

# UPGRADING THE HFIR THERMAL-HYDRAULIC LEGACY CODE USING COMSOL

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# Conservatisms Inherent in the Steady State Heat Transfer Code (SSHTC)

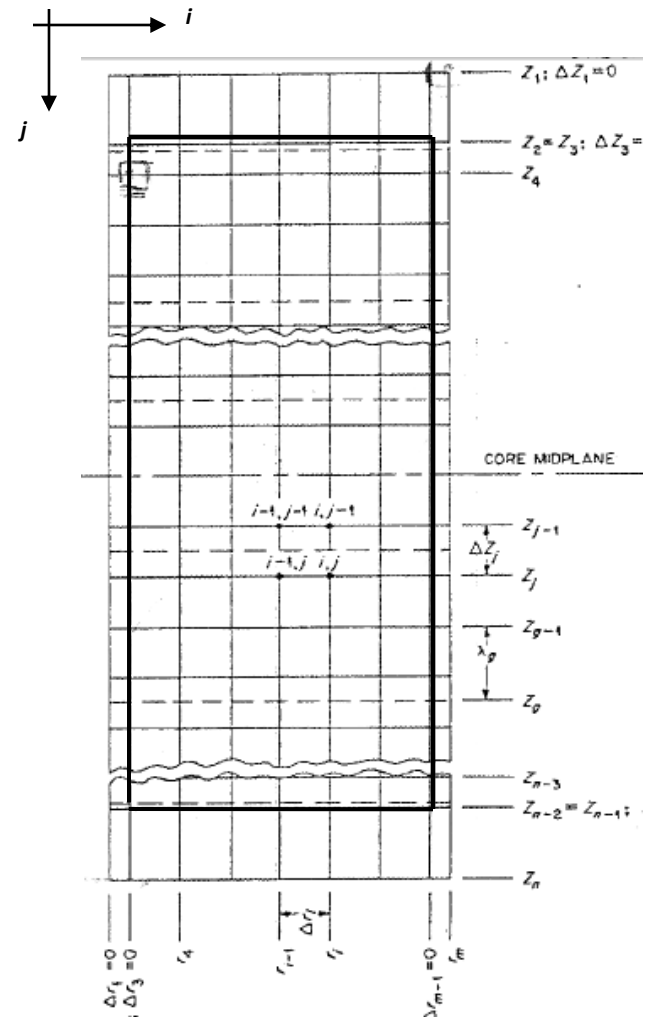
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- One dimensional thermal energy transport in the solid domain.
- Convection coefficient specification through Nusselt number correlation
- Bulk water temperature specification
- Planar fuel plate geometry

