

Representative Prototype of the EURISOL Compact Mercury Target

Werner Wagner

**Spallation Neutron Source Division
Paul Scherrer Institute, Switzerland**

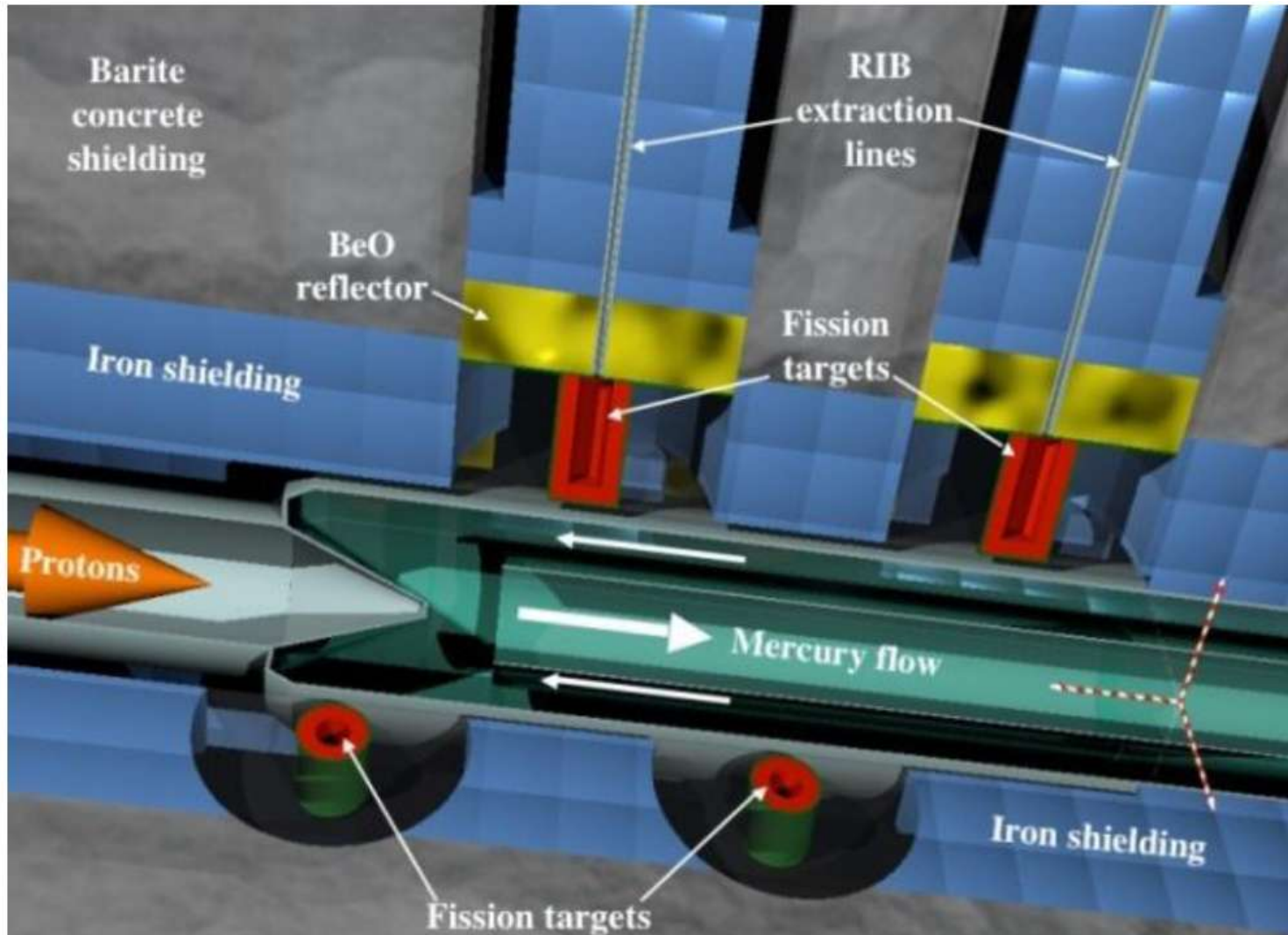
on behalf of the EURISOL DS collaboration

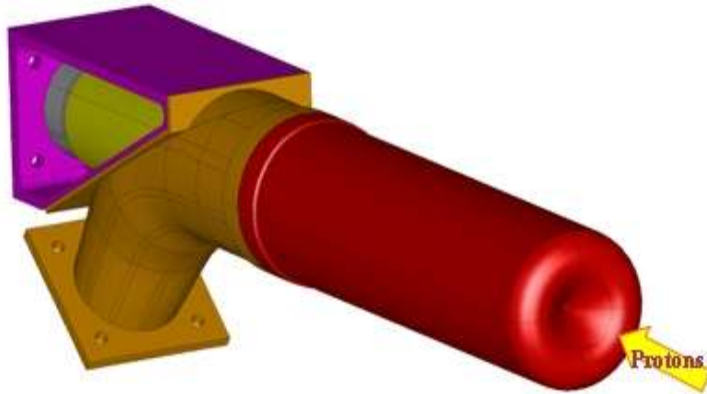
EURISOL

EURopean Isotop Seperation On-Line

- ‚next generation‘ European Radioactive Ion Beam (RIB) facility
- ...driven by a high-power proton beam
- Follow-up facility for ISOLDE@CERN, SPIRAL@GANIL,...
- Hybrid target concept
 - 3 direct targets (each 100 kW)
 - ➡ – **1 multi-MW p→n converter target**
in combination with surrounding **fission targets**

Conceptual integration of the Hg-converter target and neighboured fission targets



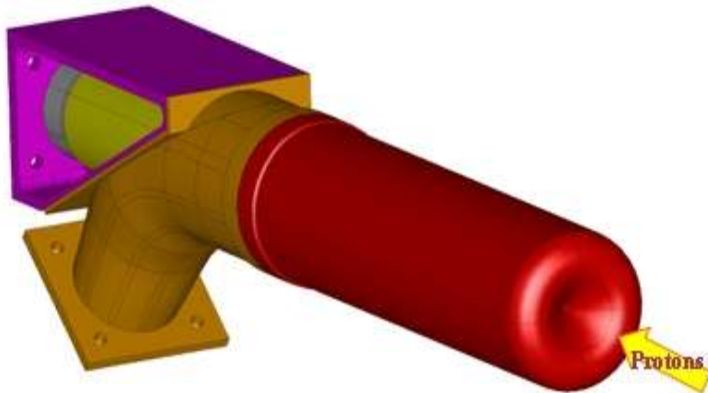


EURISOL Mercury Converter Target

Outline:

- Design
- CFD design support
- Test mock-up
- The METEX experiment
- External Hg-loop
- Conclusions

