Design and Rescue Scenario of Common Repair Equipment for In-Vessel Components in ITER Hot Cell

Satoshi KAKUDATE, Nobukazu TAKEDA
Masataka NAKAHIRA and Kiyoshi SHIBANUMA

ITER Tokamak Device Group
Fusion Research and Development Directorate

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Satoshi KAKUDATE, Nobukazu TAKEDA, Masataka NAKAHIRA
and Kiyoshi SHIBANUMA

ITER Project Unit
Fusion Research and Development Directorate
Japan Atomic Energy Agency
Naka-shi, Ibaraki-ken

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Transportation of the in-vessel components to be repaired in the ITER hot cell is carried by two kinds of transporters, i.e., overhead cranes and floor vehicles. The access area for repair operations in the hot cell is duplicated by these transporters. Clear sharing of the respective roles of these transporters with the minimum duplication is therefore useful for rationalization. The overhead cranes, which are independently installed in the respective cells in the hot sell, cannot pass through the components to be repaired between cells, i.e., receiving cell and refurbishment cell as an example. If the floor vehicle with simple mechanisms can cover the inaccessible area for the overhead cranes, a global transporter system in the hot cell will be simplified and the reliability will be increased. Based on this strategy, the overhead crane and floor vehicle concepts are newly proposed. The overhead crane has an adapter for change of the end-effectors, which can be easily changed, to grasp many kinds of components to be repaired. The floor vehicle, which is equipped with wheel mechanisms for transportation, is just to pass through the components between cells with only straight (linear) motion on the floor. The simple wheel mechanism can solve the spread of the dust, which is the critical issue of the original air bearing mechanism for traveling in the 2001 FDR design.

Rescue scenarios and procedures in the hot cell are also studied in this report. The
proposed rescue crane has major two functions for rescue operations of the hot cell facility, i.e., one for the overhead crane and the other for refurbishment equipment such as workstation for divertor repair. The rescue of the faulty overhead crane is carried out using the rescue tool installed on the rescue crane or directly traveled by pushing/pulling by the rescue crane after docking on the faulty overhead crane. For the rescue of the workstation, the rescue crane consists of a telescopic manipulator (maximum length of 6500 mm) with rescue tool such as wrench for operation of the faulty driving mechanism through the redundant mechanism in order to release the activated component.

Keywords: ITER, Hot Cell, Repair, Remote Handling, In-vessel Components, Rescue, Overhead Crane, Floor Vehicle, Transportation
ITER ホットセルにおける炉内機器の修理用共通機器の設計と
レスキューシナリオの検討

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ITER プロジェクトユニット

角館 聡、武田 信和、中平 昌隆、柴沼 清

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ITER ホットセル内における修理用炉内構造物の移動は天井クレーンと床走行台車の2種類の搬送機器によって行われる。これらの搬送機器のホットセル内での移動範囲は現在の設計では重複しているため、ホットセルの合理化を進めるためにはこれら2種類の搬送機器の役割分担を明確にする必要がある。天井クレーンはホットセル内の各部屋（セル）に独立に設置されているため、同じ天井クレーンで用いて、例えば受け入れセルから修理セル等の部屋間の仕切り壁を越えて構造物を移動させる事は困難となる。そこで、例えばもう1つの搬送機器である床走行台車が単純な機構で天井クレーンの移動困難領域の移動を補完できれば、ホットセル内での搬送システム全体が単純化可能となり、信頼性も向上する。この考え方を基に、合理的な天井クレーンと床走行台車を新たに提案した。天井クレーンは、修理が必要となる各種の炉内構造物を把持し移動する必要から、容易に着脱可能なエンド・エフェクタの交換用アダプタを備える設計とした。床走行台車は、床上移動用の車輪を備えることにより、床上を単純な直線移動のみでホットセル内の部屋間の移動を可能とした。この車輪の採用は、従来の設計であるエアーベアリング方式によるホットセル内のダストの飛散の問題も同時に解決した。