# Fuel Plate Discretization Used in the SSHTC

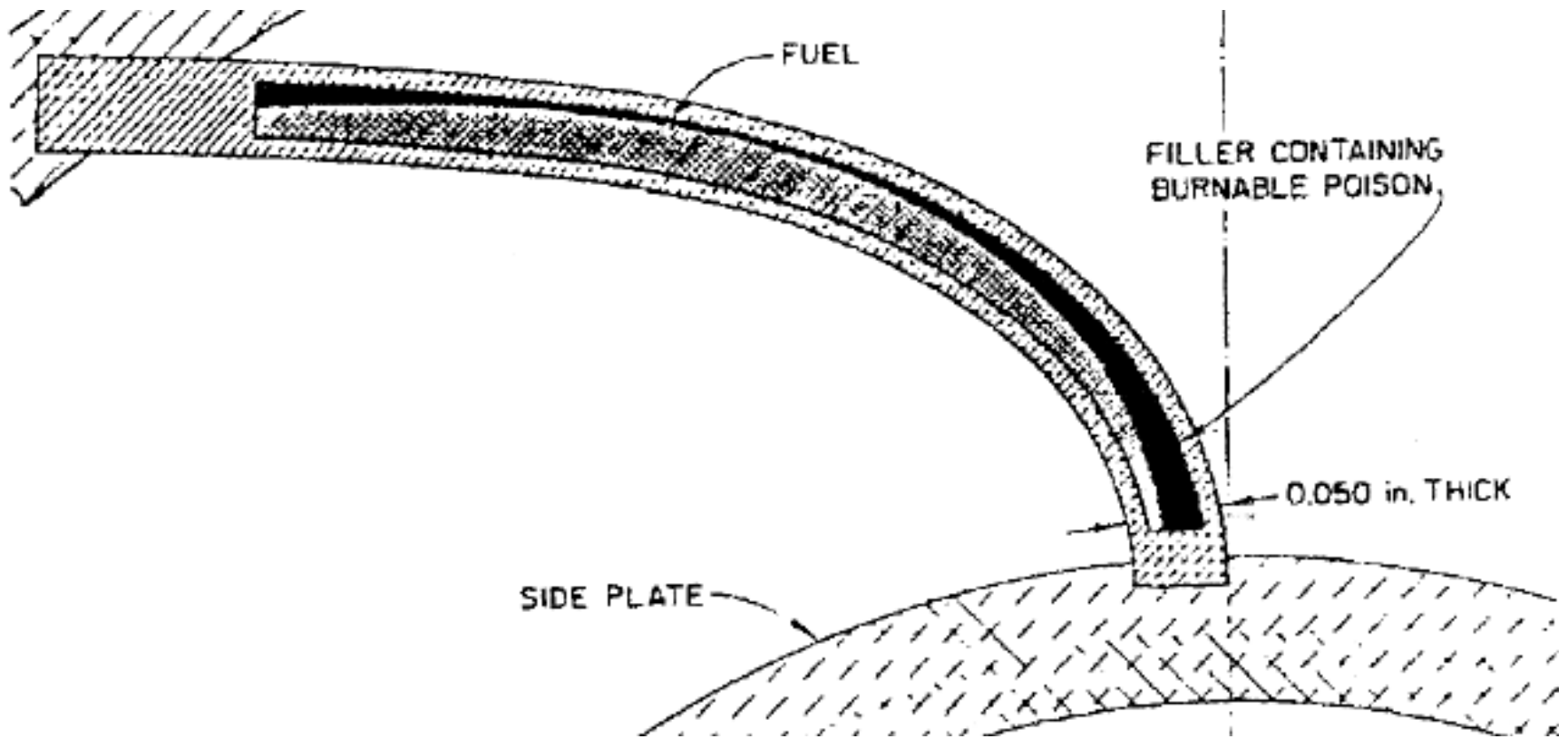
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- $i, j$  indices represent the arclength and axial coordinates of the fuel plate discretization lattice respectively
- Outlined domain represents active fuel region
- Fluid flow is from the top down