Design parameters and baseline characteristics



1 GeV proton beam

4 mA beam current

Gaussian width 15-25 mm

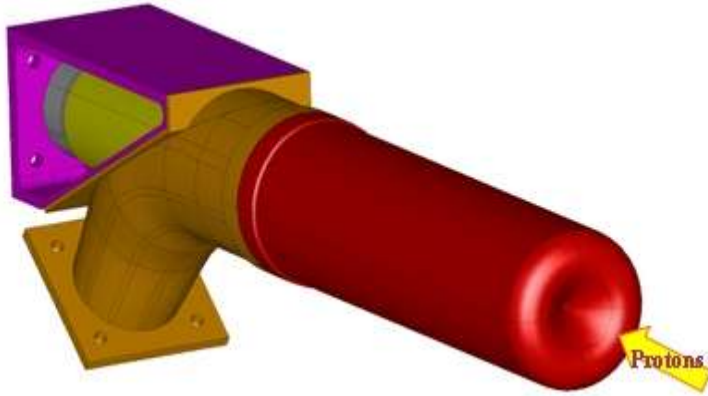
⇒ 4 MW thermal power

Diameter: < 15cm

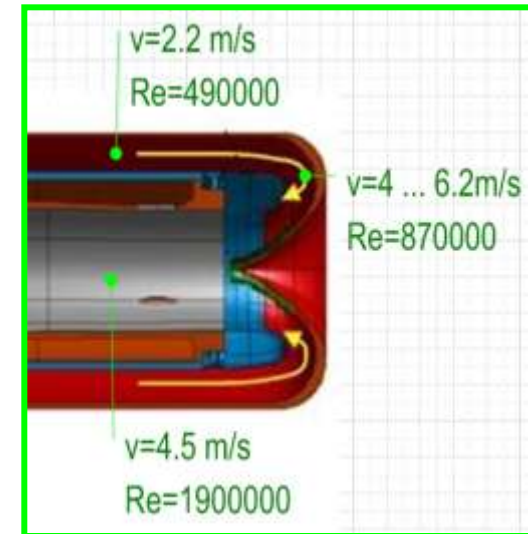
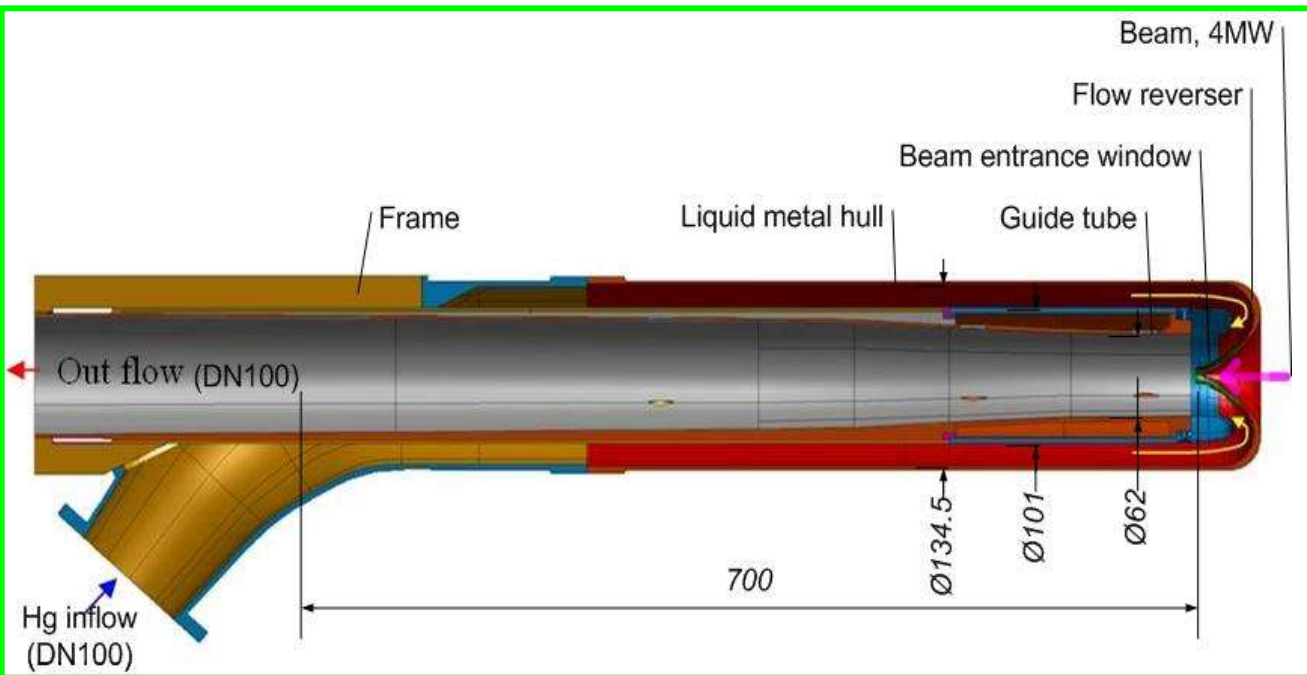
Length: > 40 cm

Parameter	symbol	value	unit
Liquid compound	Hg	13.5	kg/l
Flow rate	ϕ	172	kg/s
Entrance temperature	T_{in}	< 60	C
Exit temperature	T_{out}	< 180 > 150	C
Pressure drop	ΔP	< 5	Bar
Static pressure	P_0	< 5	Bar

