edge moment due to temperature difference between the inner and outer surface of the cask lid is determined by use of the following equations:

$$F_f = 0 \text{ lb/bolt}$$

$$M_f = \frac{E_l a_l t_l^2 (T_{lo} - T_{li})}{12(1 - N_{ul})}$$

where:

- $E_l$  = Young's modulus of the cask lid material
- $a_l$  = Thermal expansion coefficient of the cask lid material
- $t_l$  = Thickness of the cask lid
- $T_{lo}$  =  $\Delta T$  outer surface of the cask lid
- $T_{li}$  =  $\Delta T$  inner surface of the cask lid
- $N_{ul}$  = Poisson's ratio of the cask lid material

#### 4.5.2.3.2.5 Forces and Moments Generated by Impact Loads

The equations in *NUREG/CR-6007* [4.6], *Table 4.5*, are used to calculate the bolt loads due to impact. The non-prying tensile bolt force per bolt due to impact is as follows:

$$F_a = \frac{1.34 \times \sin(x_i) \text{ DLF } a_i (W_l + W_c)}{N_b}$$

where:

$a_i$  = Maximum rigid body acceleration (g) of the cask

DLF = Dynamic load factor

$x_i$  = Impact angle between the cask axis and target surface

$W_l$  = Weight of the cask lid

$W_c$  = Weight of the contents

$N_b$  = Number of cask lid attachment bolts

The shear bolt force per bolt is as follows:

$$F_s = \frac{\cos(x_i) a_i W_l}{N_b}$$

where:

$a_i$  = Maximum rigid body acceleration (g) of the cask

$x_i$  = Impact angle between the cask axis and target surface

$W_l$  = Weight of cask lid

$N_b$  = Number of cask lid attachment bolts



Further, the fixed-edge force and fixed-edge moment are defined as follows:

$$F_f = \frac{1.34 \times \sin(x_i) \text{ DLF } a_i (W_l + W_c)}{\pi D_{lb}}$$

$$M_f = \frac{1.34 \times \sin(x_i) \text{ DLF } a_i (W_l + W_c)}{8\pi}$$

where:

$a_i$  = Maximum rigid body acceleration (g) of the cask

DLF = Dynamic load factor

$x_i$  = Impact angle between the cask axis and target surface

$W_l$  = Weight of the cask lid

$W_c$  = Weight of the contents

$N_b$  = Number of cask lid attachment bolts

$D_{lb}$  = Cask lid diameter at the bolt circle

#### 4.5.2.3.2.6 Forces and Moments Generated by Vibration Loads

Although vibration loads are not significant, they are considered during normal conditions of transport. The loads that are generated due to vibration are outlined in *NUREG/CR-6007* [4.6], *Table 4.8*. The accelerations recommended for tie-down in the regulations, *10 CFR 71.45(b)(1)* [4.1], are considered in calculating the maximum loads due to vibration acceleration. Accordingly, 10-g axial and 5-g transverse vibration accelerations are considered for calculating the tensile and shear bolt forces, respectively.

The tensile bolt force per bolt is as follows:

$$F_a = \frac{\text{VTR } a_{va} W_l}{N_b}$$

where:

VTR = 1, Vibration transmissibility of acceleration between the cask support and cask lid

$a_{va}$  = 10g, Maximum axial vibration acceleration at the cask support

$W_l$  = Weight of the cask lid

$N_b$  = Number of cask lid attachment bolts

The shear bolt force per bolt is as follows:

$$F_s = \frac{VTR \text{ avt } W_l}{N_b}$$

where:

VTR = 1, Vibration transmissibility of acceleration between the cask support and the cask lid

avt = 5g, Maximum transverse vibration acceleration at the cask support

$W_l$  = Weight of the cask lid

$N_b$  = Number of cask lid attachment bolts

The fixed-edge force and fixed-edge moment are defined as follows:

$$F_f = \frac{\sin(x_i) VTR \text{ ava } W_l}{\pi D_{lb}}$$

$$M_f = \frac{VTR \text{ ava } W_l}{8 \pi}$$

where:

VTR = 1, Vibration transmissibility of acceleration between the cask support and the cask lid

ava = 10g, Maximum axial vibration acceleration at the cask support

$x_i$  = Impact angle between the cask axis and the target surface

$W_l$  = Weight of the cask lid

$D_{lb}$  = Cask lid diameter at the bolt circle

#### 4.5.2.3.2.7 Prying Action Forces Generated by Applied Loads

From *NUREG/CR-6007 [4.6], Table 2.1*, the axial bolt force per bolt that is caused by the prying action of the cask lid is as follows:

$$F_{ap-c} = \left( \frac{\pi D_{lb}}{N_b} \right) \left[ \frac{2M_f}{(D_{lo} - D_{lb})} - \frac{C_1(B - F_f) - C_2(B - P)}{C_1 + C_2} \right]$$

where:

$$C_1 = 1$$

$$C_2 = \left( \frac{8}{3(D_{lo} - D_{lb})^2} \right) \left[ \frac{E_l t_l^3}{1 - N_{ul}} + \frac{(D_{lo} - D_{li}) E_{lf} t_{lf}^3}{D_{lb}} \right] \left( \frac{L_b}{N_b D_b^2 E_b} \right)$$

$L_b$  = Bolt length between the top and bottom surfaces of the cask lid at the bolt circle

$B$  =  $F_f$  if  $F_f > P$ ; otherwise,  $B = P$

In calculating  $C_2$ ,  $E_l$  and  $E_{lf}$  are the Young's modulus of the cask lid and cask lid flange, respectively. Because the cask lid and its flange are the same material,  $E_l$  is the same as  $E_{lf}$ .

$E_b$  = Young's modulus of the cask lid attachment bolt material

$D_b$  = Nominal diameter of the cask lid attachment bolt

$D_{lb}$  = Cask lid diameter at the bolt circle

$D_{lo}$  = Cask lid diameter at the outer edge

$D_{li}$  = Cask lid diameter at the inner edge

$M_f$  = Fixed-edge moment of the cask lid at the bolt circle that is caused by the applied loads (per unit length of the bolt circle)

$F_f$  = Fixed-edge force of the cask lid at the bolt circle that is caused by the applied loads (per unit length of the bolt circle)

$N_b$  = Number of cask lid attachment bolts

$N_{ul}$  = Poisson's ratio of the cask lid material

$P$  = Bolt preload per unit length of the bolt circle (the combined preload and temperature load ( $F_{a-pt}$ ) is used to calculate  $P$ , per *NUREG/CR-6007 [4.6], Table 4.9, II.3*)

$t_l$  = Thickness of the cask lid

$t_{lf}$  = Thickness of the cask lid flange

The prying action load is calculated for the combined load using the combined fixed-edge force ( $F_{f-c}$ ) and the combined fixed-edge moment ( $M_{f-c}$ ).

#### 4.5.2.3.2.8 Bending Bolt Moment Generated by Applied Loads

NUREG/CR-6007 [4.6], Table 2.2, includes the formula for calculating the bending bolt moment per bolt that is caused by the rotation or bending of the cask lid and is expressed as follows:

$$M_{bb} = \left( \frac{\pi D_{lb}}{N_b} \right) \left( \frac{K_b}{K_b + K_l} \right) M_f$$

where:

$$K_b = \left( \frac{N_b}{L_b} \right) \left( \frac{E_b}{D_{lb}} \right) \left( \frac{D_b^4}{64} \right)$$

$$K_l = \frac{E_l t_l^3}{3 \left[ (1 - N_{ul}^2) + (1 - N_{ul})^2 \left( \frac{D_{lb}}{D_{in}} \right)^2 \right] D_{lb}}$$

$D_b$  = Nominal diameter of the cask lid attachment bolt

$D_{lb}$  = Cask lid diameter at the bolt circle

$D_{lo}$  = Cask lid diameter at the outer edge

$D_{li}$  = Cask lid diameter at the inner edge

$E_b$  = Young's modulus of the cask lid attachment bolt material

$E_l$  = Young's modulus of the cask lid material

$F_f$  = Fixed-edge force of the cask lid at the bolt circle that is caused by the applied load (per unit length of the bolt circle)

$L_b$  = Bolt length between the top and bottom surfaces of the cask lid at the bolt circle

$M_f$  = Fixed-edge moment of the cask lid at the bolt circle that is caused by the applied load (per unit length of the bolt circle)

$N_b$  = Number of cask lid attachment bolts

$N_{ul}$  = Poisson's ratio of the cask lid material

$t_l$  = Thickness of the cask lid

#### 4.5.2.3.2.9 Total Bolt Loads and Stresses

To accurately combine total bolt forces, the method of *NUREG/CR-6007* [4.6], *Table 4.9*, is applied. The total tensile bolt force is obtained by adding the total non-prying tensile bolt forces and the total prying tensile bolt forces, as documented in *NUREG/CR-6007*, *Table 4.9, III.I*.

The total shear force, as documented in *NUREG/CR-6007*, *Table 4.9*, is evaluated as the absolute sum of the shear forces generated by all applied loads.

The combined bending moment is obtained using the combined fixed edge moment and the formula in *NUREG/CR-6007*, *Table 2.2*.

As stated in *NUREG/CR-6007*, *Table 4.9*, the torsional bolt moment is calculated using the torsional bolt moments from preload.

Bolt stresses are calculated from *NUREG/CR-6007*, *Table 5.1*. From the nominal bolt diameter,  $D_b$ , a new bolt diameter,  $D$ , is calculated for stress calculation.

For the tensile stress calculation:

$$D = D_{ba}$$

where:

$$D_{ba} = \text{Alternate Bolt Diameter for Stress Calculation} = D_b - 0.9743p$$

$$D_b = \text{Nominal bolt diameter}$$

$$p = \text{Bolt thread pitch, equals } 1 / n$$

$$n = \text{Number of bolt threads per unit length}$$

For the shear stress calculation:

$$D = D_{ba} \text{ (if maximum shear occurs in the thread)}$$

$$D = D_b \text{ (if maximum shear occurs in the shank)}$$

For the bending stress calculation:

$$D = D_{ba} \text{ (if maximum bending occurs in the thread)}$$

$$D = D_b \text{ (if maximum bending occurs in the shank)}$$

The average bolt direct stress ( $S_{ba}$ ) that is caused by the tensile bolt force is calculated as follows:

$$S_{ba} = 1.2732 F_a / D^2$$

The average bolt shear stress ( $S_{bs}$ ) that is caused by shear bolt stress is as follows:

$$S_{bs} = 1.2732 F_s / D^2$$

The maximum bending stress ( $S_{bb}$ ) that is caused by the bending bolt moment is as follows:

$$S_{bb} = 10.186 M_{bb} / D^3$$

And, the maximum shear stress ( $S_{bt}$ ) that is caused by the torsional bolt moment is as follows:

$$S_{bt} = 5.093 M_t / D^3$$

Where  $F_a$ ,  $F_s$ ,  $M_{bb}$ , and  $M_t$  all represent total values of the tensile bolt force, shear bolt force, bending bolt moment, and torsional bolt moment, respectively.

The resulting stress intensity ( $S_{bi}$ ) that is caused by tension + shear + bending + torsion is as follows:

$$S_{bi} = \sqrt{(S_{ba} + S_{bb})^2 + 4 \times (S_{bs} + S_{bt})^2}$$

### 4.5.2.3.3 Model AOS-025A Cask Lid Attachment Bolt Load and Stress Analysis

#### 4.5.2.3.3.1 Cask Lid Attachment Bolt Input Parameters

Table 4-10 lists the Model AOS-025A cask lid attachment bolt input parameters. The Model AOS-025A minimum and maximum preload torque limits are 29 ft-lb and 35 ft-lb, respectively. The preload torque value used in the stress calculations is 35 ft-lb because the calculated bolt stresses are highest using the maximum preload torque.

**Table 4-10. Model AOS-025A Cask Lid Attachment Bolt Input Parameters**

Parameter	Variable	Input Value		Units
Temperature	T	(38) 100	(-40) -40	(°C) °F
Number of Bolts	N <sub>b</sub>	8	8	–
Lid Diameter at Bolt Circle	D <sub>lb</sub>	3.9	3.9	in.
Lid Diameter at Gasket	D <sub>lg</sub>	3.07	3.07	in.
Nominal Bolt Diameter	D <sub>b</sub>	0.375	0.375	in.
Threads per Inch	n	16	16	–
Lid Diameter at Inner Edge	D <sub>li</sub>	2.61	2.61	in.
Lid Diameter at Outer Edge	D <sub>lo</sub>	4.65	4.65	in.
Thickness of Cask Lid	t <sub>l</sub>	0.37	0.37	in.
Thickness of Cask Lid Flange	t <sub>lf</sub>	0.48	0.48	in.
Thickness of Cask Wall	t <sub>c</sub>	1.02	1.02	in.
Bolt Length between the Top and Bottom Surface of Cask Lid	L <sub>b</sub>	0.15	0.15	in.
Young's Modulus for Cask Lid	E <sub>l</sub>	27,300,000	28,300,000	psi
Young's Modulus for Cask	E <sub>c</sub>	27,300,000	28,300,000	psi
Young's Modulus for Bolt	E <sub>b</sub>	28,000,000	29,200,000	psi
Poisson's Ratio for Cask Lid	N <sub>ul</sub>	0.3	0.3	–
Poisson's Ratio for Cask	N <sub>uc</sub>	0.3	0.3	–
Lid Thermal Expansion Coefficient	a <sub>l</sub>	0.0000091	0.0000086	1/°F
Bolt Thermal Expansion Coefficient	a <sub>b</sub>	0.0000073	0.0000070	1/°F
Cask Wall Thermal Expansion Coefficient	a <sub>c</sub>	0.0000091	0.0000086	1/°F
Weight of Cask Contents	W <sub>c</sub>	14	14	lbs.
Weight of Cask Lid	W <sub>l</sub>	2	2	lbs.
Bolt Torque (in-lb)	Q	420	420	in-lb
Bolt Torque (ft-lb)		35	35	ft-lb
Nut Factor for Preload Torque	K	0.15	0.15	–

**Table 4-10. Model AOS-025A Cask Lid Attachment Bolt Input Parameters (Continued)**

Parameter	Variable	Input Value		Units
Gasket Seating Width	b	1	1	in.
Gasket Seating Stress	y	3,000	3,000	psi
Gasket Factor	m	9.53	9.53	–
Minimum Yield Strength	S <sub>y</sub>	142,000	150,000	psi
Minimum Ultimate Strength	S <sub>u</sub>	176,000	185,000	psi
Basic Allowable Stress Limit	S <sub>m</sub>	95,000	100,000	psi
Initial Temperature	T <sub>i</sub>	70	70	°F
Temperature of Cask Lid at Bolts	T <sub>l</sub>	255	36	°F
Temperature of Bolts	T <sub>b</sub>	255	36	°F
Temperature of Cask Wall	T <sub>c</sub>	255	36	°F
Temperature of Cask Lid Inner Surface	T <sub>li</sub>	255	36	°F
Temperature of Cask Lid Outer Surface	T <sub>lo</sub>	255	36	°F
Transport Package Internal Pressure	P <sub>i</sub>	30	30	psia
Atmospheric Pressure	P <sub>a</sub>	15	15	psia



#### 4.5.2.3.3.2 Model AOS-025A Cask Lid Attachment Bolt NCT Results

Table 4-11 summarizes the forces and moments from individual loads. Table 4-12 documents the NCT load combinations.