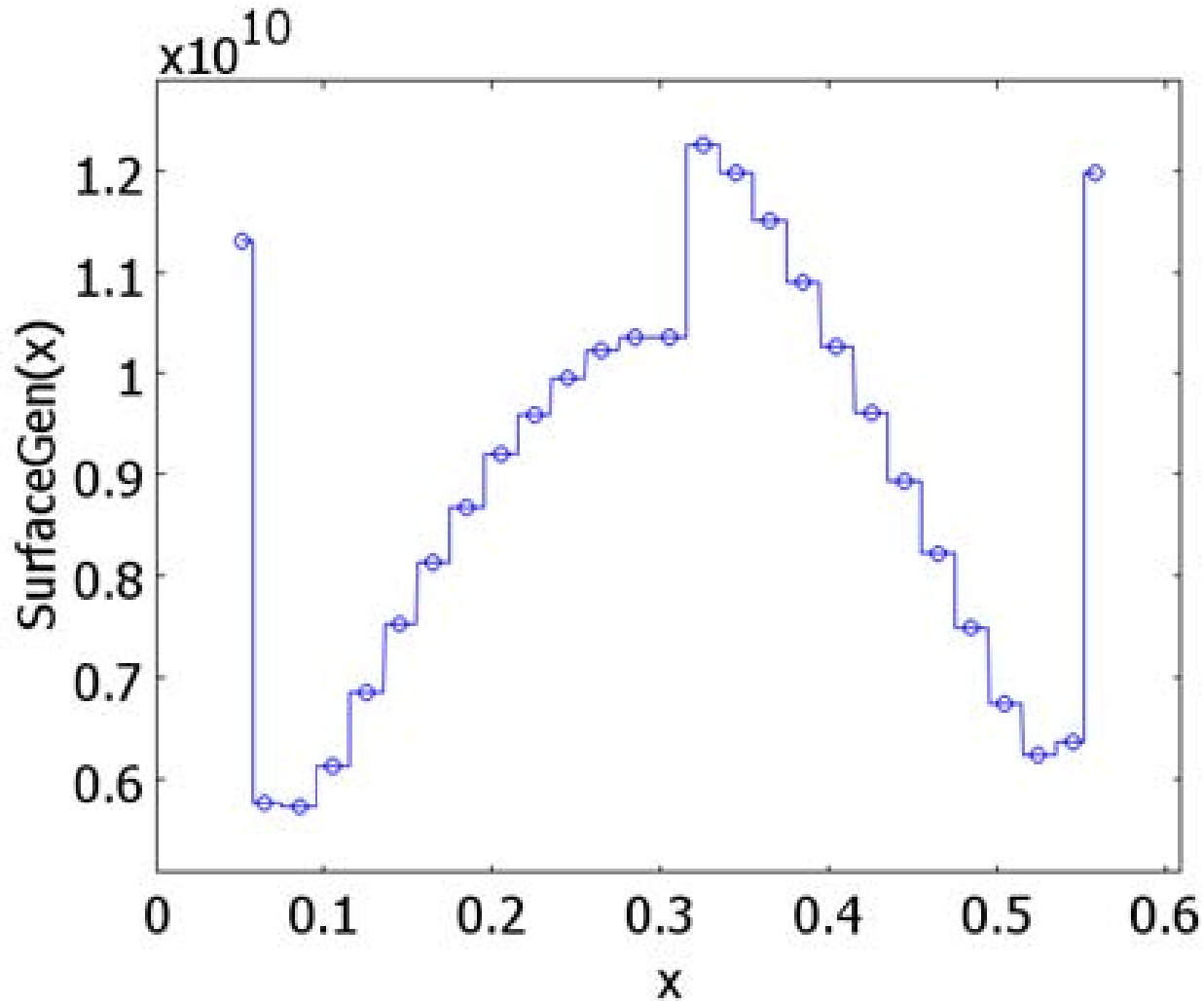
# HFIR Fuel Plate Geometry

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# Power Density Profile Used in HFIR Fuel Plate

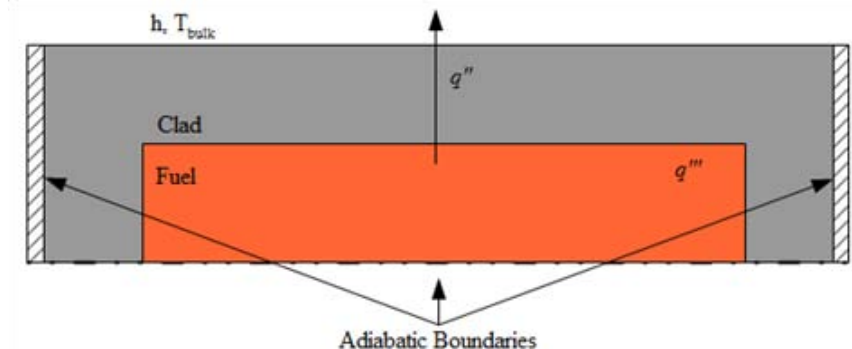
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# Two Dimensional Geometry of HFIR Fuel Plate Used in COMSOL