~13 l/s



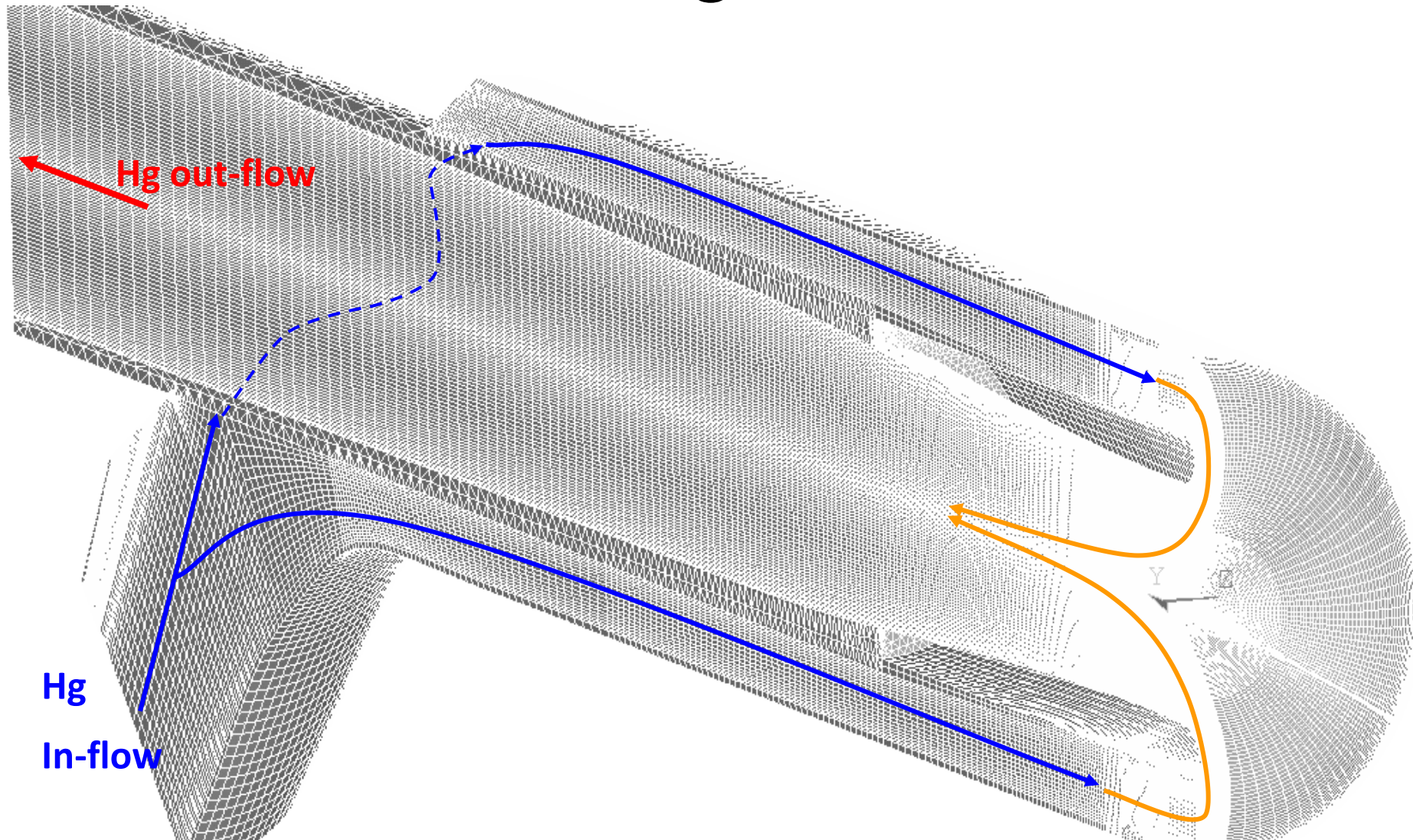
Technical layout



CFD design support

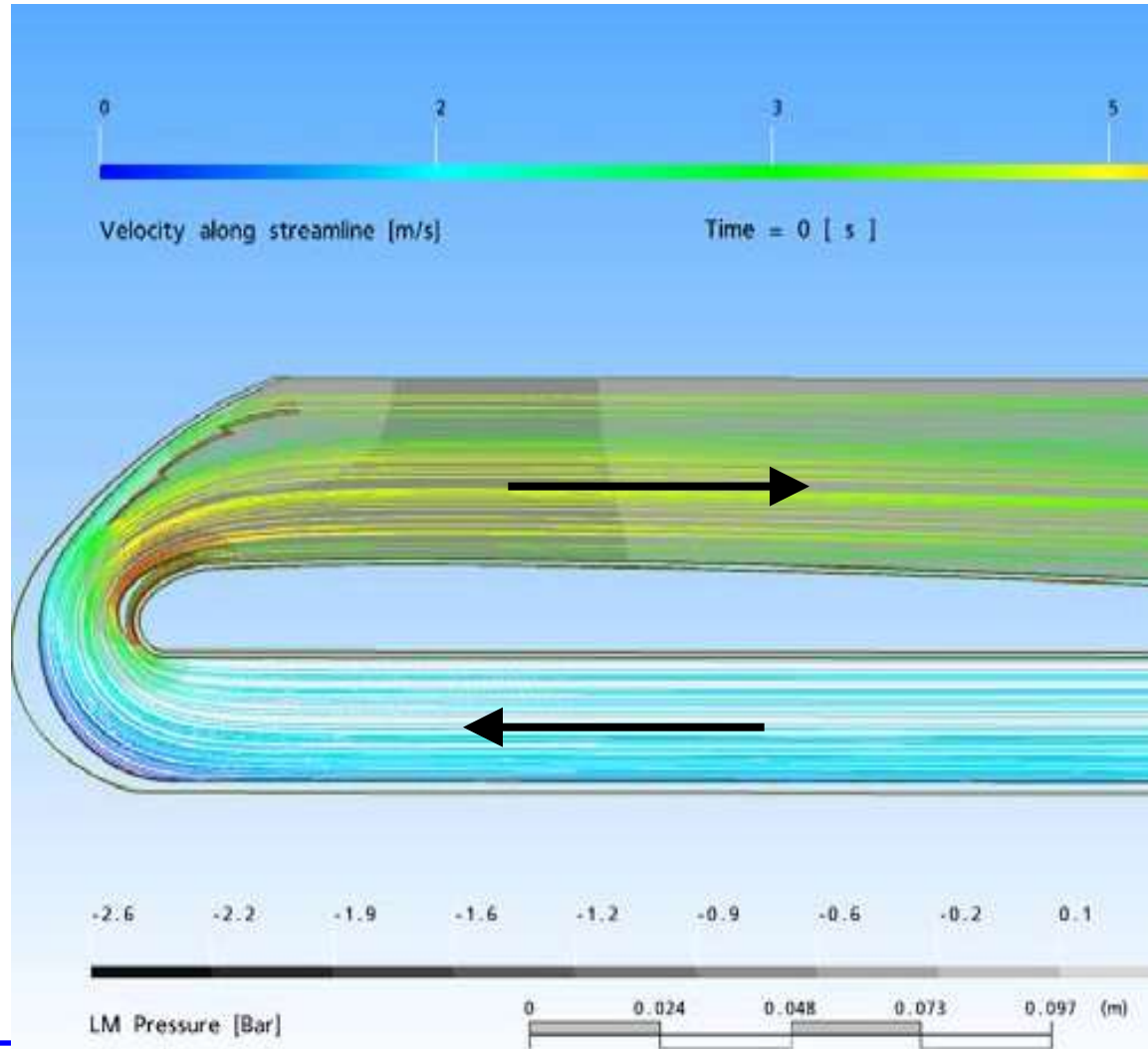
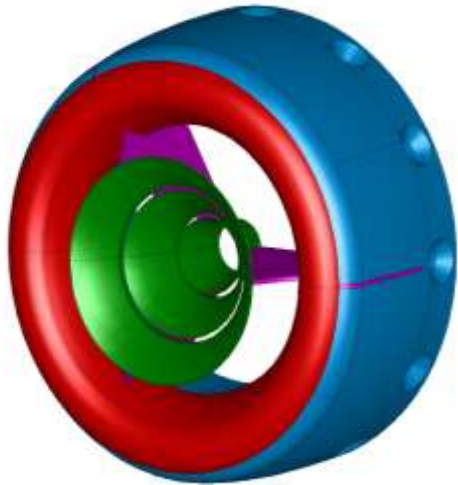
- Structural analysis
 - Stress analysis of the window area (thermal plus pressure induced stresses)
 - Resonance analysis of critical areas (vibrations etc.)
- Fluid dynamics analysis
 - Hydraulic behaviour: velocity field, pressure distribution, hydraulic resistance
 - Predictions of cavitation / mitigation measures