ホットセル内の修理用遠隔機器の故障時におけるレスキューシナリオの検討も実施した。ホットセル内での機器の故障時におけるレスキューや、レスキューケースクレーンにより行われる。このレスキューケースクレーンは、天井クレーンのレスキューや炉内構造物の修理用遠隔機器のレスキューフのために2つの機能を持つ。天井クレーンの故障時におけるレスキューや、レスキューケースクレーン

那珂核融合研究所（所在地）：〒311-0193 茨城県那珂市向山801-1

iii
に備え付けたレスキューツールにより、または故障した天井クレーンを直接押すまたは引く機能により、故障したクレーンを所定の場所に移動し修理を行う。
炉内構造物の修理用遠隔機器のレスキューに関しては、修理中の放射化した炉内構造物を移動し隔離するために、故障した駆動部に直接アクセスできる冗長機構を修理用遠隔機器に備え、さらに伸縮型マニピュレータをレスキュー用クレーンに備え付けることにより故障部の応急修理を可能とした。
Contents

1. Introduction .................................................. 1
2. Proposal of Common Refurbishment Equipment in Hot Cell .......... 2
   2.1 Transporters .............................................. 2
   2.1.1 Overhead Crane ........................................ 3
   2.1.2 Floor Vehicle(Floor Mobile Transporter) .................. 3
   2.2 Workstation for Refurbishment ................................ 4
   2.2.1 Function and Mechanism of Two Types of Handling Robots .. 6
   2.2.2 Approach for PFC Installation into the Deformed Cassette Body ... 6
3. Proposal of Rescue Scenario .................................... 22
   3.1 Basic Rescue Approach .................................... 22
   3.2 Basic Rescue Mechanism Concept ................................ 22
   3.3 Typical Rescue Scenarios .................................. 23
   3.3.1 Rescue Scenario of Over Head Crane ...................... 24
   3.3.2 Rescue Scenario of Workstation ......................... 24
4. Summary ................................................................... 25

Acknowledgments .................................................. 27

References .......................................................... 27
目次

1. はじめに  ..................................................................................................................... 1
2. ホットセル内の共通修理用遠隔機器の検討 ....................................................... 2
   2.1 搬送機器 ............................................................................................................. 2
   2.1.1 天井クレーン ................................................................................................. 3
   2.1.2 床走行台車 .................................................................................................... 3
   2.2 修理用遠隔機器 ................................................................................................. 4
   2.2.1 2種類の遠隔ロボットの機能と機構 ............................................................ 6
   2.2.2 ダイバータ変形時におけるプラズマ対向機器の設置方法 ...................... 6
3. レスキューシナリオの検討 .............................................................................. 22
   3.1 レスキューの基本的な考え方 .............................................................................. 22
   3.2 レスキュー機構の基本的な考え方 ...................................................................... 22
   3.3 代表的なレスキューシナリオ .............................................................................. 23
       3.3.1 天井クレーンのレスキューシナリオ ............................................................. 24
       3.3.2 修理用共通遠隔機器のレスキューシナリオ ............................................... 24
4. まとめ ..................................................................................................................... 25

謝辞 .............................................................................................................................. 27

参考文献 ..................................................................................................................... 27
1. Introduction

The ITER hot cell building, as shown in Fig. 1, provides space and functions for:
(1) Repair and storage of radioactive or highly contaminated components and materials
(2) Rad-waste process and storage
(3) Storage and maintenance of remote handling tools

The equipment in these facilities is operated mainly by remote control, because the hot cell systems provide space and facilities for highly radioactive and contaminated in-vessel components, and the scheduled repair requirements should be achieved.

There are following many components will be repaired in the hot cell for reuse them as much as possible in the operation phase.