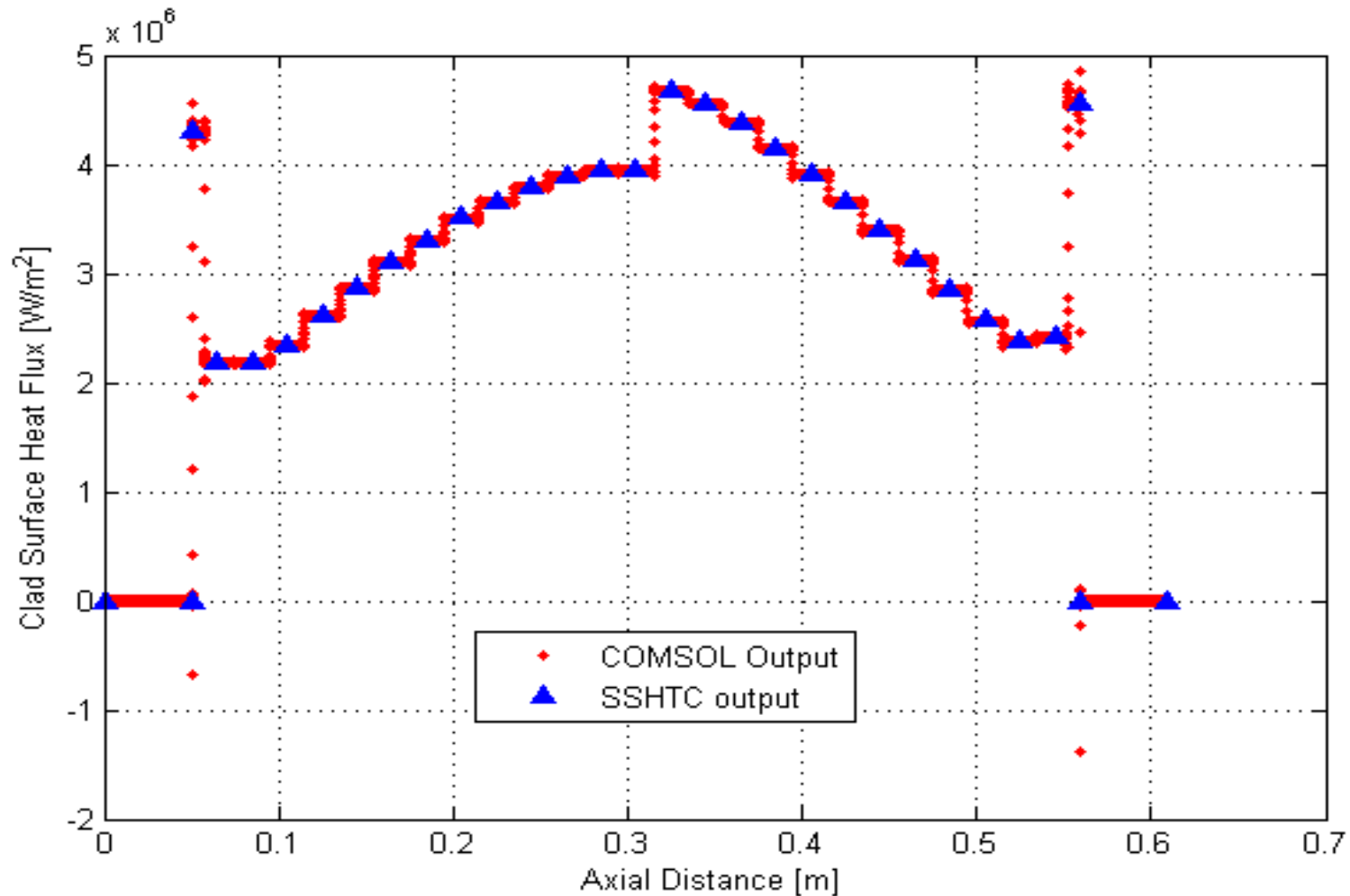
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- Thermal energy diffuses normal to the clad surface only
- SSHTC output provides the thermal quantities for the convection boundary condition
- Hatched walls are adiabatic constraints imposed in the SSHTC.
- Distributed power density profile used in the fuel