Baseline design CFD model



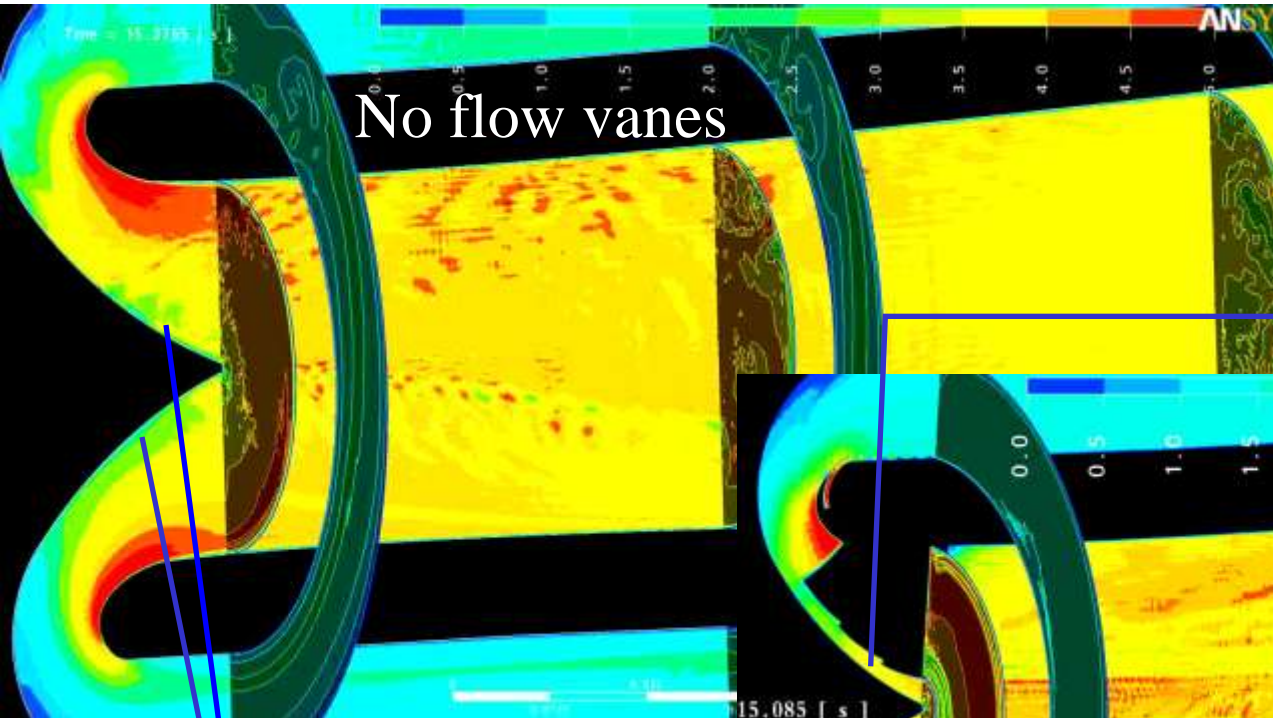
Flow-guiding vanes

2D CFD results: velocity field





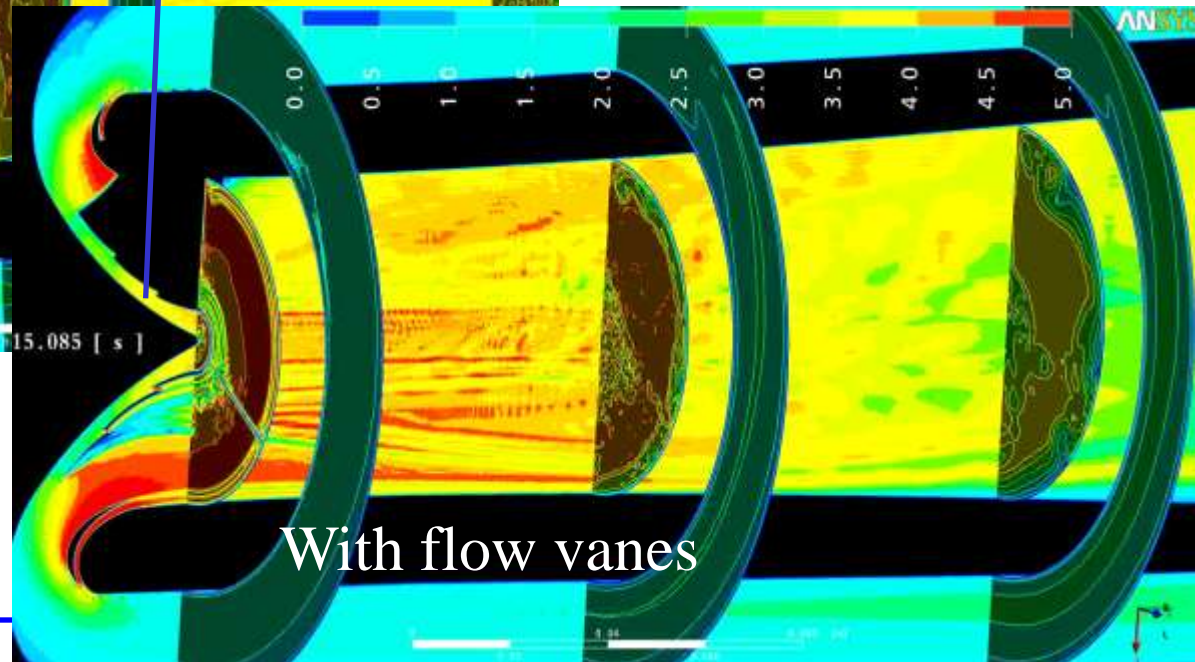
3D-CFD LES turbulence model



No flow vanes

attached flow

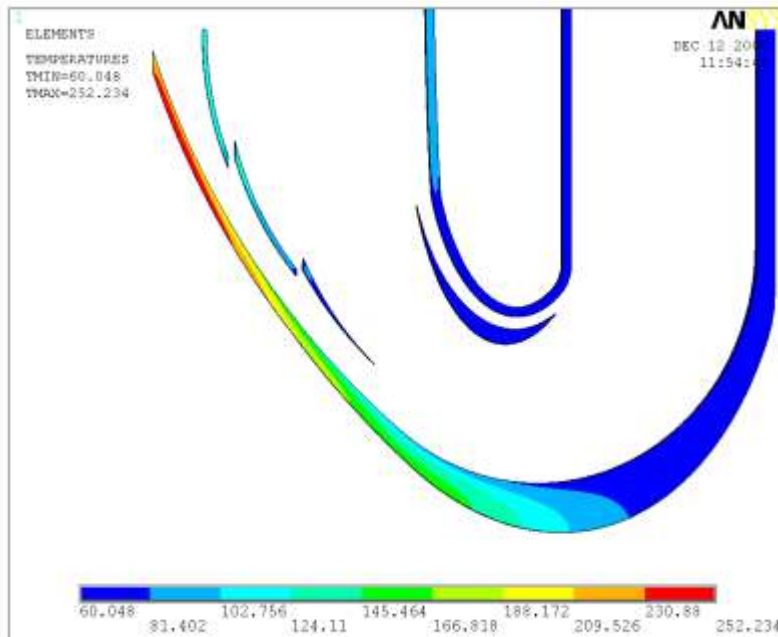
flow detachment



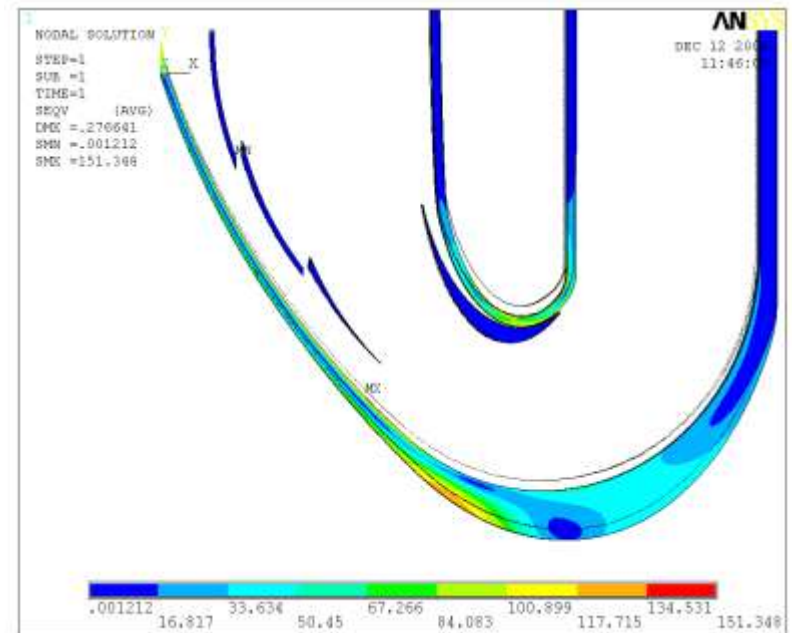
With flow vanes

Thermal stress analysis

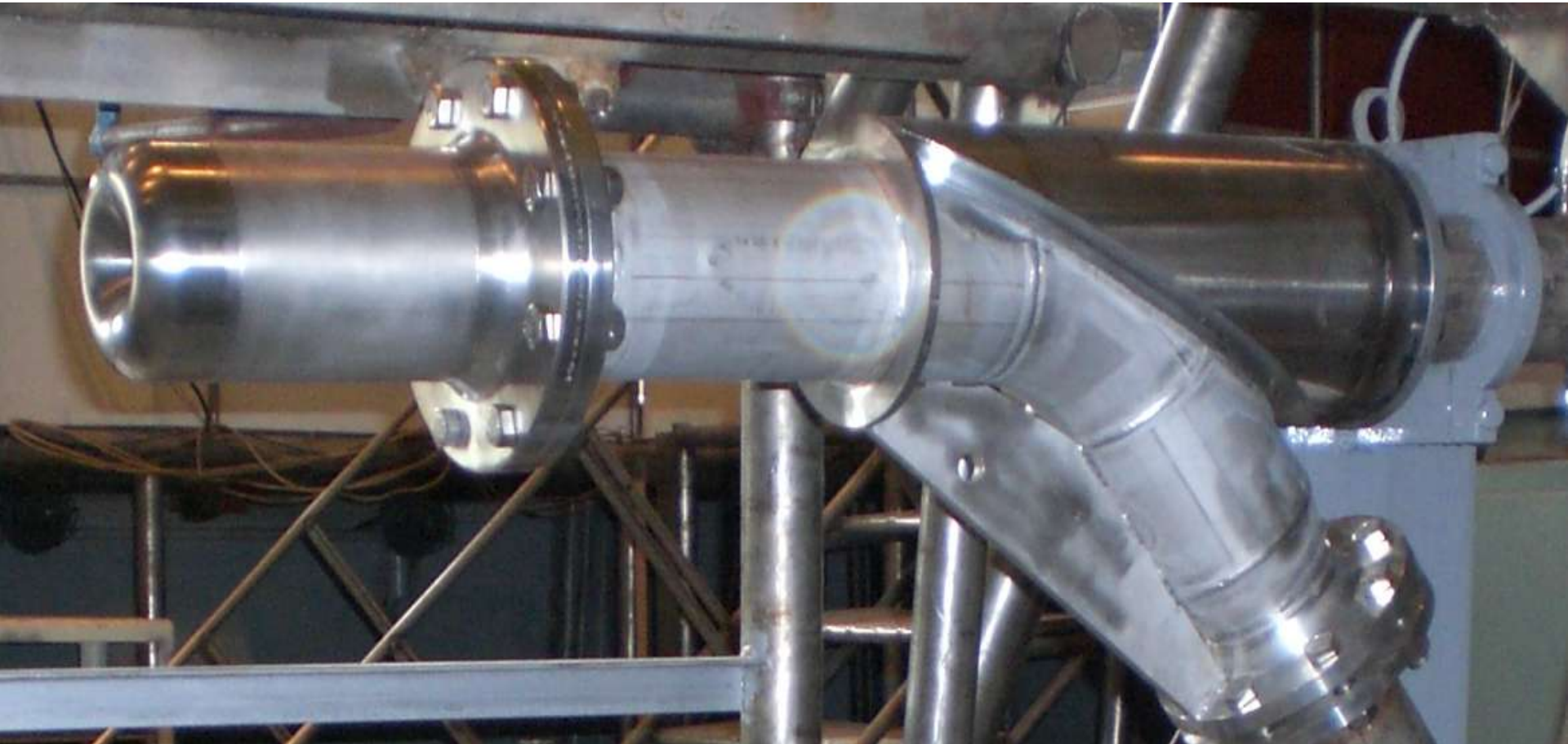