Table 4-11. Model AOS-025A Cask Lid Attachment Bolt NCT Loads

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>				
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	7,467	7,467
Torsional Bolt Moment	$M_t$	lb-in	210	210
<b>Gasket</b>				
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	3,617	3,617
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	345	345
Torsional Bolt Moment	$M_t$	lb-in	102	102
<b>Pressure</b>				
Pressure inside the Cask Lid	$P_{li}$	psi	30.0	30.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	30.0	30.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	13.9	13.9
Shear Bolt Force per Bolt	$F_s$	lbs.	23.2	23.2
Fixed-Edge Cask Lid Force	$F_f$	lb/in	14.6	14.6
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	7.1	7.1
<b>Temperature</b>				
Temperature Change of Cask Lid at Bolts	$T_l$	°F	185.0	-34.0
Temperature Change of Bolts	$T_b$	°F	185.0	-34.0
Temperature Change of Cask Wall	$T_c$	°F	185.0	-34.0
Temperature Change of Inner Surface of Cask Lid	$T_{li}$	°F	185.0	-34.0
Temperature Change of Outer Surface of Cask Lid	$T_{lo}$	°F	185.0	-34.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	1,030	-175
Shear Bolt Force per Bolt	$F_s$	lbs.	0.00	0.00
Fixed-Edge Cask Lid Force	$F_f$	lb/in	0.00	0.00
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	0.00	0.00

**Table 4-11. Model AOS-025A Cask Lid Attachment Bolt NCT Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Impact</b>				
Maximum Impact Acceleration	$a_i$	g	–	–
Impact Angle	$x_i$	°	–	–
Dynamic Load Factor	DLF	–	–	–
Non-Prying Axial Load Due to Impact	$F_a$	lbs.	–	–
Shear Load Due to Impact	$F_s$	lbs.	–	–
Fixed-Edge Load Due to Impact	$F_f$	lb/in	–	–
Fixed-Edge Moment Due to Impact	$M_f$	(lb-in)/in	–	–
<b>Vibration</b>				
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	1.00	1.00
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	10.00	10.00
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	5.00	5.00
Axial Load Due to Vibration	$F_a$	lbs.	2.50	2.50
Shear Load Due to Vibration	$F_s$	lbs.	1.25	1.25
Fixed-Edge Force	$F_f$	lb/in	1.63	1.63
Fixed-Edge Moment Due to Vibration	$M_f$	(lb-in)/in	0.80	0.80
<b>Prying Action</b>				
Bolt Length between Top and Bottom Surface of Cask Lid	$L_b$	in.	0.15	0.15
Constant1	C1	–	1.0	1.0
Constant2 (for outward loads)	C2	–	0.0802	0.0798
Bolt Preload per Unit Length of the Bolt Circle	P	lb/in	5,548	4,761
Non-Prying Tensile Bolt Force	B	lb/in	5,548	4,761
Combined Axial Load on Bolt Due to Prying	$F_{ap-c}$	lbs.	-7,813	-6,699

**Table 4-12. Model AOS-025A Cask Lid Attachment Bolt NCT Load Combinations**

Loads/Stresses	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	8,496	7,291
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	361	361
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	8,496	7,291
Prying Axial Load of Bolt	$F_{ap-c}$	lbs.	-7,813	-6,699
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	684	592
Total Shear Bolt Force	$F_s$	lbs.	24.5	24.5
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	6.8	6.8
Total Torsional Bolt Moment	$M_t$	lb-in	210.0	210.0
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.314	0.314
Average Bolt Axial Stress	$S_{ba}$	psi	8,825	7,638
Average Bolt Shear Stress	$S_{bs}$	psi	316	316
Maximum Bending Stress	$S_{bb}$	psi	2,221	2,227
Maximum Shear Stress Due to Torsional Bolt Moment	$S_{bt}$	psi	34,511	34,511
Maximum Stress Intensity	$S_{bi}$	psi	70,525	70,349
Allowable Tensile Stress	$S_m$	psi	95,000	100,000
Allowable Shear Stress	$0.6 S_m$	psi	57,000	60,000
Allowable Stress Intensity	$1.35 S_m$	psi	128,250	135,000
Axial Stress Ratio	$R_t$	–	0.09	0.08
Shear Stress Ratio	$R_s$	–	0.01	0.01
Combined Stress Ratio	$R_t^2 + R_s^2$	–	0.01	0.01
Stress Intensity Ratio	$R_i$	–	0.55	0.52

### 4.5.2.3.3 Model AOS-025A Cask Lid Attachment Bolt HAC Results

Table 4-13 documents the HAC forces from individual loads. Table 4-14 summarizes the corresponding load combinations.

Table 4-13. Model AOS-025A Cask Lid Attachment Bolt HAC Loads

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>								
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	7,467	7,467	7,467	7,467	7,467	7,467
Torsional Bolt Moment	$M_t$	lb-in	210	210	210	210	210	210
<b>Gasket</b>								
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	3,617	3,617	3,617	3,617	3,617	3,617
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	345	345	345	345	345	345
Torsional Bolt Moment	$M_t$	lb-in	102	102	102	102	102	102
<b>Pressure</b>								
Pressure inside the Cask Lid	$P_{li}$	psi	30.0	30.0	30.0	30.0	30.0	30.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	30.0	30.0	30.0	30.0	30.0	30.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	13.9	13.9	13.9	13.9	13.9	13.9
Shear Bolt Force per Bolt	$F_s$	lbs.	23.2	23.2	23.2	23.2	23.2	23.2
Fixed-Edge Cask Lid Force	$F_f$	lb/in	14.6	14.6	14.6	14.6	14.6	14.6
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	7.1	7.1	7.1	7.1	7.1	7.1

**Table 4-13. Model AOS-025A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Temperature</b>								
Temperature Change of Cask Lid at Bolts	T <sub>l</sub>	°F	185.0	-34.0	185.0	-34.0	185.0	-34.0
Temperature Change of Bolts	T <sub>b</sub>	°F	185.0	-34.0	185.0	-34.0	185.0	-34.0
Temperature Change of Cask Wall	T <sub>c</sub>	°F	185.0	-34.0	185.0	-34.0	185.0	-34.0
Temperature Change of Inner Surface of Cask Lid	T <sub>li</sub>	°F	185.0	-34.0	185.0	-34.0	185.0	-34.0
Temperature Change of Outer Surface of Cask Lid	T <sub>lo</sub>	°F	185.0	-34.0	185.0	-34.0	185.0	-34.0
Non-Prying Tensile Bolt Force	F <sub>a</sub>	lbs.	1,030	-175	1,030	-175	1,030	-175
Shear Bolt Force per Bolt	F <sub>s</sub>	lbs.	0.00	0.00	0.00	0.00	0.00	0.00
Fixed-Edge Cask Lid Force	F <sub>f</sub>	lb/in	0.00	0.00	0.00	0.00	0.00	0.00
Fixed-Edge Cask Lid Moment	M <sub>f</sub>	(lb-in)/in	0.00	0.00	0.00	0.00	0.00	0.00
<b>Impact</b>								
Maximum Impact Acceleration	a <sub>i</sub>	g	833.0	1,173.0	1,286.0	1,798.0	1,019.0	1,419.0
Impact Angle	x <sub>i</sub>	°	90.0	90.0	0.0	0.0	52.0	52.0
Dynamic Load Factor	DLF	–	1.15	1.15	1.15	1.15	1.15	1.15
Non-Prying Axial Load Due to Impact	F <sub>a</sub>	lbs.	2,567.3	3,615.2	0.0	0.0	2,474.8	3,446.3
Shear Load Due to Impact	F <sub>s</sub>	lbs.	0.0	0.0	321.5	449.5	156.8	218.4
Fixed-Edge Load Due to Impact	F <sub>f</sub>	lb/in	1,676.3	2,360.5	0.0	0.0	1,615.9	2,250.2
Fixed-Edge Moment Due to Impact	M <sub>f</sub>	(lb-in)/in	817.2	1,150.7	0.0	0.0	787.8	1,097.0

**Table 4-13. Model AOS-025A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Vibration</b>								
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	–	–	–	–	–	–
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	–	–	–	–	–	–
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	–	–	–	–	–	–
Axial Load Due to Vibration	F <sub>a</sub>	lbs.	–	–	–	–	–	–
Shear Load Due to Vibration	F <sub>s</sub>	lbs.	–	–	–	–	–	–
Fixed-Edge Force	F <sub>f</sub>	lb/in	–	–	–	–	–	–
Fixed-Edge Moment Due to Vibration	M <sub>f</sub>	(lb-in)/in	–	–	–	–	–	–
<b>Prying Action</b>								
Bolt Length	L <sub>b</sub>	in	0.15	0.15	0.15	0.15	0.15	0.15
Constant1	C1	–	1.0	1.0	1.0	1.0	1.0	1.0
Constant2 (for outward loads)	C2	–	0.0802	0.0798	0.0802	0.0798	0.0802	0.0798
Bolt Preload per Unit Length of Bolt Circle	P	lb/in	5,548	4,761	5,548	4,761	5,548	4,761
Non-Prying Tensile Bolt Force	B	lb/in	5,548	4,761	5,548	4,761	5,548	4,761
Axial Load of Bolt Due to Prying	F <sub>ap-c</sub>	lbs.	-2,352	996	-7818	-6,705	-2,549	636

**Table 4-14. Model AOS-025A Cask Lid Attachment Bolt HAC Load Combinations**

Loads/Stresses	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	8,496	7,291	8,496	7,291	8,496	7,291
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	2,926	3,974	359	359	2,833	3,805
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	8,496	7,291	8,496	7,291	8,496	7,291
Axial Load of Bolt Due to Prying Combined	$F_{ap-c}$	lbs.	-2,352	996	-7,818	-6,705	-2,549	636
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	6,145	8,287	679	587	5,948	7,927
Total Shear Bolt Force	$F_s$	lbs.	23.2	23.2	344.7	472.7	180.1	241.6
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	703	990	6.1	6.1	678	944
Total Torsional Bolt Moment	$M_t$	lb-in	210	210	210	210	210	210
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.314	0.314	0.314	0.314	0.314	0.314
Average Bolt Direct Stress	$S_{ba}$	psi	79,297	106,940	8,756	7,569	76,756	102,296
Average Bolt Shear Stress	$S_{bs}$	psi	300	300	4,448	6,100	2,324	3,118
Maximum Bending Stress	$S_{bb}$	psi	231,020	325,359	1,998	2,003	222,767	310,249
Total Tensile Stress	$S_{bt}$	psi	34,511	34,511	34,511	34,511	34,511	34,511
Allowable Direct Stress	Minimum of $0.7 S_u$ and $S_y$	psi	123,200	129,500	123,200	129,500	123,200	129,500
Allowable Shear Stress	Minimum of $0.42 S_u$ and $0.6 S_y$	psi	73,920	77,700	73,920	77,700	73,920	77,700
Average Direct Stress Ratio	$R_t$	-	0.64	0.83	0.07	0.06	0.62	0.79
Shear Stress Ratio	$R_s$	-	0.00	0.00	0.06	0.08	0.03	0.04
Combined Axial and Shear Stress Ratio	$R_t^2 + R_s^2$	-	0.41	0.68	0.01	0.01	0.39	0.63

#### 4.5.2.3.4 Model AOS-050A Cask Lid Attachment Bolt Load and Stress Analysis

##### 4.5.2.3.4.1 Cask Lid Attachment Bolt Input Parameters

Table 4-15 lists the Model AOS-050A cask lid attachment bolt input parameters. The Model AOS-050A minimum and maximum preload torque limits are 62.5 ft-lb and 68 ft-lb, respectively. The preload torque value used in the stress calculations is 68 ft-lb because the calculated bolt stresses are highest using the maximum preload torque.

**Table 4-15. Model AOS-050A Cask Lid Attachment Bolt Input Parameters**

Parameter	Variable	Input Value		Units
Temperature	T	(38) 100	(-40) -40	(°C) °F
Number of Bolts	N <sub>b</sub>	10	10	–
Lid Diameter at Bolt Circle	D <sub>lb</sub>	7.414	7.414	in.
Lid Diameter at Gasket	D <sub>lg</sub>	6.09	6.09	in.
Nominal Bolt Diameter	D <sub>b</sub>	0.5	0.5	in.
Threads per Inch	n	13	13	–
Lid Diameter at Inner Edge	D <sub>li</sub>	5.51	5.51	in.
Lid Diameter at Outer Edge	D <sub>lo</sub>	8.9	8.9	in.
Thickness of Cask Lid	t <sub>l</sub>	0.75	0.75	in.
Thickness of Cask Lid Flange	t <sub>lf</sub>	0.97	0.97	in.
Thickness of Cask Wall	t <sub>c</sub>	1.695	1.695	in.
Bolt Length between the Top and Bottom Surface of Cask Lid	L <sub>b</sub>	0.41	0.41	in.
Young's Modulus for Cask Lid	E <sub>l</sub>	27,000,000	28,300,000	psi
Young's Modulus for Cask	E <sub>c</sub>	27,000,000	28,300,000	psi
Young's Modulus for Bolt	E <sub>b</sub>	27,800,000	28,900,000	psi
Poisson's Ratio for Cask Lid	N <sub>ul</sub>	0.3	0.3	–
Poisson's Ratio for Cask	N <sub>uc</sub>	0.3	0.3	–
Lid Thermal Expansion Coefficient	a <sub>l</sub>	0.0000092	0.0000086	1/°F
Bolt Thermal Expansion Coefficient	a <sub>b</sub>	0.0000073	0.0000070	1/°F
Cask Wall Thermal Expansion Coefficient	a <sub>c</sub>	0.0000092	0.0000086	1/°F
Weight of Cask Contents	W <sub>c</sub>	95	95	lbs.
Weight of Cask Lid	W <sub>l</sub>	14	14	lbs,
Bolt Torque (in-lb)	Q	816	816	in-lb
Bolt Torque (ft-lb)		68	68	ft-lb
Nut Factor for Preload Torque	K	0.15	0.15	–



**Table 4-15. Model AOS-050A Cask Lid Attachment Bolt Input Parameters (Continued)**

Parameter	Variable	Input Value		Units
Gasket Seating Width	b	1	1	in.
Gasket Seating Stress	y	3,000	3,000	psi
Gasket Factor	m	3.18	3.18	–
Minimum Yield Strength	$S_y$	141,000	150,000	psi
Minimum Ultimate Strength	$S_u$	174,000	185,000	psi
Basic Allowable Stress Limit	$S_m$	94,000	100,000	psi
Initial Temperature	$T_i$	70	70	°F
Temperature of Cask Lid at Bolts	$T_l$	286	85	°F
Temperature of Bolts	$T_b$	286	85	°F
Temperature of Cask Wall	$T_c$	286	85	°F
Temperature of Cask Lid Inner Surface	$T_{li}$	286	85	°F
Temperature of Cask Lid Outer Surface	$T_{lo}$	286	85	°F
Transport Package Internal Pressure	$P_i$	60	60	psia
Atmospheric Pressure	$P_a$	15	15	psia

#### 4.5.2.3.4.2 Model AOS-050A Cask Lid Attachment Bolt NCT Results

Table 4-16 summarizes the forces and moments from individual loads. Table 4-17 documents the NCT load combinations.