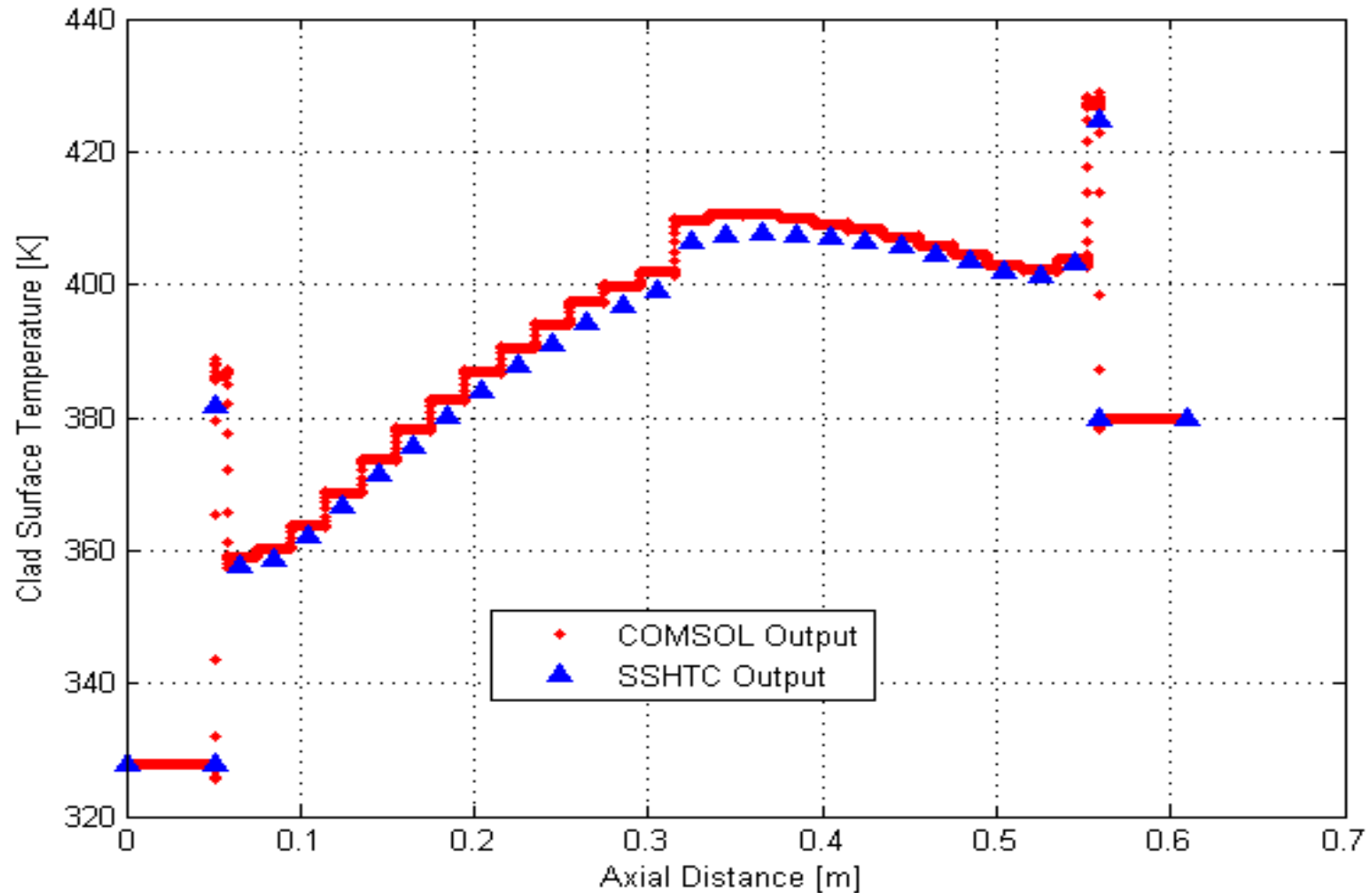
# Clad Surface Heat Flux Comparison Between the SSHTC Results and the COMSOL Simulation

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# Clad Surface Temperature Comparison Between the SSHTC Results and COMSOL Simulation