Temperature distribution



Thermal stresses on the window of the outer hull

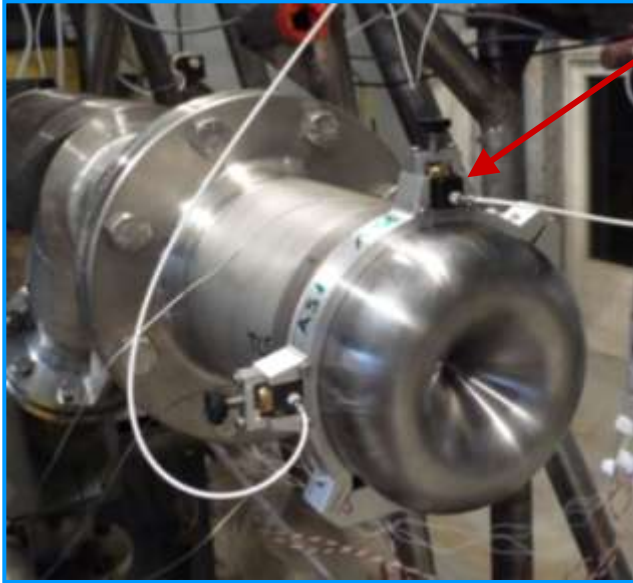


Test set-up at IPUL



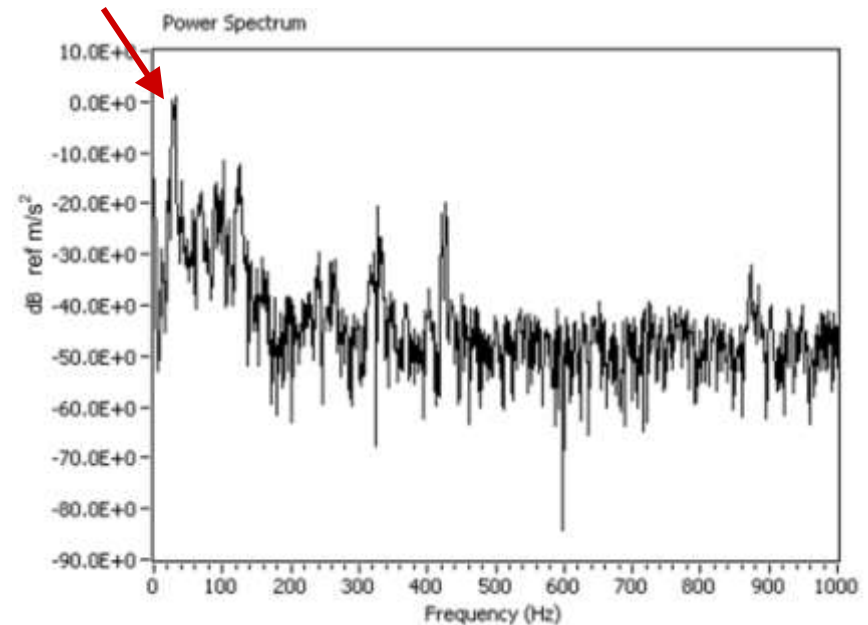
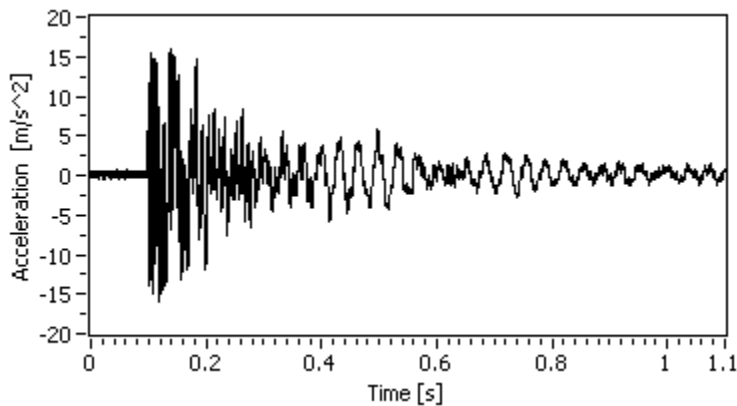
Main goals of METEX experiment:

- to investigate **hydraulic and structural behaviour** of the EURISOL target mock-up **for various flow conditions** (Hg flow rates, pressure) and **flow configurations** (with and without flow vanes)
- ...in particular, up to **nominal operating flow rate** (~12 l/s) **and pressure** in the system.
- to **analyse jointly the experimental results**, which include inlet flow rate, pressure of the cover gas, total pressure loss, structural acceleration, sound pressure, strain data and pressure fluctuations, **and numerical data** obtained **from various CFD** methods.