**Table 4-16. Model AOS-050A Cask Lid Attachment Bolt NCT Loads**

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>				
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	10,000	10,000
Torsional Bolt Moment	$M_t$	lb-in	375	375
<b>Gasket</b>				
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	5,740	5,740
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	548	548
Torsional Bolt Moment	$M_t$	lb-in	215	215
<b>Pressure</b>				
Pressure inside the Cask Lid	$P_{li}$	psi	60.0	60.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	60.0	60.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	131.1	131.1
Shear Bolt Force per Bolt	$F_s$	lbs.	245.6	245.6
Fixed-Edge Cask Lid Force	$F_f$	lb/in	83.4	83.4
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	77.3	77.3
<b>Temperature</b>				
Temperature Change of Cask Lid at Bolts	$T_l$	°F	216.0	15.0
Temperature Change of Bolts	$T_b$	°F	216.0	15.0
Temperature Change of Cask Wall	$T_c$	°F	216.0	15.0
Temperature Change of Inner Surface of Cask Lid	$T_{li}$	°F	216.0	15.0
Temperature Change of Outer Surface of Cask Lid	$T_{lo}$	°F	216.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	2240	136
Shear Bolt Force per Bolt	$F_s$	lbs.	0.00	0.00
Fixed-Edge Cask Lid Force	$F_f$	lb/in	0.00	0.00
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	0.00	0.00

**Table 4-16. Model AOS-050A Cask Lid Attachment Bolt NCT Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Impact</b>				
Maximum Impact Acceleration	$a_i$	g	–	–
Impact Angle	$x_i$	°	–	–
Dynamic Load Factor	DLF	–	–	–
Non-Prying Axial Load Due to Impact	$F_a$	lbs.	–	–
Shear Load Due to Impact	$F_s$	lbs.	–	–
Fixed-Edge Load Due to Impact	$F_f$	lb/in	–	–
Fixed-Edge Moment Due to Impact	$M_f$	(lb-in)/in	–	–
<b>Vibration</b>				
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	1.00	1.00
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	10.00	10.00
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	5.00	5.00
Axial Load Due to Vibration	$F_a$	lbs.	14.00	14.00
Shear Load Due to Vibration	$F_s$	lbs.	7.00	7.00
Fixed-Edge Force	$F_f$	lb/in	6.01	6.01
Fixed-Edge Moment Due to Vibration	$M_f$	(lb-in)/in	5.57	5.57
<b>Prying Action</b>				
Bolt Length between Top and Bottom Surface of Cask Lid	$L_b$	in.	0.41	0.41
Constant1	C1	–	1.0	1.0
Constant2 (for outward loads)	C2	–	0.1962	0.1978
Bolt Preload per Unit Length of the Bolt Circle	P	lb/in	5,255	4,352
Non-Prying Tensile Bolt Force	B	lb/in	5,255	4,352
Combined Axial Load on Bolt Due to Prying	$F_{ap-c}$	lbs.	-9,841	-8,072

**Table 4-17. Model AOS-050A Cask Lid Attachment Bolt NCT Load Combinations**

Loads/Stresses	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	13,160	11,056
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	693	693
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	13,160	11,056
Prying Axial Load of Bolt	$F_{ap-c}$	lbs.	-10,610	-8,840
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	2,550	2,217
Total Shear Bolt Force	$F_s$	lbs.	253	253
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	35	34
Total Torsional Bolt Moment	$M_t$	lb-in	410	410
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.425	0.425
Average Bolt Axial Stress	$S_{ba}$	psi	17,969	15,620
Average Bolt Shear Stress	$S_{bs}$	psi	1,780	1,780
Maximum Bending Stress	$S_{bb}$	psi	4,582	4,551
Maximum Shear Stress Due to Torsional Bolt Moment	$S_{bt}$	psi	27,158	27,158
Maximum Stress Intensity	$S_{bi}$	psi	62,114	61,290
Allowable Tensile Stress	$S_m$	psi	94,000	100,000
Allowable Shear Stress	$0.6 S_m$	psi	56,400	60,000
Allowable Stress Intensity	$1.35 S_m$	psi	126,900	135,000
Axial Stress Ratio	$R_t$	–	0.19	0.16
Shear Stress Ratio	$R_s$	–	0.03	0.03
Combined Stress Ratio	$R_t^2 + R_s^2$	–	0.04	0.03
Stress Intensity Ratio	$R_i$	–	0.49	0.45

#### 4.5.2.3.4.3 Model AOS-050A Cask Lid Attachment Bolt HAC Results

Table 4-18 documents the HAC forces from individual loads. Table 4-19 summarizes the corresponding load combinations.

Table 4-18. Model AOS-050A Cask Lid Attachment Bolt HAC Loads

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>								
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	10,000	10,000	10,000	10,000	10,000	10,000
Torsional Bolt Moment	$M_t$	lb-in	375	375	375	375	375	375
<b>Gasket</b>								
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	5,740	5,740	5,740	5,740	5,740	5,740
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	548	548	548	548	548	548
Torsional Bolt Moment	$M_t$	lb-in	215	215	215	215	215	215
<b>Pressure</b>								
Pressure inside the Cask Lid	$P_{li}$	psi	60.0	60.0	60.0	60.0	60.0	60.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	60.0	60.0	60.0	60.0	60.0	60.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	131.1	131.1	131.1	131.1	131.1	131.1
Shear Bolt Force per Bolt	$F_s$	lbs.	245.6	245.6	245.6	245.6	245.6	245.6
Fixed-Edge Cask Lid Force	$F_f$	lb/in	83.4	83.4	83.4	83.4	83.4	83.4
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	77.3	77.3	77.3	77.3	77.3	77.3

**Table 4-18. Model AOS-050A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Temperature</b>								
Temperature Change of Cask Lid at Bolts	T <sub>l</sub>	°F	216.0	15.0	216.0	15.0	216.0	15.0
Temperature Change of Bolts	T <sub>b</sub>	°F	216.0	15.0	216.0	15.0	216.0	15.0
Temperature Change of Cask Wall	T <sub>c</sub>	°F	216.0	15.0	216.0	15.0	216.0	15.0
Temperature Change of Inner Surface of Cask Lid	T <sub>li</sub>	°F	216.0	15.0	216.0	15.0	216.0	15.0
Temperature Change of Outer Surface of Cask Lid	T <sub>lo</sub>	°F	216.0	15.0	216.0	15.0	216.0	15.0
Non-Prying Tensile Bolt Force	F <sub>a</sub>	lbs.	2,240	136	2,240	136	2,240	136
Shear Bolt Force per Bolt	F <sub>s</sub>	lbs.	0.00	0.00	0.00	0.00	0.00	0.00
Fixed-Edge Cask Lid Force	F <sub>f</sub>	lb/in	0.00	0.00	0.00	0.00	0.00	0.00
Fixed-Edge Cask Lid Moment	M <sub>f</sub>	(lb-in)/in	0.00	0.00	0.00	0.00	0.00	0.00
<b>Impact</b>								
Maximum Impact Acceleration	a <sub>i</sub>	g	314.0	439.0	335.0	469.0	224.0	314.0
Impact Angle	x <sub>i</sub>	°	90.0	90.0	0.0	0.0	52.0	52.0
Dynamic Load Factor	DLF	–	1.15	1.15	1.15	1.15	1.15	1.15
Non-Prying Axial Load Due to Impact	F <sub>a</sub>	lbs.	5,274	7,374	0	0	2,965	4,156
Shear Load Due to Impact	F <sub>s</sub>	lbs.	0.0	0.0	469	657	193	271
Fixed-Edge Load Due to Impact	F <sub>f</sub>	lb/in	2,264	3,166	0.0	0.0	1,273	1,784
Fixed-Edge Moment Due to Impact	M <sub>f</sub>	(lb-in)/in	2,099	2,934	0.0	0.0	1,180	1,654

**Table 4-18. Model AOS-050A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Vibration</b>								
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	–	–	–	–	–	–
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	–	–	–	–	–	–
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	–	–	–	–	–	–
Axial Load Due to Vibration	F <sub>a</sub>	lbs.	–	–	–	–	–	–
Shear Load Due to Vibration	F <sub>s</sub>	lbs.	–	–	–	–	–	–
Fixed-Edge Force	F <sub>f</sub>	lb/in	–	–	–	–	–	–
Fixed-Edge Moment Due to Vibration	M <sub>f</sub>	(lb-in)/in	–	–	–	–	–	–
<b>Prying Action</b>								
Bolt Length	L <sub>b</sub>	in	0.41	0.41	0.41	0.41	0.41	0.41
Constant1	C1	–	1.0	1.0	1.0	1.0	1.0	1.0
Constant2 (for outward loads)	C2	–	0.1962	0.1978	0.1962	0.1978	0.1962	0.1978
Bolt Preload per Unit Length of Bolt Circle	P	lb/in	5,255	4,352	5,255	4,352	5,255	4,352
Non-Prying Tensile Bolt Force	B	lb/in	5,255	4,352	5,255	4,352	5,255	4,352
Axial Load of Bolt Due to Prying	F <sub>ap-c</sub>	lbs.	41	5,737	-9,868	-8,098	-4,297	-300

**Table 4-19. Model AOS-050A Cask Lid Attachment Bolt HAC Load Combinations**

Loads/Stresses	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	13,160	11,056	13,160	11,056	13,160	11,056
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	5,953	8,052	679	679	3,644	4,835
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	13,160	11,056	13,160	11,056	13,160	11,056
Axial Load of Bolt Due to Prying Combined	$F_{ap-c}$	lbs.	-728	4,969	-10,637	-8,866	-5,067	-1,068
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	12,432	16,025	2,524	2,190	8,094	9,988
Total Shear Bolt Force	$F_s$	lbs.	246	246	715	902	439	516
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	907	1,247	32	32	524	717
Total Torsional Bolt Moment	$M_t$	lb-in	410	410	410	410	410	410
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.425	0.425	0.425	0.425	0.425	0.425
Average Bolt Direct Stress	$S_{ba}$	psi	87,611	112,930	17,783	15,435	57,037	70,386
Average Bolt Shear Stress	$S_{bs}$	psi	1,731	1,731	5,036	6,358	3,091	3,638
Maximum Bending Stress	$S_{bb}$	psi	120,313	165,386	4,274	4,245	69,505	95,070
Total Tensile Stress	$S_{bt}$	psi	27,158	27,158	27,158	27,158	27,158	27,158
Allowable Direct Stress	Minimum of $0.7 S_u$ and $S_y$	psi	121,800	129,500	121,800	129,500	121,800	129,500
Allowable Shear Stress	Minimum of $0.42 S_u$ and $0.6 S_y$	psi	73,080	77,700	73,080	77,700	73,080	77,700
Average Direct Stress Ratio	$R_t$	-	0.72	0.87	0.15	0.12	0.47	0.54
Shear Stress Ratio	$R_s$	-	0.02	0.02	0.07	0.08	0.04	0.05
Combined Axial and Shear Stress Ratio	$R_t^2 + R_s^2$	-	0.52	0.76	0.03	0.02	0.22	0.30



### 4.5.2.3.5 Model AOS-100A Cask Lid Attachment Bolt Load and Stress Analysis

#### 4.5.2.3.5.1 Cask Lid Attachment Bolt Input Parameters

Table 4-20 lists the Model AOS-100A cask lid attachment bolt input parameters. The Model AOS-100A minimum and maximum preload torque limits are 400 ft-lb and 500 ft-lb, respectively. The preload torque value used in the stress calculations is 500 ft-lb because the calculated bolt stresses are highest using the maximum preload torque.

**Table 4-20. Model AOS-100A Cask Lid Attachment Bolt Input Parameters**

Parameter	Variable	Input Value		Units
Temperature	T	(38) 100	(-40) -40	(°C) °F
Number of Bolts	$N_b$	14	14	–
Lid Diameter at Bolt Circle	$D_{lb}$	14.064	14.064	in.
Lid Diameter at Gasket	$D_{lg}$	12.172	12.172	in.
Nominal Bolt Diameter	$D_b$	0.875	0.875	in.
Threads per Inch	n	9	9	–
Lid Diameter at Inner Edge	$D_{li}$	11.02	11.02	in.
Lid Diameter at Outer Edge	$D_{lo}$	16.59	16.59	in.
Thickness of Cask Lid	$t_l$	1.49	1.49	in.
Thickness of Cask Lid Flange	$t_{lf}$	1.92	1.92	in.
Thickness of Cask Wall	$t_c$	2.785	2.785	in.
Bolt Length between the Top and Bottom Surface of Cask Lid	$L_b$	1.04	1.04	in.
Young's Modulus for Cask Lid	$E_l$	27,000,000	28,300,000	psi
Young's Modulus for Cask	$E_c$	27,000,000	28,300,000	psi
Young's Modulus for Bolt	$E_b$	27,800,000	28,900,000	psi
Poisson's Ratio for Cask Lid	$N_{ul}$	0.3	0.3	–
Poisson's Ratio for Cask	$N_{uc}$	0.3	0.3	–
Lid Thermal Expansion Coefficient	$a_l$	0.0000092	0.0000086	1/°F
Bolt Thermal Expansion Coefficient	$a_b$	0.0000073	0.0000070	1/°F
Cask Wall Thermal Expansion Coefficient	$a_c$	0.0000092	0.0000086	1/°F
Weight of Cask Contents	$W_c$	778	778	lbs.
Weight of Cask Lid	$W_l$	105	105	lbs.
Bolt Torque (in-lb)	Q	6,000	6,000	in-lb
Bolt Torque (ft-lb)		500	500	ft-lb
Nut Factor for Preload Torque	K	0.15	0.15	–

**Table 4-20. Model AOS-100A Cask Lid Attachment Bolt Input Parameters (Continued)**

Parameter	Variable	Input Value		Units
Gasket Seating Width	b	1	1	in.
Gasket Seating Stress	y	3,000	3,000	psi
Gasket Factor	m	0.54	0.54	–
Minimum Yield Strength	$S_y$	141,000	150,000	psi
Minimum Ultimate Strength	$S_u$	174,000	185,000	psi
Basic Allowable Stress Limit	$S_m$	94,000	100,000	psi
Initial Temperature	$T_i$	70	70	°F
Temperature of Cask Lid at Bolts	$T_l$	293	86	°F
Temperature of Bolts	$T_b$	293	86	°F
Temperature of Cask Wall	$T_c$	293	86	°F
Temperature of Cask Lid Inner Surface	$T_{li}$	294	86	°F
Temperature of Cask Lid Outer Surface	$T_{lo}$	294	86	°F
Transport Package Internal Pressure	$P_i$	280	280	psia
Atmospheric Pressure	$P_a$	15	15	psia

#### 4.5.2.3.5.2 Model AOS-100A Cask Lid Attachment Bolt NCT Results

Table 4-21 summarizes the forces and moments from individual loads. Table 4-22 documents the NCT load combinations.