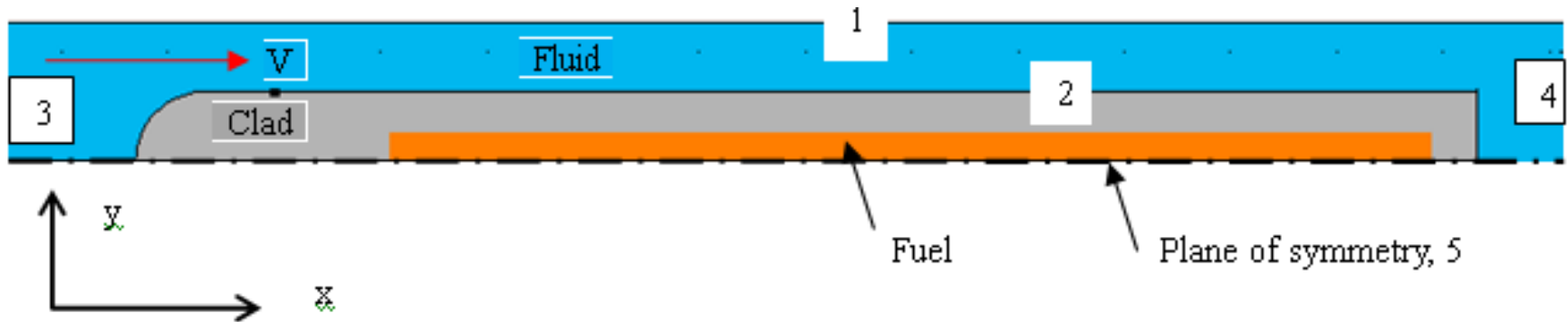
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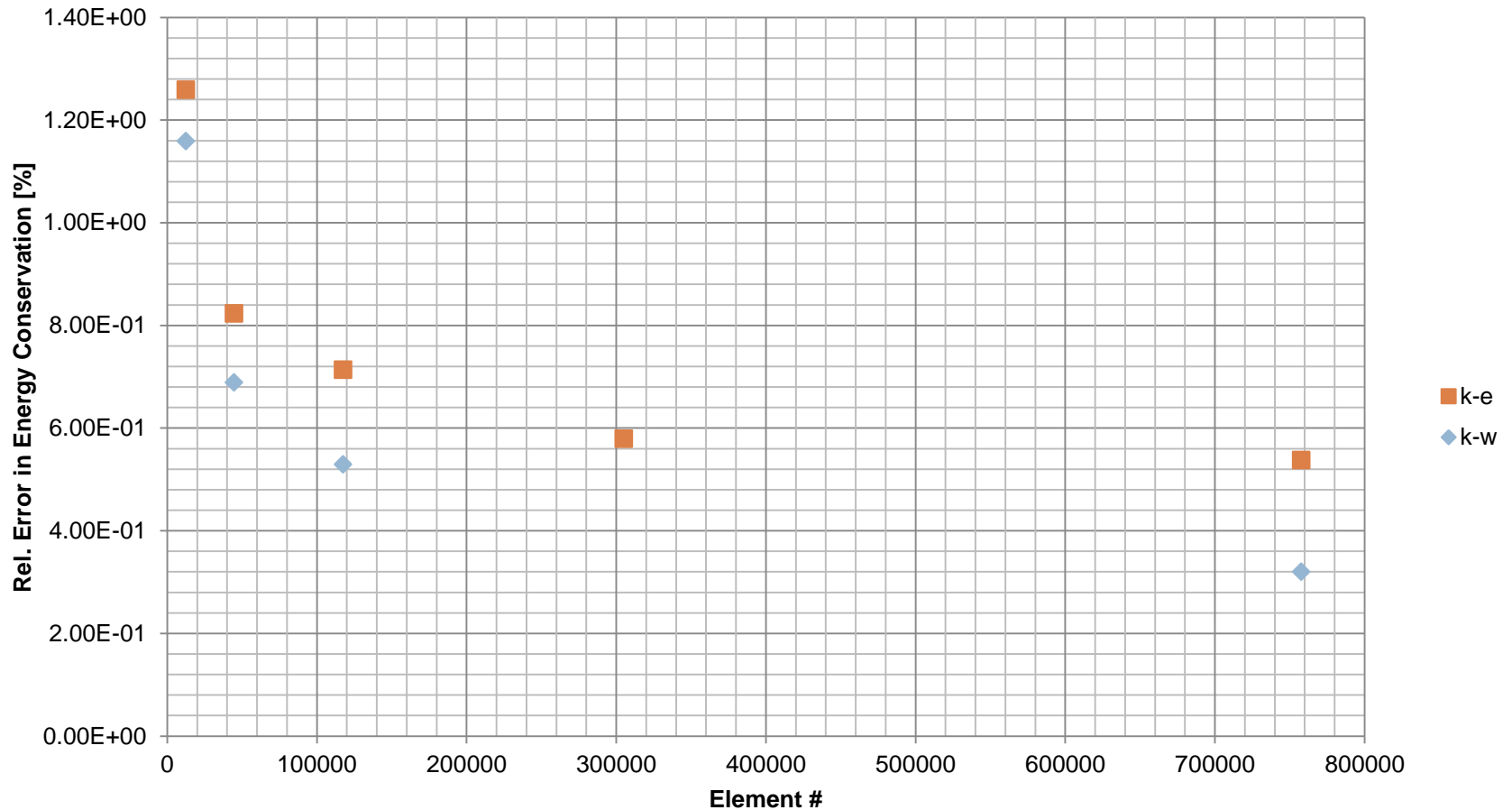
# 2D Thermal-Hydraulic Constraint Relaxation Geometry