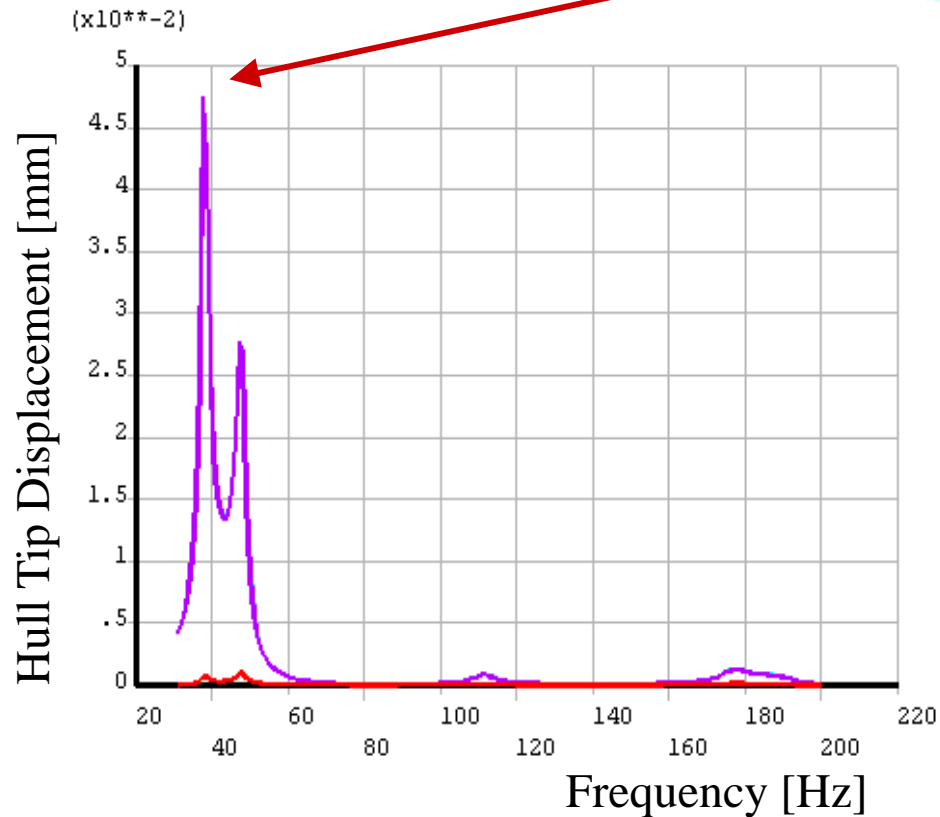


*Acceleration sensors
fixed on the BEW*

*Vibration test:
30 Hz peak exists in power spectrum*

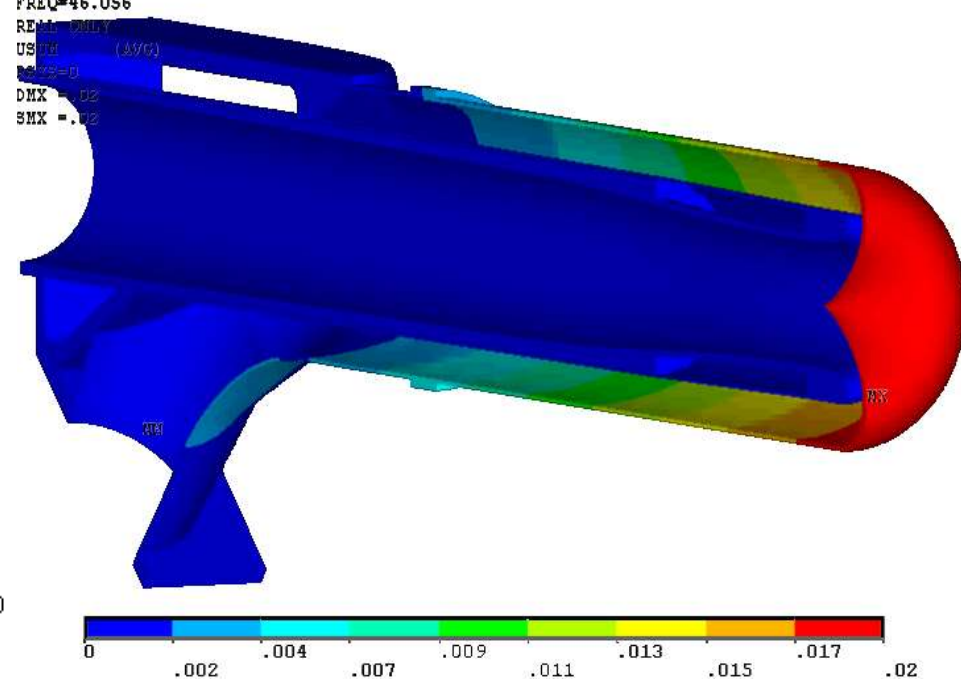


Simulations: 30 Hz peak

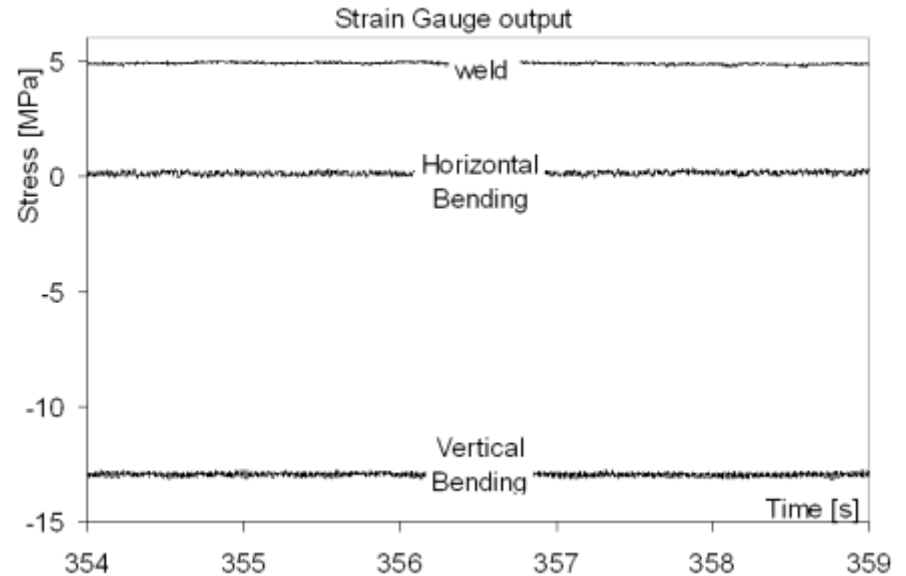
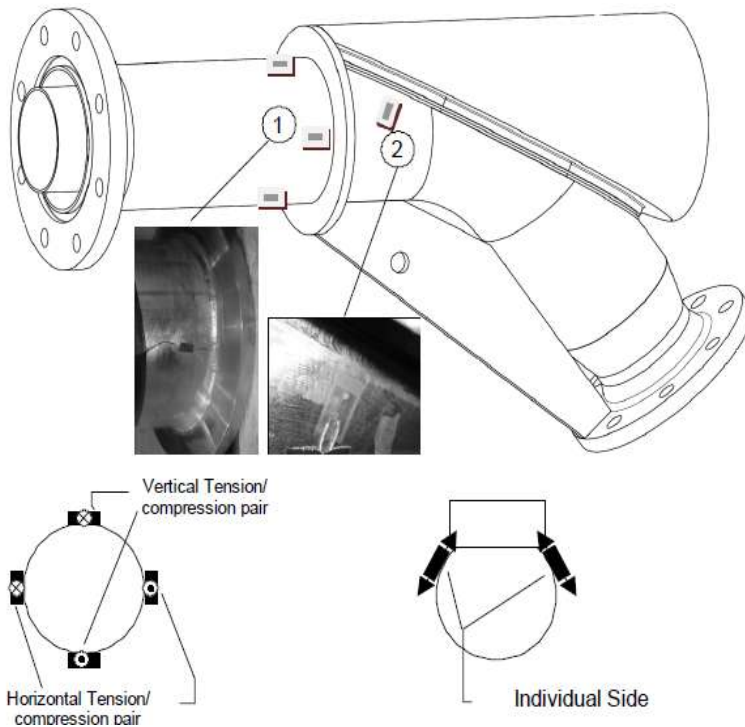


NODAL SOLUTION

STEP=1
SUB =17
FREQ=46.056
REAL FEMILEY
USPH (ASYC)
PSYS=0
DMX = .02
SMX = .02



Strain gauge measurements



A typical output in a high flow rate regime; maximum stresses around the welds at 5 MPa are well below allowable limits (65 MPa).