**Table 4-21. Model AOS-100A Cask Lid Attachment Bolt NCT Loads**

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>				
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	45,714	45,714
Torsional Bolt Moment	$M_t$	lb-in	3,000	3,000
<b>Gasket</b>				
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	8,194	8,194
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	782	782
Torsional Bolt Moment	$M_t$	lb-in	538	538
<b>Pressure</b>				
Pressure inside the Cask Lid	$P_{li}$	psi	280.0	280.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	280.0	280.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	2,203	2,203
Shear Bolt Force per Bolt	$F_s$	lbs.	4,495	4,495
Fixed-Edge Cask Lid Force	$F_f$	lb/in	932	932
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	1,638	1,638
<b>Temperature</b>				
Temperature Change of Cask Lid at Bolts	$T_l$	°F	223.0	16.0
Temperature Change of Bolts	$T_b$	°F	223.0	16.0
Temperature Change of Cask Wall	$T_c$	°F	223.0	16.0
Temperature Change of Inner Surface of Cask Lid	$T_{li}$	°F	224.0	16.0
Temperature Change of Outer Surface of Cask Lid	$T_{lo}$	°F	224.0	16.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	7,083	445
Shear Bolt Force per Bolt	$F_s$	lbs.	0.0	0.0
Fixed-Edge Cask Lid Force	$F_f$	lb/in	0.0	0.0
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	0.0	0.0

**Table 4-21. Model AOS-100A Cask Lid Attachment Bolt NCT Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
<b>Impact</b>				
Maximum Impact Acceleration	$a_i$	g	–	–
Impact Angle	$x_i$	°	–	–
Dynamic Load Factor	DLF	–	–	–
Non-Prying Axial Load Due to Impact	$F_a$	lbs.	–	–
Shear Load Due to Impact	$F_s$	lbs.	–	–
Fixed-Edge Load Due to Impact	$F_f$	lb/in	–	–
Fixed-Edge Moment Due to Impact	$M_f$	(lb-in)/in	–	–
<b>Vibration</b>				
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	1.00	1.00
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	10.00	10.00
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	5.00	5.00
Axial Load Due to Vibration	$F_a$	lbs.	75.00	75.00
Shear Load Due to Vibration	$F_s$	lbs.	37.50	37.50
Fixed-Edge Force	$F_f$	lb/in	23.76	23.76
Fixed-Edge Moment Due to Vibration	$M_f$	(lb-in)/in	41.78	41.78
<b>Prying Action</b>				
Bolt Length between Top and Bottom Surface of Cask Lid	$L_b$	in.	1.04	1.04
Constant1	C1	–	1.0	1.0
Constant2 (for outward loads)	C2	–	0.2965	0.2990
Bolt Preload per Unit Length of the Bolt Circle	P	lb/in	16,729	14,626
Non-Prying Tensile Bolt Force	B	lb/in	16,729	14,626
Combined Axial Load on Bolt Due to Prying	$F_{ap-c}$	lbs.	-35,159	-29,982

**Table 4-22. Model AOS-100A Cask Lid Attachment Bolt NCT Load Combinations**

Loads/Stresses	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	52,797	46,159
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	3,059	3,059
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	52,797	46,159
Prying Axial Load of Bolt	$F_{ap-c}$	lbs.	-35,159	-29,982
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	17,638	16,177
Total Shear Bolt Force	$F_s$	lbs.	4,532	4,532
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	673	668
Total Torsional Bolt Moment	$M_t$	lb-in	3,000	3,000
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.767	0.767
Average Bolt Axial Stress	$S_{ba}$	psi	38,198	35,035
Average Bolt Shear Stress	$S_{bs}$	psi	9,816	9,816
Maximum Bending Stress	$S_{bb}$	psi	15,199	15,090
Maximum Shear Stress Due to Torsional Bolt Moment	$S_{bt}$	psi	33,896	33,896
Maximum Stress Intensity	$S_{bi}$	psi	102,440	100,773
Allowable Tensile Stress	$S_m$	psi	94,000	100,000
Allowable Shear Stress	$0.6 S_m$	psi	56,400	60,000
Allowable Stress Intensity	$1.35 S_m$	psi	126,900	135,000
Axial Stress Ratio	$R_t$	–	0.41	0.35
Shear Stress Ratio	$R_s$	–	0.17	0.16
Combined Stress Ratio	$R_t^2 + R_s^2$	–	0.20	0.15
Stress Intensity Ratio	$R_i$	–	0.81	0.75

### 4.5.2.3.5.3 Model AOS-100A Cask Lid Attachment Bolt HAC Results

Table 4-23 documents the HAC forces from individual loads. Table 4-24 summarizes the corresponding load combinations.

**Table 4-23. Model AOS-100A Cask Lid Attachment Bolt HAC Loads**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Preload</b>								
Non-Prying Tensile Bolt Force Due to Preload	$F_a$	lbs.	45,714	45,714	45,714	45,714	45,714	45,714
Torsional Bolt Moment	$M_t$	lb-in	3,000	3,000	3,000	3,000	3,000	3,000
<b>Gasket</b>								
Non-Prying Tensile Bolt Force for Gasket Seating	$F_a$	lbs.	8,194	8,194	8,194	8,194	8,194	8,194
Non-Prying Tensile Bolt Force for Gasket Operation	$F_a$	lbs.	782	782	782	782	782	782
Torsional Bolt Moment	$M_t$	lb-in	538	538	538	538	538	538
<b>Pressure</b>								
Pressure inside the Cask Lid	$P_{li}$	psi	280.0	280.0	280.0	280.0	280.0	280.0
Pressure outside the Cask Lid	$P_{lo}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Pressure inside the Cask Wall	$P_{ci}$	psi	280.0	280.0	280.0	280.0	280.0	280.0
Pressure outside the Cask Wall	$P_{co}$	psi	15.0	15.0	15.0	15.0	15.0	15.0
Non-Prying Tensile Bolt Force	$F_a$	lbs.	2,203	2,203	2,203	2,203	2,203	2,203
Shear Bolt Force per Bolt	$F_s$	lbs.	4,495	4,495	4,495	4,495	4,495	4,495
Fixed-Edge Cask Lid Force	$F_f$	lb/in	932	932	932	932	932	932
Fixed-Edge Cask Lid Moment	$M_f$	(lb-in)/in	1,638	1,638	1,638	1,638	1,638	1,638

**Table 4-23. Model AOS-100A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Temperature</b>								
Temperature Change of Cask Lid at Bolts	T <sub>l</sub>	°F	223.0	16.0	223.0	16.0	223.0	16.0
Temperature Change of Bolts	T <sub>b</sub>	°F	223.0	16.0	223.0	16.0	223.0	16.0
Temperature Change of Cask Wall	T <sub>c</sub>	°F	223.0	16.0	223.0	16.0	223.0	16.0
Temperature Change of Inner Surface of Cask Lid	T <sub>li</sub>	°F	224.0	16.0	224.0	16.0	224.0	16.0
Temperature Change of Outer Surface of Cask Lid	T <sub>lo</sub>	°F	224.0	16.0	224.0	16.0	224.0	16.0
Non-Prying Tensile Bolt Force	F <sub>a</sub>	lbs.	7,083	445	7,083	445	7,083	445
Shear Bolt Force per Bolt	F <sub>s</sub>	lbs.	0.0	0.0	0.0	0.0	0.0	0.0
Fixed-Edge Cask Lid Force	F <sub>f</sub>	lb/in	0.0	0.0	0.0	0.0	0.0	0.0
Fixed-Edge Cask Lid Moment	M <sub>f</sub>	(lb-in)/in	0.0	0.0	0.0	0.0	0.0	0.0
<b>Impact</b>								
Maximum Impact Acceleration	a <sub>i</sub>	g	156.0	218.0	172.0	240.0	113.0	158.0
Impact Angle	x <sub>i</sub>	°	90.0	90.0	0.0	0.0	52.0	52.0
Dynamic Load Factor	DLF	–	1.15	1.15	1.15	1.15	1.15	1.15
Non-Prying Axial Load Due to Impact	F <sub>a</sub>	lbs.	15,162	21,188	0	0	8,655	12,101
Shear Load Due to Impact	F <sub>s</sub>	lbs.	0	0	1,290	1,800	522	730
Fixed-Edge Load Due to Impact	F <sub>f</sub>	lb/in	4,804	6,714	0	0	2,742	3,834
Fixed-Edge Moment Due to Impact	M <sub>f</sub>	(lb-in)/in	8,446	11,803	0	0	4,821	6,741

**Table 4-23. Model AOS-100A Cask Lid Attachment Bolt HAC Loads (Continued)**

Summary Bolt Loads from Individual Loads	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
<b>Vibration</b>								
Vibration Transmissibility of Acceleration (cask support to cask lid)	VTR	–	–	–	–	–	–	–
Maximum Axial Vibration Acceleration (g) at the Cask Support	ava	g	–	–	–	–	–	–
Maximum Transverse Vibration Acceleration (g) at the Cask Support	avt	g	–	–	–	–	–	–
Axial Load Due to Vibration	F <sub>a</sub>	lbs.	–	–	–	–	–	–
Shear Load Due to Vibration	F <sub>s</sub>	lbs.	–	–	–	–	–	–
Fixed-Edge Force	F <sub>f</sub>	lb/in	–	–	–	–	–	–
Fixed-Edge Moment Due to Vibration	M <sub>f</sub>	(lb-in)/in	–	–	–	–	–	–
<b>Prying Action</b>								
Bolt Length	L <sub>b</sub>	in	1.04	1.04	1.04	1.04	1.04	1.04
Constant1	C1	–	1.0	1.0	1.0	1.0	1.0	1.0
Constant2 (for outward loads)	C2	–	0.2965	0.2990	0.2965	0.2990	0.2965	0.2990
Bolt Preload per Unit Length of Bolt Circle	P	lb/in	16,729	14,626	16,729	14,626	16,729	14,626
Non-Prying Tensile Bolt Force	B	lb/in	16,729	14,626	16,729	14,626	16,729	14,626
Axial Load of Bolt Due to Prying	F <sub>ap-c</sub>	lbs.	-7,325	8,895	-35,298	-30,120	-19,331	-7,837



**Table 4-24. Model AOS-100A Cask Lid Attachment Bolt HAC Load Combinations**

Loads/Stresses	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Temperature and Preload Non-Prying Axial Load	$F_{a-pt}$	lbs.	52,797	46,159	52,797	46,159	52,797	46,159
Axial Load Less Temperature and Preload	$F_{a-al}$	lbs.	18,146	24,172	2,984	2,984	11,639	15,085
Combined Non-Prying Tensile Bolt Force (Greater of $F_{a-pt}$ and $F_{a-al}$ )	$F_{a-c}$	lbs.	52,797	46,159	52,797	46,159	52,797	46,159
Axial Load of Bolt Due to Prying Combined	$F_{ap-c}$	lbs.	-7,325	8,895	-35,298	-30,120	-19,331	-7,837
Total Tensile Bolt Load ( $F_{a-c} + F_{ap-c}$ )	$F_a$	lbs.	45,472	55,054	17,499	16,039	33,466	38,322
Total Shear Bolt Force	$F_s$	lbs.	4,495	4,495	5,785	6,295	5,017	5,224
Total Bending Bolt Moment	$M_{bb-c}$	lb-in	4,038	5,343	656	651	2,586	3,331
Total Torsional Bolt Moment	$M_t$	lb-in	3,000	3,000	3,000	3,000	3,000	3,000
Diameter Used for Stress Calculations	$D_{ba}$	in.	0.767	0.767	0.767	0.767	0.767	0.767
Average Bolt Direct Stress	$S_{ba}$	psi	98,478	119,230	37,898	34,736	72,477	82,993
Average Bolt Shear Stress	$S_{bs}$	psi	9,735	9,735	12,528	13,633	10,865	11,314
Maximum Bending Stress	$S_{bb}$	psi	91,241	120,743	14,821	14,715	58,441	75,270
Total Tensile Stress	$S_{bt}$	psi	33,896	33,896	33,896	33,896	33,896	33,896
Allowable Direct Stress	Minimum of $0.7 S_u$ and $S_y$	psi	121,800	129,500	121,800	129,500	121,800	129,500
Allowable Shear Stress	Minimum of $0.42 S_u$ and $0.6 S_y$	psi	73,080	77,700	73,080	77,700	73,080	77,700
Average Direct Stress Ratio	$R_t$	-	0.81	0.92	0.31	0.27	0.60	0.64
Shear Stress Ratio	$R_s$	-	0.13	0.13	0.17	0.18	0.15	0.15
Combined Axial and Shear Stress Ratio	$R_t^2 + R_s^2$	-	0.67	0.86	0.13	0.10	0.38	0.43

## 4.5.2.4 Cask Lid Attachment Bolt Thread Engagement Length

### 4.5.2.4.1 Model AOS-025A Cask Lid Attachment Bolt Thread Engagement Length

The required threaded engagement necessary for the threaded joint to carry the applied loads without the threads stripping is calculated using the methods presented in *Machinery's Handbook 26* ([4.11], Page 1490). The Model AOS-025A cask lid attachment bolts are eight, 3/8 - 16 UNC, SB-637 bolts.