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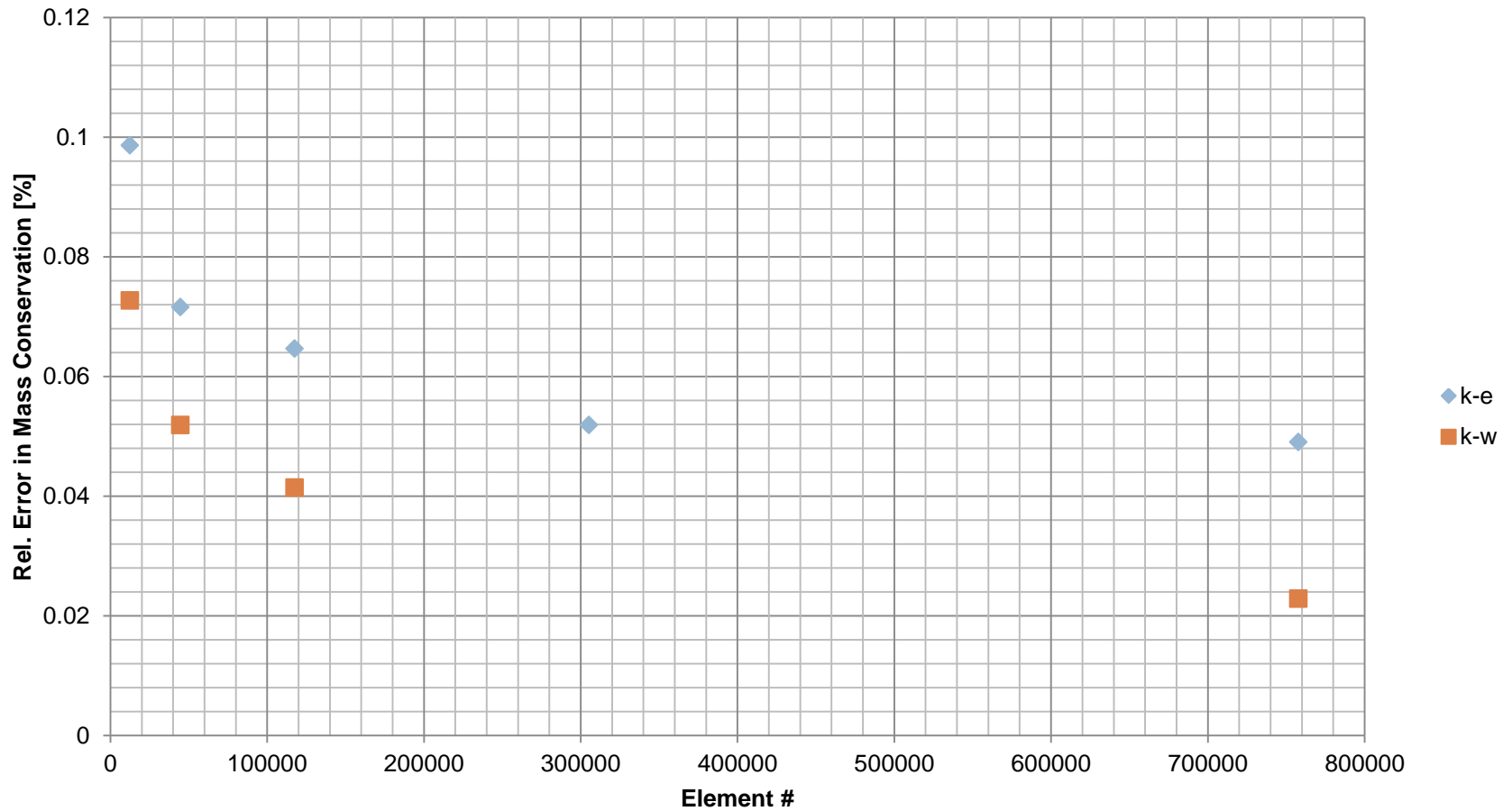
# Relative Error in Energy Conservation