*The flow reverser
without and with vanes*

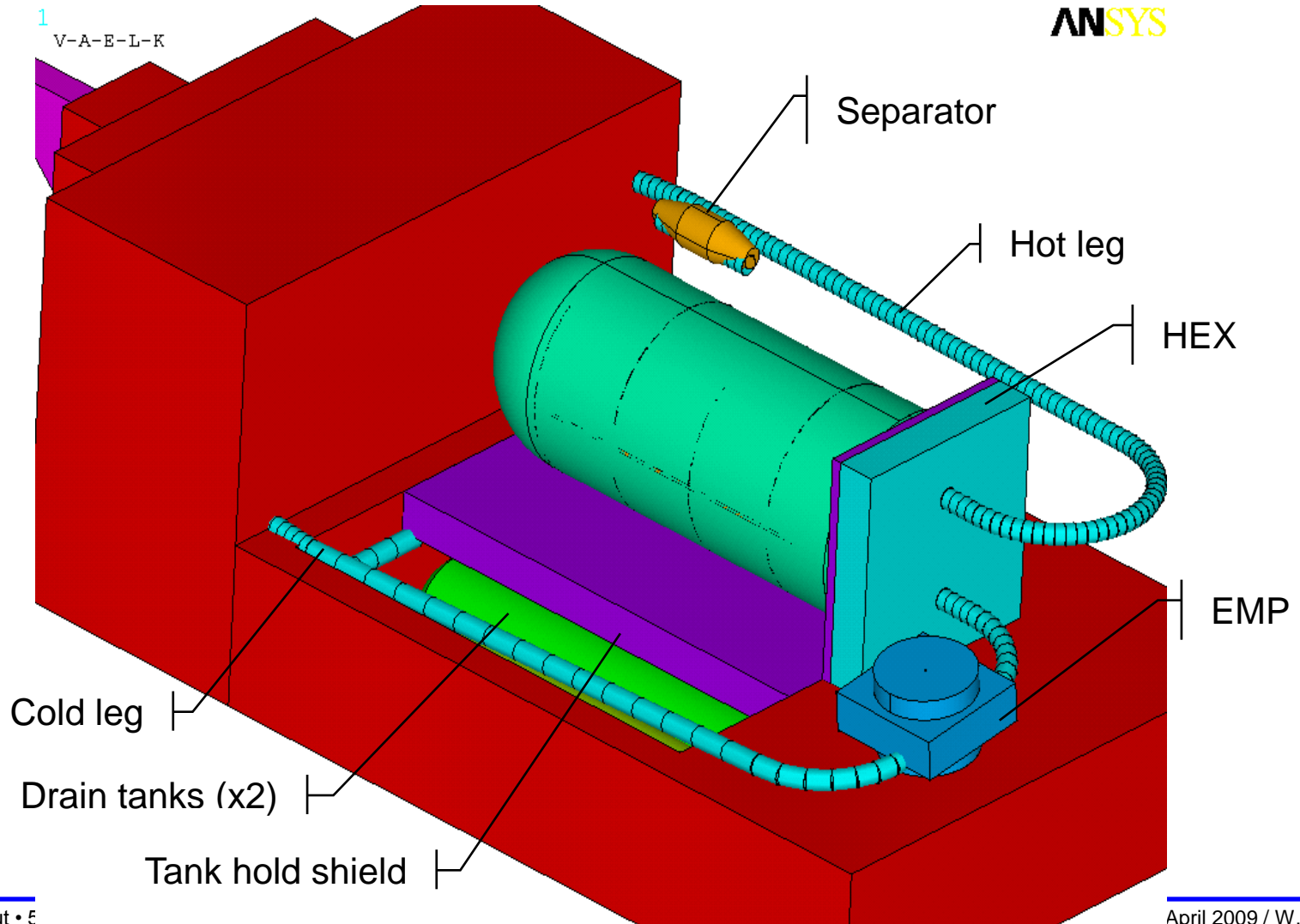


*Flow-induced vibrations caused
fatigue failure of the flow-guiding
vanes*

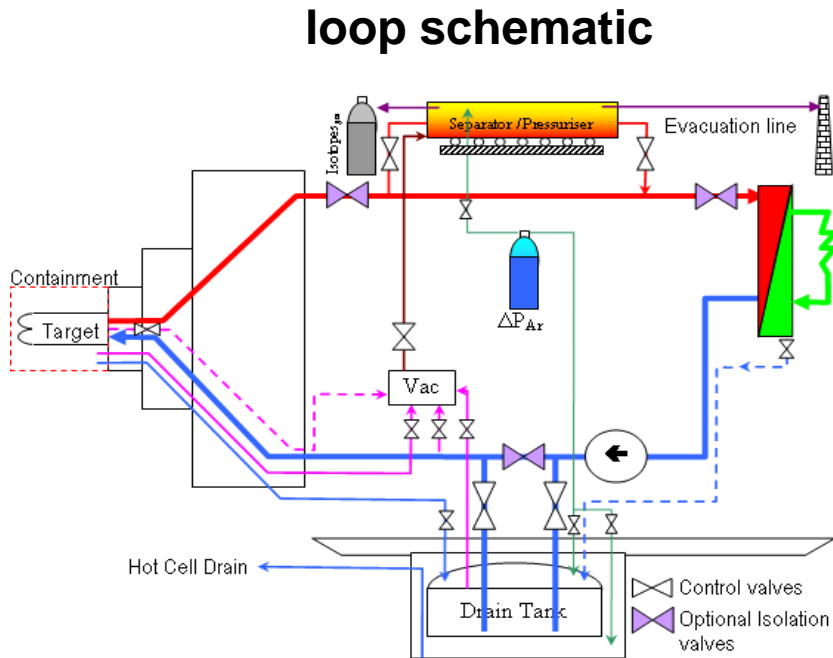


Design of the External liquid metal loop

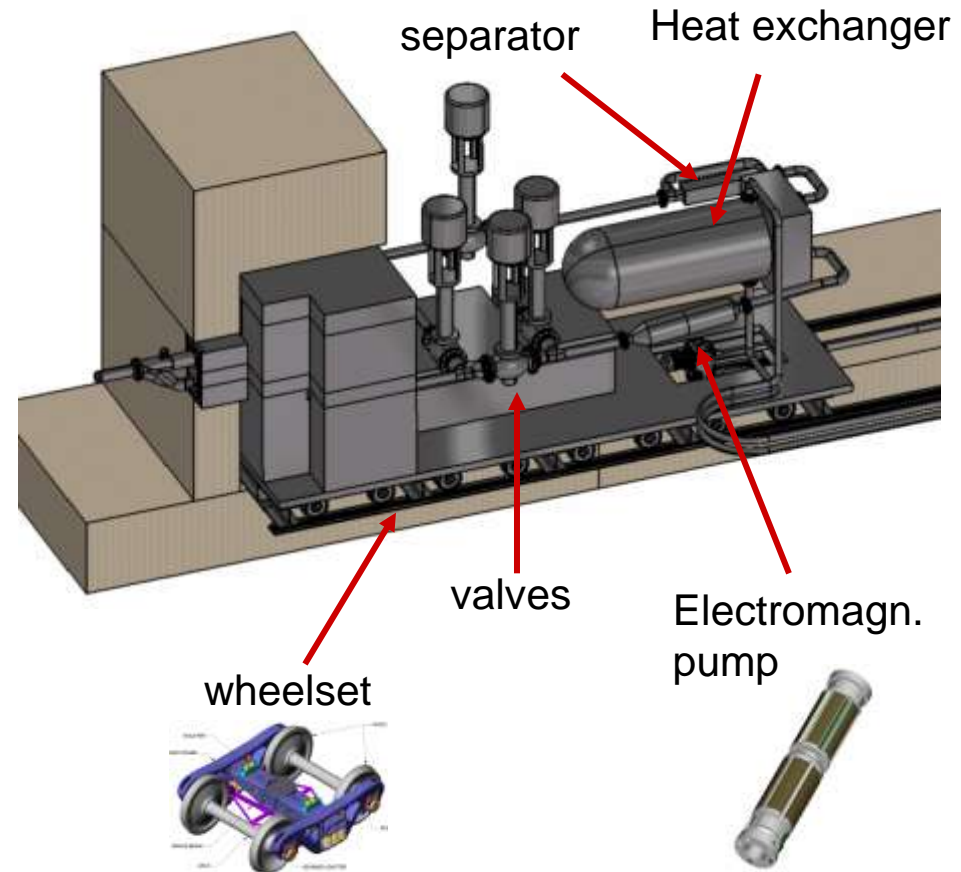
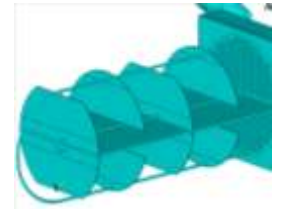
External Hg-loop: conceptual design



External Hg-loop



loop on trolley



Conclusions

- **Target mock-up demonstrated the feasibility** of the compact target operation **under nominal hydraulic conditions (flow ~12 l/s)** for short-term operation
- **Cavitation** (when it occurred) **could reliably be detected** by **several independent methods**: Laser Doppler Velocimetry method, **acceleration sensors**, structural noise (**attached micro**) and air-born noise (**ear!**)
- Flow-induced **cavitation could be suppressed** if the static pressure at the window was higher than **p>6 bar**
- **Flow-induced vibrations** of the target mock-up produced low stresses (of about 5 MPa) at the welds (which are below the allowable level, **no problem!**)
- **Material fatigue** of is still under investigation

Aknowledgement

The **colleagues on-site**:

- S.Dementjevs¹, R.Milenkovic¹, K.Samec^{1,3}, A. Kalt¹, F.Barbagallo¹, K.Thomsen¹, E.Manfrin¹, E.Platacis², A.Zik², A.Flerov², C.Kharoua³
- ¹ Paul Scherrer Institut, CH5232 Villigen PSI, Switzerland
- ² Institute of Physics of the University of Latvia, LV-2156 Salaspils, Latvia
- ³ CERN, Switzerland
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