For materials of the same strength, the length of engagement to prevent stripping of external threads ( $L_e$ ) is as follows:

$$L_e = \frac{2A_t}{\pi(Kn_{\max}) \left[ \frac{1}{2} + 0.57735n(Es_{\min} - Kn_{\max}) \right]} = 0.250 \text{ in.}$$

where:

$Es_{\min}$  = 0.3287, Minimum pitch diameter of external threads, class 2A ([4.11], Page 1718)

$Ds_{\min}$  = 0.3643, Minimum major diameter of external threads, class 2A ([4.11], Page 1718)

$En_{\max}$  = 0.3387, Maximum pitch diameter of internal threads, class 3B ([4.11], Page 1718)

$Kn_{\max}$  = 0.3182, Maximum minor diameter of internal threads, class 3B ([4.11], Page 1718)

$n$  = 16, Number of threads per inch

For steels over 100,000 psi ultimate tensile strength, the screw thread tensile stress area is calculated as follows:

$$A_t = \pi \left[ \frac{Es_{\min}}{2} - \frac{0.16238}{n} \right]^2 = 0.0747 \text{ in}^2$$

The length engagement ( $L_e$ ) applies if the external and internal threads are made of materials of the same strength. If the materials of the internal and external threads do not have the same strength, the relative strength (J) is calculated to determine if the internal thread could strip before the bolt breaks. The relative strength is calculated as follows:

$$J = \frac{A_s \times S_{ut} \text{ of external thread material}}{A_n \times S_{ut2} \text{ of internal thread material}} = 1.385$$

where:

$$A_s = \pi n L_e K n_{\max} \left[ \frac{1}{2n} + 0.57735 (E s_{\min} - K n_{\max}) \right]$$

= 0.149 in<sup>2</sup>, shear area of external threads

$$A_n = \pi n L_e D s_{\min} \left[ \frac{1}{2n} + 0.57735 (D s_{\min} - E n_{\max}) \right]$$

= 0.211 in<sup>2</sup>, shear area of internal threads

$$S_{ut} = 176.0 \text{ ksi, tensile strength of external threads}$$

$$S_{ut2} = 90.0 \text{ ksi, tensile strength of internal threads (insert material)}$$

Because the relative strength (J) is calculated to be greater than 1, the required length of engagement ( $Q_L$ ) to prevent stripping of threads is calculated by multiplying the J factor times the calculated length of engagement ( $L_e$ ):

$$Q_L = J L_e = 1.369 \times 0.250 \text{ in.} = 0.35 \text{ in.}$$

The actual length of engagement is calculated by subtracting the length of the cask lid attachment bolt that is embedded in the cask lid from the total bolt length ( $L_b = 0.63 \text{ in.} - 0.15 \text{ in.} = 0.48 \text{ in.}$ ). The actual length of engagement ( $L_b$ ) is greater than the required length of engagement  $Q_L$ . Therefore, the engagement length is adequate.

#### 4.5.2.4.2 Model AOS-050A Cask Lid Attachment Bolt Thread Engagement Length

The required threaded engagement necessary for the threaded joint to carry the applied loads without the threads stripping is calculated using the methods presented in *Machinery's Handbook 26* ([4.11], Page 1490). The Model AOS-050A cask lid attachment bolts are ten, 1/2 - 13 UNC, SB-637 bolts.

For materials of the same strength, the length of engagement to prevent stripping of external threads ( $L_e$ ) is as follows:

$$L_e = \frac{2A_t}{\pi(Kn_{max}) \left[ \frac{1}{2} + 0.57735n(Es_{min} - Kn_{max}) \right]} = 0.333 \text{ in.}$$

where:

$Es_{min}$  = 0.4435, Minimum pitch diameter of external threads, class 2A ([4.11], Page 1719)

$DS_{min}$  = 0.4876, Minimum major diameter of external threads, class 2A ([4.11], Page 1719)

$En_{max}$  = 0.4548, Maximum pitch diameter of internal threads, class 3B ([4.11], Page 1719)

$Kn_{max}$  = 0.4284, Maximum minor diameter of internal threads, class 3B ([4.11], Page 1719)

$n$  = 13, Number of threads per inch

For steels over 100,000 psi ultimate tensile strength, the screw thread tensile stress area is calculated as follows:

$$A_t = \pi \left[ \frac{Es_{min}}{2} - \frac{0.16238}{n} \right]^2 = 0.1376 \text{ in}^2$$

The length engagement ( $L_e$ ) applies if the external and internal threads are made of materials of the same strength. If the materials of the internal and external threads do not have the same strength, the relative strength (J) is calculated to determine the adequate length of engagement to prevent stripping of threads before the bolt breaks. The relative strength is calculated as follows:

$$J = \frac{A_s \times S_{ut} \text{ of external thread material}}{A_n \times S_{ut2} \text{ of internal thread material}} = 1.396$$

where:

$$A_s = \pi n L_e K n_{\max} \left[ \frac{1}{2n} + 0.57735 (E s_{\min} - K n_{\max}) \right]$$

= 0.275 in<sup>2</sup>, shear area of external threads

$$A_n = \pi n L_e D s_{\min} \left[ \frac{1}{2n} + 0.57735 (D s_{\min} - E n_{\max}) \right]$$

= 0.381 in<sup>2</sup>, shear area of internal threads

$$S_{ut} = 174.0 \text{ ksi, tensile strength of external threads}$$

$$S_{ut2} = 90.0 \text{ ksi, tensile strength of internal threads (insert material)}$$

Because the relative strength (J) is calculated to be greater than 1, the required length of engagement ( $Q_L$ ) to prevent stripping of threads is calculated by multiplying the J factor times the calculated length of engagement ( $L_e$ ):

$$Q_L = J L_e = 1.396 \times 0.333 \text{ in.} = 0.47 \text{ in.}$$

The actual length of engagement is calculated by subtracting the length of the bolt embedded in the lid from the total bolt length ( $L_b = 1.0 \text{ in.} - 0.41 \text{ in.} = 0.59 \text{ in.}$ ). The actual length of engagement ( $L_b$ ) is greater than the required length of engagement  $Q_L$ . Therefore, the engagement length is adequate.

#### 4.5.2.4.3 Model AOS-100A Cask Lid Attachment Bolt Thread Engagement Length

The required threaded engagement necessary for the threaded joint to carry the applied loads without the threads stripping is calculated using the methods presented in *Machinery's Handbook 26* ([4.11], Page 1490). The Model AOS-100A cask lid attachment bolts are fourteen, 7/8 - 9 UNC, SB-637 bolts.

For materials of the same strength, the length of engagement to prevent stripping of external threads ( $L_e$ ) is as follows:

$$L_e = \frac{2A_t}{\pi(Kn_{max}) \left[ \frac{1}{2} + 0.57735n(Es_{min} - Kn_{max}) \right]} = 0.587 \text{ in.}$$

where:

$Es_{min}$  = 0.7946, Minimum pitch diameter of external threads, class 2A ([4.11], Page 1723)

$Ds_{min}$  = 0.8592, Minimum major diameter of external threads, class 2A ([4.11], Page 1723)

$En_{max}$  = 0.8089, Maximum pitch diameter of internal threads, class 3B ([4.11], Page 1723)

$Kn_{max}$  = 0.7681, Maximum minor diameter of internal threads, class 3B ([4.11], Page 1723)

$n$  = 9, Number of threads per inch

For steels over 100,000 psi ultimate tensile strength, the screw thread tensile stress area is calculated as follows:

$$A_t = \pi \left[ \frac{Es_{min}}{2} - \frac{0.16238}{n} \right]^2 = 0.4519 \text{ in}^2$$

The length engagement ( $L_e$ ) applies if the external and internal threads are made of materials of the same strength. If the materials of the internal and external threads do not have the same strength, the relative strength (J) is calculated to determine if the internal thread could strip before the bolt breaks. The relative strength is calculated as follows:

$$J = \frac{A_s \times S_{ut} \text{ of external thread material}}{A_n \times S_{ut2} \text{ of internal thread material}} = 1.448$$

where:

$$A_s = \pi n L_e K n_{\max} \left[ \frac{1}{2n} + 0.57735 (E s_{\min} - K n_{\max}) \right]$$

= 0.904 in<sup>2</sup>, shear area of external threads

$$A_n = \pi n L_e D s_{\min} \left[ \frac{1}{2n} + 0.57735 (D s_{\min} - E n_{\max}) \right]$$

= 1.207 in<sup>2</sup>, shear area of internal threads

$$S_{ut} = 174.0 \text{ ksi, tensile strength of external threads}$$

$$S_{ut2} = 90.0 \text{ ksi, tensile strength of internal threads (insert material)}$$

Because the relative strength (J) is calculated to be greater than 1, the required length of engagement ( $Q_L$ ) to prevent stripping of threads is calculated by multiplying the J factor times the calculated length of engagement ( $L_e$ ):

$$Q_L = J L_e = 1.448 \times 0.587 \text{ in.} = 0.85 \text{ in.}$$

The actual length of engagement is calculated by subtracting the length of the bolt embedded in the lid from the total bolt length ( $L_b = 2.25 \text{ in.} - 1.04 \text{ in.} = 1.21 \text{ in.}$ ). The actual length of engagement ( $L_b$ ) is greater than the required length of engagement  $Q_L$ . Therefore, the engagement length is adequate.

## 4.5.2.5 Cask Lid Flange Separation Analysis

### 4.5.2.5.1 Model AOS-025A Cask Lid Flange Separation Analysis

The flange separation is evaluated based on the bolt elongation due to the clamp load of the cask lid attachment bolt. The clamp load is evaluated as the difference between the absolute sum of the applied loads (other than preload and temperature load) and prying load, and the absolute sum of the preload and temperature loads. The flange separation is greatest for the lowest preload torque allowable; therefore, a preload torque of 29 ft-lb is used in the calculations that follow.

Bolt Clamping Force (BCF):

$$BCF = |F_{a-al}| + |F_{ap-c}| - |F_{a-pt}|$$

where:

$F_{a-al}$  = Axial load less temperature and preload

$F_{ap-c}$  = Combined axial load on bolt due to prying

$F_{a-pt}$  = Temperature and preload non-prying axial load

Bolt Displacement (BD):

$$BD = \frac{BCF \times L_b}{A \times E_b}$$

where:

BCF = Bolt clamping force

$L_b$  = Length of bolt

A = Cross-sectional area of bolt

$E_b$  = Modulus of elasticity of the bolt material

The flange separation evaluations are documented in [Table 4-25](#) and [Table 4-26](#) for NCT and HAC, respectively. Accordingly, the bolt displacement remains below the allowable flange separation value/gasket recovery of 0.003 in. for both NCT and HAC.



**Table 4-25. Model AOS-025A Cask Lid Flange Separation NCT Evaluation – 29-ft-lb Torque**

Parameters	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	$F_{a-al}$	lbs.	361	361
Load Due to Prying Action	$F_{ap-c}$	lbs.	-6,628	-5,514
Preload and Temperature Load	$F_{a-pt}$	lbs.	7,216	6,011
Bolt Clamping Force	BCF	lbs.	-228	-136
Bolt Length	$L_b$	in.	0.15	0.15
Modulus of Elasticity of Bolt	$E_b$	psi	28,000,000	29,200,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.0775	0.0775
Bolt Displacement	BD	in.	-0.000016	-0.000009
Allowable Flange Separation	BDA	in.	0.003	0.003

**Table 4-26. Model AOS-025A Cask Lid Flange Separation HAC Evaluation – 29-ft-lb Torque**

Parameters	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	$F_{a-al}$	lbs.	2,926	3,974	359	359	2,833	3,805
Load Due to Prying Action	$F_{ap-c}$	lbs.	-1,167	2,181	-6,633	-5,519	-1,364	1,821
Preload and Temperature Load	$F_{a-pt}$	lbs.	7,216	6,011	7,216	6,011	7,216	6,011
Bolt Clamping Force	BCF	lbs.	-3,124	144	-225	-133	-3,020	-385
Bolt Length	$L_b$	in.	0.15	0.15	0.15	0.15	0.15	0.15
Modulus of Elasticity of Bolt	$E_b$	psi	28,000,000	29,200,000	28,000,000	29,200,000	28,000,000	29,200,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.0775	0.0775	0.0775	0.0775	0.0775	0.0775
Bolt Displacement	BD	in.	-0.000216	0.000010	-0.000016	-0.000009	-0.000209	-0.000026
Allowable Flange Separation	BDA	in.	0.003	0.003	0.003	0.003	0.003	0.003

#### 4.5.2.5.2 Model AOS-050A Cask Lid Flange Separation Analysis

The flange separation is evaluated based on the bolt elongation due to the clamp load of the cask lid attachment bolt. The clamp load is evaluated as the difference between the absolute sum of the applied loads (other than preload and temperature load) and prying load, and the absolute sum of the preload and temperature loads. The flange separation is greatest for the lowest preload torque allowable; therefore, a preload torque of 62.5 ft-lb is used in the calculations that follow.

Bolt Clamping Force (BCF):

$$BCF = |F_{a-al}| + |F_{ap-c}| - |F_{a-pt}|$$

where:

$F_{a-al}$  = Axial load less temperature and preload

$F_{ap-c}$  = Combined axial load on bolt due to prying

$F_{a-pt}$  = Temperature and preload non-prying axial load

Bolt Displacement (BD):

$$BD = \frac{BCF \times L_b}{A \times E_b}$$

where:

BCF = Bolt clamping force

$L_b$  = Length of bolt

A = Cross-sectional area of bolt

$E_b$  = Modulus of elasticity of the bolt material

The flange separation evaluations are documented in [Table 4-27](#) and [Table 4-28](#) for NCT and HAC, respectively. Accordingly, the bolt displacement remains below the allowable flange separation value/gasket recovery of 0.003 in. for both NCT and HAC.

**Table 4-27. Model AOS-050A Cask Lid Flange Separation NCT Evaluation – 62.5-ft-lb Torque**

Parameters	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	F <sub>a-al</sub>	lbs.	693	693
Load Due to Prying Action	F <sub>ap-c</sub>	lbs.	-9,841	-8,072
Preload and Temperature Load	F <sub>a-pt</sub>	lbs.	12,240	10,136
Bolt Clamping Force	BCF	lbs.	-1,706	-1,372
Bolt Length	L <sub>b</sub>	in.	0.41	0.41
Modulus of Elasticity of Bolt	E <sub>b</sub>	psi	27,800,000	28,900,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.1419	0.1419
Bolt Displacement	BD	in.	-0.000177	-0.000137
Allowable Flange Separation	BDA	in.	0.003	0.003

**Table 4-28. Model AOS-050A Cask Lid Flange Separation HAC Evaluation – 62.5-ft-lb Torque**

Parameters	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	F <sub>a-al</sub>	lbs.	5,953	8,052	679	679	3,644	4,835
Load Due to Prying Action	F <sub>ap-c</sub>	lbs.	41	5,737	-9,868	-8,098	-4,297	-300
Preload and Temperature Load	F <sub>a-pt</sub>	lbs.	12,240	10,136	12,240	10,136	12,240	10,136
Bolt Clamping Force	BCF	lbs.	-6,246	3,653	-1,694	-1,360	-4,299	-5,001
Bolt Length	L <sub>b</sub>	in.	0.41	0.41	0.41	0.41	0.41	0.41
Modulus of Elasticity of Bolt	E <sub>b</sub>	psi	27,800,000	28,900,000	27,800,000	28,900,000	27,800,000	28,900,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.1419	0.1419	0.1419	0.1419	0.1419	0.1419
Bolt Displacement	BD	in.	-0.000649	0.000365	-0.000176	-0.000136	-0.000447	-0.000500
Allowable Flange Separation	BDA	in.	0.003	0.003	0.003	0.003	0.003	0.003

### 4.5.2.5.3 Model AOS-100A Cask Lid Flange Separation Analysis

The flange separation is evaluated based on the bolt elongation due to the clamp load of the cask lid attachment bolt. The clamp load is evaluated as the difference between the absolute sum of the applied loads (other than preload and temperature load) and prying load, and the absolute sum of the preload and temperature loads. The flange separation is greatest for the lowest preload torque allowable; therefore, a preload torque of 400 ft-lb is used in the calculations that follow.