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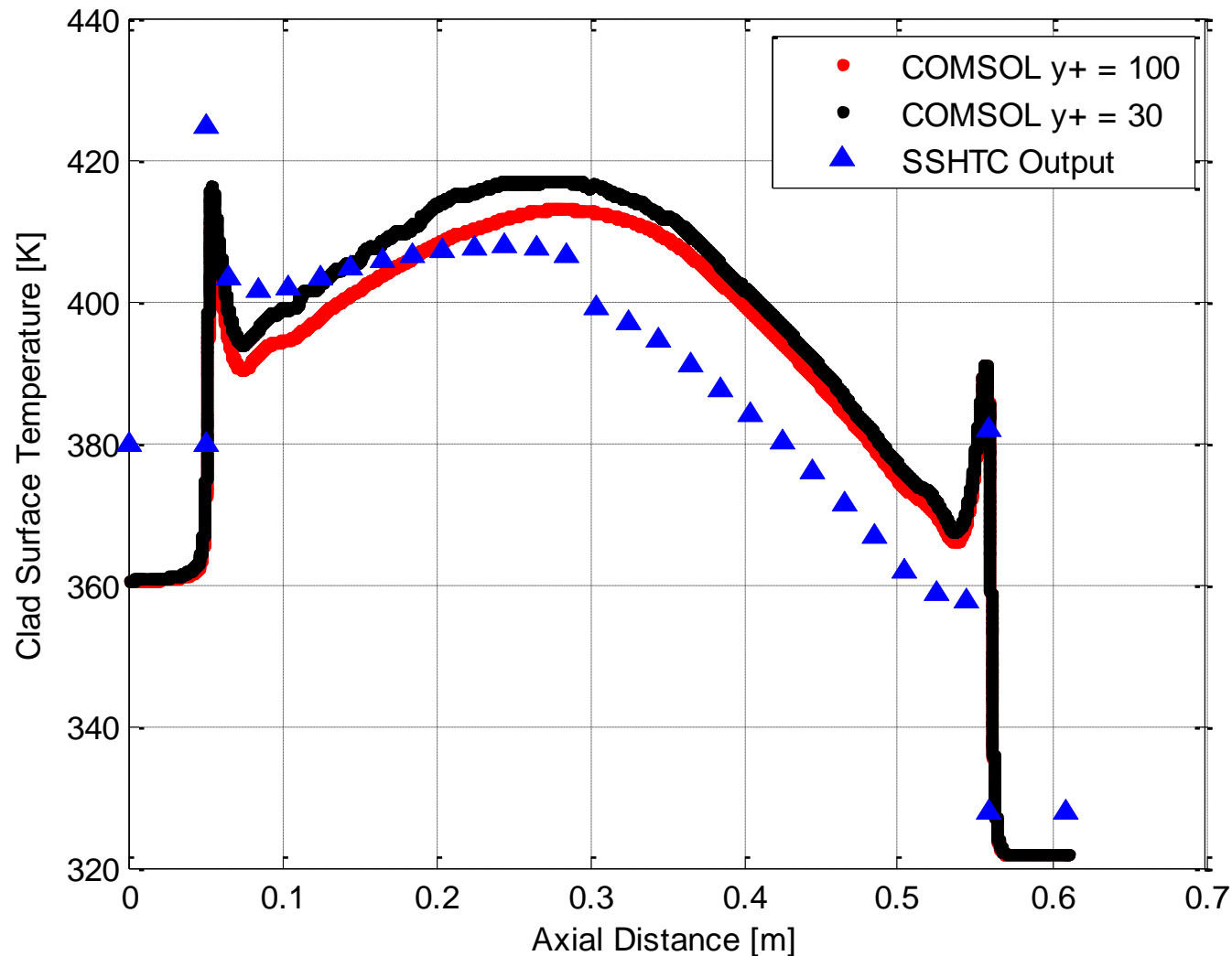
# Relative Error in Mass Conservation

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# Overlay of COMSOL Best Estimate and SSHTC Results

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# Conclusions

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- COMSOL adequately reproduces the results of the SSHTC.
- A more physically accurate representation of the thermal-hydraulic processes present in the HFIR core can be simulated using the COMSOL environment.
- $k$ - $\omega$  Reynolds Averaged Navier-Stokes (RANS) closure model outperforms  $k$ - $\epsilon$  for this problem.
- The dependence of the clad surface temperature on the value of  $y^+$  used in the logarithmic wall function makes the results of the model slightly equivocal.