Bolt Clamping Force (BCF):

$$BCF = |F_{a-al}| + |F_{ap-c}| - |F_{a-pt}|$$

where:

$F_{a-al}$  = Axial load less temperature and preload

$F_{ap-c}$  = Combined axial load on bolt due to prying

$F_{a-pt}$  = Temperature and preload non-prying axial load

Bolt Displacement (BD):

$$BD = \frac{BCF \times L_b}{A \times E_b}$$

where:

BCF = Bolt clamping force

$L_b$  = Length of bolt

A = Cross-sectional area of bolt

$E_b$  = Modulus of elasticity of the bolt material

The flange separation evaluations are documented in [Table 4-29](#) and [Table 4-30](#) for NCT and HAC, respectively, for cases that use 400-ft-lb torque. Accordingly, the bolt displacement remains below the allowable flange separation value/gasket recovery of 0.003 in. for both NCT and HAC.

**Table 4-29. Model AOS-100A Cask Lid Flange Separation NCT Evaluation – 400-ft-lb Torque**

Parameters	Variable	Units	Temperature	
			(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	F <sub>a-al</sub>	lbs.	3,059	3,059
Load Due to Prying Action	F <sub>ap-c</sub>	lbs.	-28,108	-22,943
Preload and Temperature Load	F <sub>a-pt</sub>	lbs.	43,654	37,016
Bolt Clamping Force	BCF	lbs.	-12,487	-11,014
Bolt Length	L <sub>b</sub>	in.	1.04	1.04
Modulus of Elasticity of Bolt	E <sub>b</sub>	psi	27,800,000	28,900,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.4617	0.4617
Bolt Displacement	BD	in.	-0.00101	-0.00086
Allowable Flange Separation	BDA	in.	0.003	0.003

**Table 4-30. Model AOS-100A Cask Lid Flange Separation HAC Evaluation – 400-ft-lb Torque**

Parameters	Variable	Units	Drop Type, by Temperature (T)					
			Head-On		Side		Cg/Corner	
			(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F	(38°C) 100°F	(-40°C) -40°F
Applied Load Less Temperature Load and Preload	F <sub>a-al</sub>	lbs.	18,146	24,172	2,984	2,984	11,639	15,085
Load Due to Prying Action	F <sub>ap-c</sub>	lbs.	-273	1,5933	-28,246	-23,081	-12,279	-799
Preload and Temperature Load	F <sub>a-pt</sub>	lbs.	43,654	37,016	43,654	37,016	43,654	37,016
Bolt Clamping Force	BCF	lbs.	-25,235	3,090	-12,424	-10,951	-19,736	-21,132
Bolt Length	L <sub>b</sub>	in.	1.04	1.04	1.04	1.04	1.04	1.04
Modulus of Elasticity of Bolt	E <sub>b</sub>	psi	27,800,000	28,900,000	27,800,000	28,900,000	27,800,000	28,900,000
Cross-Sectional Area of Bolt	BXA	in <sup>2</sup>	0.4617	0.4617	0.4617	0.4617	0.4617	0.4617
Bolt Displacement	BD	in.	-0.00204	0.00024	-0.00101	-0.00085	-0.00160	-0.00165
Allowable Flange Separation	BDA	in.	0.003	0.003	0.003	0.003	0.003	0.003

## 4.5.2.6 Cask Lid Attachment Bolt Fatigue Analysis

Fatigue analysis is completed for NCT, using a minimum fatigue reduction factor of 4 and ASME fatigue curves I-9.4 [4.13] with elastic modulus adjustment per NUREG/CR-6007 [4.6], Table 6.2. The maximum cumulative usage factor due to alternating stress intensity should be less than 1.

### 4.5.2.6.1 Model AOS-025A Cask Lid Attachment Bolt Fatigue Analysis

The fatigue analysis identifies two stress cycles – Normal operation and vibration cycles. Normal operation loads include preload, temperature, and pressure. The vibration loads are documented based on the applied axial and transverse vibration acceleration loads.

#### 4.5.2.6.1.1 Normal Operation Cycles

Fatigue due to operating loads is documented based on the maximum NCT cases. The direct stress is obtained by combining the axial and bending stresses. The shear stress is obtained by combining the average shear load and torsional bolt moment. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of normal operation cycles is documented in Table 4-31.

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 40,785.2 \text{ psi}$$

where:

$$\sigma = S_{ba} + S_{bb} = 11,046 \text{ psi (direct stress, Table 4-12)}$$

$$\tau = S_{bs} + S_{bt} = 34,827 \text{ psi (shear stress, Table 4-12)}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [4.12]. Also, because the fatigue curve [4.13], ASME Section III, Figure I-9.4 is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [4.12], NB-3232.3.

$$S_a = \text{RF} \left( \frac{S_1}{2} \right) \left( \frac{E_{dc}}{E_a} \right) = 87,396.9 \text{ psi}$$

where:

$$\text{RF} = 4, \text{ Fatigue strength reduction factor [4.12]}$$

$$E_{dc} = 30 \times 10^3 \text{ ksi, Modulus of elasticity on design fatigue curve [4.13]}$$

$$E_a = 28.0 \times 10^3 \text{ ksi, Modulus of elasticity of the bolt materials}$$

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit,  $N_1$ , for the 87.4 ksi alternating stress is 1,313 cycles. Based on a weekly transport for five (5) years, the number of normal operation cycles,  $n_1$ , is 52 cycles/year  $\times$  5 years = 260 cycles. The corresponding usage factor ( $U_1$ ) for normal operating cycles is as follows:

$$U_1 = \frac{n_1}{N_1} = 0.20$$

where:

$$n_1 = 260 \text{ cycles, operating cycles}$$

$$N_1 = 1,313 \text{ cycles, allowable cycles}$$

#### 4.5.2.6.1.2 Vibration Cycles

Fatigue due to vibration loads are documented based on the applied axial and transverse vibration acceleration loads. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of vibration cycles is documented in Table 4-31.

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 38.9 \text{ psi}$$

where:

$$\sigma = S_{ba} = 1.2732 F_a / D^2 = 32.3 \text{ psi, direct stress}$$

$$\tau = S_{bs} = 1.2732 F_s / D^2 = 16.1 \text{ psi, shear stress}$$

$$F_a = 2.50 \text{ lbs., axial load due to vibration (refer to Table 4-11)}$$

$$F_s = 1.25 \text{ lbs., shear load due to vibration (refer to Table 4-11)}$$

$$D = 0.314 \text{ in. (bolt diameter for tensile stress } (D_{ba}); \text{ refer to Table 4-12)}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [4.12]. Also, because the fatigue curve ([4.13], ASME Section III, Figure I-9.4) is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [4.12], NB-3232.3.

$$S_a = \text{RF} \left( \frac{S_i}{2} \right) \left( \frac{E_{dc}}{E_a} \right) = 83.4 \text{ psi}$$

where:

RF = 4, Fatigue strength reduction factor [4.12]

$E_{dc}$  =  $30 \times 10^3$  ksi, Modulus of elasticity on design fatigue curve [4.13]

$E_a$  =  $28.0 \times 10^3$  ksi, Modulus of elasticity of the bolt materials

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit for the 0.08 ksi alternating stress is  $3.4E+20$  cycles. The vibration cycles are estimated based on an infinite cycle ( $1.0E+07$ ). Using  $1.0 \times 10^7$  vibration cycles,  $n_1$ , and maximum allowable cycles,  $N_1$ , of  $3.4E+20$  cycles, the corresponding usage factor ( $U_1$ ) for vibration is approximately 0.00. The summary results of vibration cycles are presented in Table 4-31.

$$U_2 = \frac{n_2}{N_2} = 0.00$$



### 4.5.2.6.1.3 Cumulative Usage Factor

Based on a weekly transport for five (5) years, the Model AOS-025A cask lid attachment bolts are expected to undergo 260 normal operating cycles and infinite ( $1.0 \times 10^7$ ) vibration cycles. The corresponding allowables are 1,313 normal operating cycles and  $3.4E+20$  vibration cycles. Under NCT, this analysis predicts that the Model AOS-025A cask lid attachment bolts can serve for five (5) years with a cumulative usage factor of 0.20, as documented in [Table 4-31](#).

$$U = \frac{n_1}{N_1} + \frac{n_2}{N_2} = 0.20 + 0.00 = 0.20$$

**Table 4-31. Model AOS-025A Cask Lid Attachment Bolt Fatigue Analysis Results**

Parameter	Variable	Units	Normal Operation Cycles	Vibration Cycles	Total Usage Factor
Fatigue Strength Reduction Factor	RF	–	4	4	
Modulus of Elasticity Provided on Design Curve	$E_{dc}$	psi	3.00E+07	3.00E+07	
Modulus of Elasticity Used in Analysis	$E_a$	psi	2.80E+07	2.80E+07	
Ratio of Modulus of Elasticity	$E_{dc} / E_a$	–	1.07	1.07	
Direct Stress	$\sigma$	psi	11,045.8	32.3	
Shear Stress	$\tau$	psi	34,827.2	16.1	
Maximum Principal Stress	$S_1$	psi	40,785.2	38.9	
Alternating Stress	$S_a$	psi	87,396.9	83.4	
Number of Usage Cycles	n	cycles	260	1.0E+07	
Maximum Allowable Number of Cycles	N	cycles	1,313	3.4E+20	
Usage Factor	U	–	0.20	0.00	

#### 4.5.2.6.2 Model AOS-050A Cask Lid Attachment Bolt Fatigue Analysis

The fatigue analysis identifies two stress cycles – Normal operation and vibration cycles. Normal operation loads include preload, temperature, and pressure. The vibration loads are documented based on the applied axial and transverse vibration acceleration loads.

##### 4.5.2.6.2.1 Normal Operation Cycles

Fatigue due to operating loads is documented based on the maximum NCT cases. The direct stress is obtained by combining the axial and bending stresses. The shear stress is obtained by combining the average shear load and torsional bolt moment. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of normal operation cycles is documented in [Table 4-32](#).

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 42,333 \text{ psi}$$

where:

$$\sigma = S_{ba} + S_{bb} = 22,551 \text{ psi (direct stress, [Table 4-17](#))}$$

$$\tau = S_{bs} + S_{bt} = 28,938 \text{ psi (shear stress, [Table 4-17](#))}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [\[4.12\]](#). Also, because the fatigue curve [\[4.13\]](#), *ASME Section III, Figure I-9.4* is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [\[4.12\]](#), *NB-3232.3*.

$$S_a = \text{RF} \left(\frac{S_1}{2}\right) \left(\frac{E_{dc}}{E_a}\right) = 91,365 \text{ psi}$$

where:

$$\text{RF} = 4, \text{ Fatigue strength reduction factor [\[4.12\]](#)}$$

$$E_{dc} = 30 \times 10^3 \text{ ksi, Modulus of elasticity on design fatigue curve [\[4.13\]](#)}$$

$$E_a = 27.8 \times 10^3 \text{ ksi, Modulus of elasticity of the bolt materials}$$

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit,  $N_1$ , for the 91.4 ksi alternating stress is 1,383 cycles. Based on a weekly transport for five (5) years, the number of normal operation cycles,  $n_1$ , is 52 cycles/year  $\times$  5 years = 260 cycles. The corresponding usage factor ( $U_1$ ) for normal operating cycles is as follows:

$$U_1 = \frac{n_1}{N_1} = 0.19$$

where:

$$n_1 = 260 \text{ cycles, operating cycles}$$

$$N_1 = 1,383 \text{ cycles, allowable cycles}$$

#### 4.5.2.6.2.2 Vibration Cycles

Fatigue due to vibration loads are documented based on the applied axial and transverse vibration acceleration loads. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of vibration cycles is documented in Table 4-32.

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 119.1 \text{ psi}$$

where:

$$\sigma = S_{ba} = 1.2732 F_a / D^2 = 98.7 \text{ psi, direct stress}$$

$$\tau = S_{bs} = 1.2732 F_s / D^2 = 49.3 \text{ psi, shear stress}$$

$$F_a = 14.00 \text{ lbs., axial load due to vibration (refer to Table 4-16)}$$

$$F_s = 7.00 \text{ lbs., shear load due to vibration (refer to Table 4-16)}$$

$$D = 0.425 \text{ in. (bolt diameter for tensile stress } (D_{ba}); \text{ refer to Table 4-17)}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [4.12]. Also, because the fatigue curve ([4.13], ASME Section III, Figure I-9.4) is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [4.12], NB-3232.3.

$$S_a = \text{RF} \left( \frac{S_i}{2} \right) \left( \frac{E_{dc}}{E_a} \right) = 257.0 \text{ psi}$$

where:

RF = 4, Fatigue strength reduction factor [4.12]

$E_{dc}$  =  $30 \times 10^3$  ksi, Modulus of elasticity on design fatigue curve [4.13]

$E_a$  =  $27.8 \times 10^3$  ksi, Modulus of elasticity of the bolt materials

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit for the 0.26 ksi alternating stress is  $2.1\text{E}+17$  cycles. The vibration cycles are estimated based on an infinite cycle ( $1.0\text{E}+07$ ). Using  $1.0 \times 10^7$  vibration cycles,  $n_1$ , and maximum allowable cycles,  $N_1$ , of  $2.1\text{E}+17$  cycles, the corresponding usage factor ( $U_1$ ) for vibration is approximately 0.00. The summary results of vibration cycles are presented in Table 4-32.

$$U_2 = \frac{n_2}{N_2} = 0.00$$

#### 4.5.2.6.2.3 Cumulative Usage Factor

Based on a weekly transport for five (5) years, the Model AOS-050A cask lid attachment bolts are expected to undergo 260 normal operating cycles and infinite ( $1.0 \times 10^7$ ) vibration cycles. The corresponding allowables are 1,383 normal operating cycles and  $2.1E+17$  vibration cycles. Under NCT, this analysis predicts that the Model AOS-050A cask lid attachment bolts can serve for five (5) years with a cumulative usage factor of 0.19, as documented in [Table 4-32](#).

$$U = \frac{n_1}{N_1} + \frac{n_2}{N_2} = 0.19 + 0.00 = 0.19$$

**Table 4-32. Model AOS-050A Cask Lid Attachment Bolt Fatigue Analysis Results**

Parameter	Variable	Units	Normal Operation Cycles	Vibration Cycles	Total Usage Factor
Fatigue Strength Reduction Factor	RF	–	4	4	0.19
Modulus of Elasticity Provided on Design Curve	$E_{dc}$	psi	3.00E+07	3.00E+07	
Modulus of Elasticity Used in Analysis	$E_a$	psi	2.78E+07	2.78E+07	
Ratio of Modulus of Elasticity	$E_{dc} / E_a$	–	1.08	1.08	
Direct Stress	$\sigma$	psi	21,487.4	98.7	
Shear Stress	$\tau$	psi	26,649.9	49.3	
Maximum Principal Stress	$S_1$	psi	42,333	119.1	
Alternating Stress	$S_a$	psi	91,365	257.0	
Number of Usage Cycles	n	cycles	260	1.0E+07	
Maximum Allowable Number of Cycles	N	cycles	1,383	2.1E+17	
Usage Factor	U	–	0.19	0.00	

### 4.5.2.6.3 Model AOS-100A Cask Lid Attachment Bolt Fatigue Analysis

The fatigue analysis identifies two stress cycles – Normal operation and vibration cycles. Normal operation loads include preload, temperature, and pressure. The vibration loads are documented based on the applied axial and transverse vibration acceleration loads.

#### 4.5.2.6.3.1 Normal Operation Cycles

Fatigue due to operating loads is documented based on the maximum NCT cases. The direct stress is obtained by combining the axial and bending stresses. The shear stress is obtained by combining the average shear load and torsional bolt moment. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of normal operation cycles is documented in [Table 4-33](#).

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 77,918.1 \text{ psi}$$

where:

$$\sigma = S_{ba} + S_{bb} = 53,397 \text{ psi (direct stress, [Table 4-22](#))}$$

$$\tau = S_{bs} + S_{bt} = 43,712 \text{ psi (shear stress, [Table 4-22](#))}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [\[4.12\]](#). Also, because the fatigue curve [\[4.13\]](#), *ASME Section III, Figure I-9.4* is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [\[4.12\]](#), *NB-3232.3*.

$$S_a = \text{RF} \left( \frac{S_1}{2} \right) \left( \frac{E_{dc}}{E_a} \right) = 168,168.6 \text{ psi}$$

where:

$$\text{RF} = 4, \text{ Fatigue strength reduction factor [\[4.12\]](#)}$$

$$E_{dc} = 30 \times 10^3 \text{ ksi, Modulus of elasticity on design fatigue curve [\[4.13\]](#)}$$

$$E_a = 27.8 \times 10^3 \text{ ksi, Modulus of elasticity of the bolt materials}$$

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit,  $N_1$ , for the 168.2 ksi alternating stress is 360 cycles. Based on a weekly transport for five (5) years, the number of normal operation cycles,  $n_1$ , is 52 cycles/year  $\times$  5 years = 260 cycles. The corresponding usage factor ( $U_1$ ) for normal operating cycles is as follows:

$$U_1 = \frac{n_1}{N_1} = 0.72$$

where:

$$n_1 = 260 \text{ cycles, operating cycles}$$

$$N_1 = 360 \text{ cycles, allowable cycles}$$

#### 4.5.2.6.3.2 Vibration Cycles

Fatigue due to vibration loads are documented based on the applied axial and transverse vibration acceleration loads. The maximum principal stress ( $S_1$ ) is calculated from the combined direct and shear stress. Summary of vibration cycles is documented in Table 4-33.

$$S_1 = \frac{\sigma}{2} \pm \sqrt{\left(\frac{\sigma}{2}\right)^2 + \tau^2} = 196.1 \text{ psi}$$

where:

$$\sigma = S_{ba} = 1.2732 F_a / D^2 = 162.4 \text{ psi, direct stress}$$

$$\tau = S_{bs} = 1.2732 F_s / D^2 = 81.2 \text{ psi, shear stress}$$

$$F_a = 75.00 \text{ lbs., axial load due to vibration (refer to Table 4-21)}$$

$$F_s = 37.50 \text{ lbs., shear load due to vibration (refer to Table 4-21)}$$

$$D = 0.767 \text{ in. (bolt diameter for tensile stress } (D_{ba}); \text{ refer to Table 4-22)}$$

The corresponding alternating stresses ( $S_a$ ) are calculated using a fatigue reduction factor (RF) of 4 [4.12]. Also, because the fatigue curve ([4.13], ASME Section III, Figure I-9.4) is based on a modulus of elasticity of  $30 \times 10^3$  ksi, which is different than the modulus of elasticity of the bolt materials, a ratio of the modulus of elasticities is considered in calculating the alternating stress per [4.12], NB-3232.3.

$$S_a = \text{RF} \left( \frac{S_i}{2} \right) \left( \frac{E_{dc}}{E_a} \right) = 423.2 \text{ psi}$$

where:

RF = 4, Fatigue strength reduction factor [4.12]

$E_{dc}$  =  $30 \times 10^3$  ksi, Modulus of elasticity on design fatigue curve [4.13]

$E_a$  =  $27.8 \times 10^3$  ksi, Modulus of elasticity of the bolt materials

Using the alternating stress calculated and the fatigue curve for a maximum nominal stress  $\leq 2.7 S_m$  in [4.13], ASME Section III, Figure I-9.4, the corresponding fatigue limits are calculated by interpolating the tabular data provided in [4.13], ASME Section III, Table I-9.0. The estimated fatigue limit for the 0.4 ksi alternating stress is  $7.8E+15$  cycles. The vibration cycles are estimated based on an infinite cycle ( $1.0E+07$ ). Using  $1.0 \times 10^7$  vibration cycles,  $n_1$ , and maximum allowable cycles,  $N_1$ , of  $7.8E+15$ , the corresponding usage factor ( $U_1$ ) for vibration is approximately 0.00. The summary results of vibration cycles are presented in Table 4-33.

$$U_2 = \frac{n_2}{N_2} = 0.00$$



### 4.5.2.6.3.3 Cumulative Usage Factor

Based on a weekly transport for five (5) years, the Model AOS-100A cask lid attachment bolts are expected to undergo 260 normal operating cycles and infinite ( $1.0 \times 10^7$ ) vibration cycles. The corresponding allowables are 360 normal operating cycles and  $7.82E+15$  vibration cycles. Under NCT, this analysis predicts that the Model AOS-100A cask lid attachment bolts can serve for five (5) years with a cumulative usage factor of 0.72, as documented in [Table 4-33](#).

$$U = \frac{n_1}{N_1} + \frac{n_2}{N_2} = 0.72 + 0.00 = 0.72$$

**Table 4-33. Model AOS-100A Cask Lid Attachment Bolt Fatigue Analysis Results**

Parameter	Variable	Units	Normal Operation Cycles	Vibration Cycles	Total Usage Factor
Fatigue Strength Reduction Factor	RF	–	4	4	0.72
Modulus of Elasticity Provided on Design Curve	$E_{dc}$	psi	3.00E+07	3.00E+07	
Modulus of Elasticity Used in Analysis	$E_a$	psi	2.78E+07	2.78E+07	
Ratio of Modulus of Elasticity	$E_{dc} / E_a$	–	1.08	1.08	
Direct Stress	$\sigma$	psi	53,396.5	162.4	
Shear Stress	$\tau$	psi	43,711.3	81.2	
Maximum Principal Stress	$S_1$	psi	77,918.1	196.1	
Alternating Stress	$S_a$	psi	168,168.6	423.2	
Number of Usage Cycles	n	cycles	260	1.0E+07	
Maximum Allowable Number of Cycles	N	cycles	360	7.8E+15	
Usage Factor	U	–	0.72	0.00	

### 4.5.3 DELETED

CONTENT DELETED

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- [4.13] American Society of Mechanical Engineers, *ASME Boiler and Pressure Vessel Code (BPVC)*, "Rules For Construction of Nuclear Facility Components," Section III, Division 1 – Appendices, 2004.
- [4.14] Orano, TLI Engineering & Packaging Services Division, "Bolting Evaluation of AOS Transport Packages," *Calculation Note No. CN-15008-22-201 Rev. 1.v1*, June 9, 2023.

# 7 PACKAGE OPERATIONS

The information within this chapter provides the operations used to load the AOS Transport Packaging System and prepare it for transport. These operations describe the fundamental steps needed to ensure the requirements of this SAR. The transport packages should be operated using detailed written procedures that are based upon, and consistent with, the operations described in this chapter and the certification drawings listed in [Table 1-5, "AOS Transport Packaging System Certification Drawing List – All Models."](#) During actual operation, these procedures can be supplemented with engineering personnel, training classes, and/or site-specific procedures, as applicable.

[Figure 7-1](#) and [Figure 7-2](#) provide isometric views of Models AOS-025A and AOS-050A, respectively. [Figure 7-3](#) provides an isometric view of Models AOS-100A and AOS-100B. [Figure 7-3a](#) provides an isometric view of Model AOS-100A-S.

**Notes:** *Unless indicated otherwise, all information related to the Model AOS-100A is also applicable to Models AOS-100B and AOS-100A-S.*

*Package Operations as specified in this chapter also include the information specified by the certification drawings. (Refer to [Table 1-5, "AOS Transport Packaging System Certification Drawing List – All Models."](#))*

## 7.1 PACKAGE LOADING

**Note:** The operational steps provided in this section apply to all AOS Radioactive Material Transport Packaging System models (Models AOS-025A, AOS-050A, AOS-100A, AOS-100B, and AOS-100A-S). Any step specific to a given Model is identified within the step.

Part of the transport package loading preparation is to perform a Pre-Shipment Engineering Evaluation following IAEA TS-R-1, Paragraph 502, 10 CFR 71.87, and 49 CFR 173.475 (References [7.1], [7.2], and [7.3], respectively). The evaluation is used to ensure that the packaging, with its proposed contents, satisfies the applicable requirements of the transport package's license or certificate. This evaluation includes, but is not limited to, the review of the following:

- Proposed contents' isotopic composition, quantities, and decay heat;
- Proposed contents' form, weight, and geometry. If the content is defined as *Special form*, verify its certification from the competent authorities;
- Identify shoring device to be used. All structural shoring materials used within the cask cavity must have a melting point greater than (i) 600°F for Co-60 in metallic form and Cs-137 in the form of cesium chloride and (ii) 900°F for all other contents;
- Shielding requirements (use of additional shielding devices may be required for shipment);
- Structural requirements;
- Thermal requirements;
- Pressure requirements;
- Shipping hardware (such as liners, racks, dividers, baskets, and shoring devices);
- Maintenance records.
- Personnel qualification.
- Certification Drawing requirements.

In addition, operations at the loading facility must safely support a range of activities, from receiving and inspecting the package, to preparing the loaded transport package for shipment. Each loading facility must provide fully trained personnel and detailed operating procedures to cover these activities.

### 7.1.1 Preparation for Loading

#### 7.1.1.1 Receiving and Inspecting the Empty Transport Package

To receive and inspect the empty transport package:

- a. Position the transport vehicle in the Receiving Inspection area.
- b. Visually inspect the transport package for damage and proper labeling and marking. Refer to the shipping paper for shipment category and compare the marking and labels on the package to the requirement of Reference [7.3].

**Table 7-1. Additional Required Shielding – Models AOS-025A, AOS-050A, AOS-100A, and AOS-100A-S**

Model	Component	Certification Drawing <sup>a</sup>	Comments
AOS-025A	Liner	183C8485	Shielding liner is mandatory for all contents. (Refer to the current revision of the current revision of the NRC Certificate of Compliance 9316.)
AOS-050A	Axial Shielding Plates <sup>b</sup>	183C8519	Used when shipping Ir-192 and Ir-194 isotopes. (Refer to the current revision of the NRC Certificate of Compliance 9316.)
AOS-100A AOS-100A-S	Axial Shielding Plates	183C8491	Used when additional shielding is required for Co-60. (Refer to the current revision of the current revision of the NRC Certificate of Compliance 9316.)
	Cavity Spacer Plates	183C8518	

- a. Refer to [Table 1-5, “AOS Transport Packaging System Certification Drawing List – All Models,”](#) for drawing revision levels.
- b. If the Model AOS-050A axial shielding plates include threaded screw holes, each hole must be filled with a setscrew during shipment.

### 7.1.2.3 Installing the Cask Lid

**Note:** Visually inspect the cask and lid sealing surfaces, as well as the cask lid seal to be used, for damage that can prevent proper sealing of the sealing joint. Refer to [Subsection 8.2.2, “Leakage Tests \[8.4\],”](#) for detailed inspection of these items. If the metallic cask lid seal is replaced, prior to the shipment of Normal Form material, a Maintenance Test must be performed, in accordance with ANSI N14.5 (Reference [\[7.8\]](#)). The elastomeric seal option is acceptable for use only with Special Form contents, in which the cask contents provide containment for the radioactive contents.

To install the cask lid, after verifying that the cask lid seal is properly installed, use proper rigging to slowly lower the cask lid onto the cask. Carefully monitor this operation to ensure that the cask lid is properly aligned. During the placement of the cask lid, two lid guide pins may be installed in the cask lid threaded holes perpendicular to each other to maintain alignment of the cask lid attachment bolt holes with the cask lid threaded holes.

The cask lid attachment bolts must be lubricated with a lubricant such as Neolube No. 2 (note that the lubricant must be approved by AOS).

## 7.1.3 Preparation for Transport

### 7.1.3.1 Securing the Cask Lid

To secure the cask lid, in preparation for transport:

**Note:** *Torque sequence is stamped on top surface of the cask lid, about the bolt location.*

- a. Lubricate the cask lid attachment bolts with a lubricant such as Neolube No. 2. The lubricant must be approved by AOS. In the case of wet loading, the lubricant must be applied after the cask has been removed from the pool and dried.
- b. Torque the cask lid attachment bolts (refer to [Table 7-2](#)), using one of the two conditions listed below.
  1. **If the cask was dry loaded** – Torque the cask lid attachment bolts in a crisscross pattern, with a final pass all the way around, to ensure even seal compression after the elastomeric seal has been visually inspected and installed, –or– a new metallic seal has been installed.
  2. **If the cask was wet loaded** – To torque the cask lid attachment bolts:
    - a. Install the cask lid and a minimum of at least five (5) bolts in the cask lid, as the cask breaks the water's surface. Note that this step may be skipped with the approval of Radiation Protection.
    - b. Drain the cask over the pool area. After the water has drained from the cask, move the cask to the decontamination pad.
    - c. Remove the bolts (previously installed for the transfer) and cask lid.
    - d. Dry the cask lid attachment bolts and then lubricate with a lubricant such as Neolube No. 2.
    - e. Dry the sealing surfaces and the bolt threaded holes.
    - f. Install the cask lid elastomeric seal after it has been visually inspected, –or– a new cask lid metallic seal onto the cask lid, then re-install the bolts and torque the cask lid attachment bolts in a crisscross pattern, with a final pass all the way around, to ensure even seal compression.

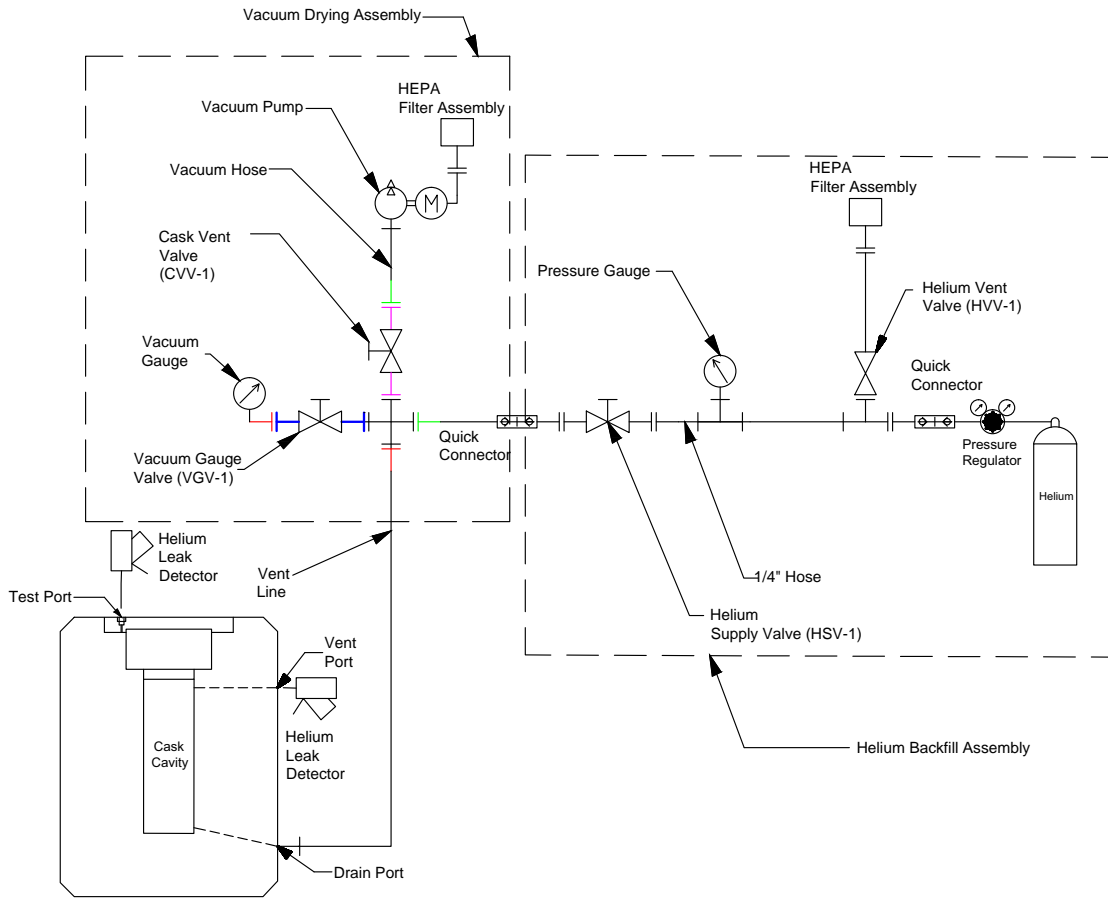
**Note:** *For shipments of Special Form material, a Maintenance Leak test is not necessary after replacing a cask lid elastomeric seal, provided that a Periodic Leak test has been performed on the cask's containment system within the past 12 months.*

**Table 7-2. Cask Lid Attachment Bolt Size and Preload Torque – All Models<sup>a</sup>**

Model	Function	Bolt Size / ASME and ANSI Standards	Preload Torque	
			N-m	ft-lb
AOS-025	Cask Lid Attachment Bolt	3/8-16 UNC-2A / ASME SB-637, UNS N07718	39 to 47	29 to 35
AOS-050		1/2-13 UNC-2A / ASME SB-637, UNS N07718	85 to 92	62.5 to 68
AOS-100		7/8-9 UNC-2A / ASME SB-637, UNS N07718	542 to 678	400 to 500

a. Refer to Table 1-5, "AOS Transport Packaging System Certification Drawing List – All Models."

Figure 7-4 illustrates a typical Leak testing setup (vacuum drying system and its basic components) that can be used for all AOS Radioactive Material Transport Packaging System models (Models AOS-025A, AOS-050A, AOS-100A, AOS-100B, and AOS-100A-S).



**Figure 7-4. Typical Vacuum Drying System Setup and Equipment**



### **8.1.1 Visual Inspections and Measurements**

Visual examinations of all component surfaces, including welds and dimensional inspections, are conducted during packaging fabrication. These inspections, as well any other NDE inspections, are conducted according to approved written procedures. Their objectives are to identify harmful discontinuities or indications (such as overlaps, seams, cracks, porosity, crevices, and excessive oxidation), and to verify that the component or item critical dimensions are met, as specified in the certification drawings. (Refer to [Table 1-5, "AOS Transport Packaging System Certification Drawing List – All Models,"](#) for a complete list.)

Visual and dimensional inspection results are recorded in accordance with the Purchaser's approved Quality Assurance and Fabrication plan. Refer to [Subsection 2.3.2, "Examination,"](#) for additional details.

### **8.1.2 Weld Examinations**

All welds within the cask component and impact limiters are visually inspected and liquid-penetrant tested (root and final passes). Also, the weld within the containment boundary must be ultrasonically examined and liquid-penetrant tested. These inspections are conducted to ensure that no cracks, incomplete fusion, nor lack of penetration exist. Parts that do not meet the established criteria are repaired or replaced, in accordance with written procedures issued by the Fabricator and approved by AOS.

The Model AOS-025, AOS-050, and AOS-100 transport packages use an ASME Code corner type C weld. This weld configuration is presented in [Figure 4-2, "Typical Corner Cask Cavity Shell Weld Joint Configuration – All Models."](#)

### **8.1.3 Structural and Pressure Tests**

In addition to the test described in [Subsection 8.1.2](#), the cask cavity is hydrostatically tested, to verify that the containment boundary can support the Design Pressure, per the requirements of NB6200, Subsection NB, Section III, of the ASME Code [\[8.2\]](#). The Test Pressure is 1.5 times (1.5x) the Design Pressure. If this test were to fail, each component of the containment boundary must be evaluated and replaced, if necessary.

**Table 8-2. Type 304 and 316 Material Requirements (Continued)**

Definition	Requirements	Test Frequency	Remarks
<b>Sensitization Test</b>	ASTM A262 Practice A - Modified – Material having ditching greater than 5% is unacceptable. Can be waived by AOS for material not exposed to reactor water environments at elevated temperatures for extended periods of time.	<b>Inventory Material</b> – 10% of Supplied Pieces  <b>New Material</b> – One per Heat and Heat Treat Lot	After final solution heat treatment
<b>Intergranular Attack</b>	Surface sample after pickling or if pickling is not used after final heat treatment – IGA or pitting in excess of 0.025 mm (0.001 in.) deep is unacceptable.	<b>Inventory Material</b> – 10% of Supplied Pieces  <b>New Material</b> – One per Heat and Heat Treat Lot	After final solution heat treatment and oxide removal (if applicable)
<b>Non-Destructive Examination</b>	As required by the Base Specification and/or applicable ASME Section III requirements (Reference <a href="#">[8.2]</a> ).	100%	–

a. Nitrogen can be added, as necessary (up to the limits of the Base Specification), to achieve mechanical properties.

**Table 8-4. Casting Pipe/Casting Material Requirements (Type CPF-8, CF-8)**

Definition	Requirements	Test Frequency	Remarks
<b>Base Specification</b>			
Suffix T	ASME SA-451/ASTM A 451 Grade CPF8	–	Cast Pipe
Suffix U	ASME SA-351/ASTM A 351 Grade CF8	–	Casting
<b>Chemistry Modification</b>	As required by the ASME Specification.	One Chemical Analysis Required per Heat	–
<b>Ferrite Content</b>	Controlled within the allowable limits of the Base Specification, to produce a minimum ferrite content of 5%, as determined magnetically by Practice ASTM A800, S1.	One Analysis Required per Heat and Heat Treat Lot	Ferrite to be measured on an actual casting, after final solution heat treatment
<b>Heat Treatment</b>	Solution Heat Treat at 1,066 to 1,149°C (1,950 to 2,100°F) for 15 minutes/25 mm (15 minutes/1 in.) of thickness, but not less than 15 minutes, in accordance with the Base Specification.	One per Heat and Heat Treat Lot	Certification Statement
<b>Mechanical Tests</b>	Properties at Room Temperature, as required by the Base Specification.	One per Heat and Heat Treat Lot	After final solution heat treatment
<b>Hardness Test</b>	As required by the Base Specification.	One per Heat and Heat Treat Lot	After final solution heat treatment
<b>Sensitization Test</b>	Not required.	–	–
<b>Intergranular Attack (IGA)</b>	Surface sample after pickling or if pickling is not used after final heat treatment. IGA or pitting in excess of 0.025 mm (0.001 in.) deep is unacceptable.	<b>Inventory Material</b> – 10% of Supplied Pieces  <b>New Material</b> – One per Heat and Heat Treat Lot	After final solution heat treatment and oxide removal (if applicable)
<b>Non-Destructive Examination</b>	As required by the Base Specification, Radiography per NB-2575, and additional applicable requirements of ASME Section III (Reference <a href="#">[8.2]</a> ).	100%	–
<b>Weld Repair</b>	Procedures require AOS approval prior to performance of the repair work.  Repairs to castings subsequent to solution annealing must be documented and submitted to AOS.	–	Buyer approval required for repair procedure

**Table 8-5. LAST-A-FOAM FR-3700 Series Foams – Testing Program**

Type of Test <sup>a</sup>	Test Description	Applicable Reference	Number of Samples	Nominal Value	Tolerance (of Nominal)	Sample size (in.)
Formulation	Density, pcf	ASTM D1622-03	3	18, 8, and 11 <sup>b</sup>	Each ±15% Increment ±10%	2 × 2 × 1
	Static Crush Strength, psi <sup>c</sup>	General Plastics Manufacturing Company, TM-9704, Rev. K	3 <sup>d</sup>	Report Value	Report Value	1 × 1 × 1 and 2 × 2 × 2
	Flame Retardancy	ASTM D1622-03	3	Burn length ≤ 6 in.	–	0.5 × 3 × 6
	Intumescence	General Plastics Manufacturing Company, 9952037-00 and TM-9704, Rev. K	2	50%	Minimum	2 × 2 × 2
	Leachable Chlorides	General Plastics Manufacturing Company, GP-TM9510, Rev. B and EPA 300.0	1	1 ppm	< 1 ppm	2 × 2 × 2
	Thermal Conductivity, Btu-in/(ft <sup>2</sup> -°F-h)	ASTM D1622-03	1	0.349	Each ±15%	8.0 diameter × 1.0 L
	Specific Heat, Btu/lb-°F	ASTM E1269-05	1	0.351	Each ±20%	As Required
	Water Absorption	ASTM E1269-05	3	0.05 lbs. of water per ft <sup>2</sup> in 96 hours	Not to exceed nominal	6 × 6 × 3
	Chemical Composition	–	1 per formulation	Report Value	Report Value	As Required

**Table 8-5. LAST-A-FOAM FR-3700 Series Foams – Testing Program (Continued)**

Type of Test <sup>a</sup>	Test Description	Applicable Reference	Number of Samples	Nominal Value	Tolerance (of Nominal)	Sample size (in.)
Batch	Density, pcf	ASTM D1622-03	3	18, 8, and 11 <sup>b</sup>	Each ±15% Increment ±10%	2 × 2 × 1
	Static Crush Strength, psi <sup>e</sup>	General Plastics Manufacturing Company, TM-9704, Rev. K	3 <sup>f</sup>	General Plastics Manufacturing Company, Technical Specification	Increment ±15%	2 × 2 × 1
	Flame Retardancy	14CFR14.25.853	3	Burn length ≤ 6 in.	–	0.5 × 3 × 6
	Intumescence	General Plastics Manufacturing Company, 9952037-00 and GP-TM9510, Rev. B	3	50%	Minimum	2 × 2 × 2
	Leachable Chlorides	General Plastics Manufacturing Company, GP-TM9510, Rev. B & EPA 300.0	2	1 ppm	< 1 ppm	2 × 2 × 2
Pour	Static Crush Strength, psi <sup>e</sup>	General Plastics Manufacturing Company, TM-9704, Rev. K	3 <sup>f</sup>	General Plastics Manufacturing Company, Technical Specification	Increment ±15%	2 × 2 × 1
	Density, pcf	ASTM D1622-03	3	18, 8, and 11 <sup>b</sup>	Each ±15% Increment ±10%	2 × 2 × 1

- Formulation tests are conducted upon initial order or formulation change. Batch tests are conducted upon each batch required to fulfill each impact limiter. Pour tests are conducted upon each pour of every batch.
- Density nominal values of 18, 8, and 11 pcf are associated with the Model AOS-025, AOS-050, and AOS-100, respectively.
- The foam manufacturer will perform the Static Crush Strength test. In addition, a dynamic test will be performed by an independent testing laboratory as part of the Dedication Process toward a safety "Category A." The dynamic test shall be per ASTM D1621-10, and will follow the recommendation of this Standard, with the exception of the strain rate. The test will use a controlled dynamic strain rate of 60s<sup>-1</sup>. The values obtained from this test must be less than or equal to the corresponding values in [Table 8-6](#) and [Table 8-7](#).
- Three (3) samples are tested at -40, 75, and 250°F, at strains of 10, 40, and 60% in each direction; Parallel to Direction of Rise and Perpendicular to Direction of Rise.
- Strain Rate value for this test is approximately 0.14 in./min. Each sample shall meet the tolerance for the indicated test. In cases where multiple samples are taken, the indicated tolerance applies to the numerical average result of the samples. For example, the results of each Static Crush test must be ±20% of the nominal value, and the average of the three samples must be ±15% of the nominal value.
- Three (3) samples are tested at 75°F, at strains of 10, 40, and 60% in each direction; Parallel to Direction of Rise and Perpendicular to Direction of Rise.

## 8.4 REFERENCES

- [8.1] U.S. Nuclear Regulatory Commission (NRC), *Title 10, Code of Federal Regulations, Part 71 (10 CFR 71)*, "Packaging and Transportation of Radioactive Material."
- [8.2] American Society of Mechanical Engineers, *ASME Boiler and Pressure Vessel Code (BPVC)*, Section III, Division 1, 2004, No Addenda. |
- [8.3] DELETED. |
- [8.4] American National Standards Institute, *ANSI N14.5-2014*, "Radioactive Materials – Leakage Tests on Packages for Shipment," June 19, 2014.
- [8.5] *International Atomic Energy Agency (IAEA) Safety Standards Series No. TS-R-1 (IAEA TS-R-1)*, "Regulations for the Safe Transport of Radioactive Material," 1996 Ed. (as amended 2003).
- [8.6] DELETED. |
- [8.7] NUREG/CR-6407, *Classification of Transportation Packaging and Dry Spent Fuel Storage System Components According to Importance to Safety*, Idaho National Engineering Laboratory, Idaho Falls, Idaho, February, 1996.
- [8.8] General Plastics Manufacturing Company, *Design Guide for Use of LAST-A-FOAM FR-3700 for Crash & Fire Protection of Radioactive Material Shipping Containers*, Tacoma, WA, March, 1998 (revised October, 2003).