- Divertor
- Blanket module
- Test blanket module (TBM)
- Diagnostics
- Radio-frequency system
- Ion source of neutral beam injector (NBI)

The repair requirements are however not sufficient in the FDR for detail study because the concepts of the most of these components have not however been developed well. Therefore, this report describes a proposal of the basic scenario of common equipment in the hot cell, i.e., proposals of the common transporters (overhead crane and floor vehicle) from rationalization and rescue scenario of the equipment points of view in the hot cell. The study in the report is based on the available repair scenario and repair equipment for the representative component such as divertor, whose repair requirements are relatively developed as a basis of the other components. The study is performed based on the hot cell layout in the 2001 FDR [1] and divertor design in 2003 as much as possible.

The objective of this report is to study and propose the remote handling scenario and design of the common equipment such as overhead crane and floor vehicle and the
rescue scenario and mechanism during the failure of the remote repair equipment /tool in the hot cell, based on the representative component design from a remote handling point of view in order to develop the basic common maintenance scenario and design in the hot cell.

2. Proposal of Common Refurbishment Equipment in Hot Cell

Two types of transporters as common equipment, i.e., overhead cranes and floor vehicles (floor mobile transporter), are adopted in the hot cell in 2001 FDR [1, 2]. These common transporters are reviewed from rationalization and reliability points of view. A typical workstation for refurbishment of the representative component such as divertor is also reviewed from feasibility and flexibility points of view. After review and clarify the issues, some studies are performed and new scenarios and concepts are proposed.

2.1 Transporters

Transportation of the components to be repaired is carried by two kinds of transporters, i.e., overhead cranes and floor vehicles. The access area for repair operations in the hot cell is duplicated by two kinds of transporters. Clear sharing of the respective roles of the transporters with the minimum duplication is useful for rationalization. If the access area by the overhead crane is the maximized, there is a possibility of the simplification of the requirements to the floor vehicle. The access of the overhead crane cannot be provided only during passing transportation of the components to be repaired between cells, i.e., receiving cell and refurbishment cell as an example. Therefore, the required function of the floor vehicle is simplified, i.e., only straight (linear) movement for passage on the floor between the cells is required.

Air bearing mechanism is adopted for the transfer mechanism of the floor vehicle in the 2001 FDR [1], as shown in Fig. 2. The floor vehicle consists of two staged mechanisms, i.e., sliding mechanism in the upper stage for receiving the components and air bearing mechanism in the lower (bottom) stage for transportation on the floor in the hot cell, as shown in Fig. 2. The management of the dust in the hot cell is a critical issue. If the air bearing is used in the cell, the spread of the dust makes additional problems in the cell.
The straight movement of the floor vehicle for passage on the floor can simplify the traveling mechanism on the floor without air bearing, which is composed of complicated systems such as cable handling system for air supply and control system for positioning during traveling.

Based on the above review results, a proposed approach of the transporter scenario is as follows.

- Maximum use of the overhead crane for transportation of the components to be repaired in the hot cell.
- Minimum requirement to the functions of the floor vehicle for transportation of the components

2.1.1 Overhead Crane

The overhead crane is the major transporter of the components to be repaired in the hot cell. Three overhead cranes are installed in parallel in the respective cells in the hot cell building in 2001 FDR, as shown in Fig. 1. The respective cranes have an adapter for change of the end-effectors to grasp many kinds of components. The end-effector can be easily changed at the adapter of the crane. Figures 3 and 4 show an example of the end-effector installed on the overhead crane for transportation of the divertor. The divertor is grasped from both sides at four positions.

2.1.2 Floor Vehicle (Floor Mobile Transporter)

Due to the maximum use of the overhead crane for transportation of the components to be repaired, the requirements to the floor vehicle is minimized, i.e., the requirement of the function of the floor vehicle is just to pass the components with only straight (linear) motion on the floor between cells, e.g., receiving cell and refurbishment cell. Figure 5 shows a schematic view of the floor vehicle. The floor vehicle consists of four fixing mechanisms by sliding of the components from four positions and two sets of wheel mechanisms for traveling on the rails installed on the floor with straight motion. The
wheel mechanism consists of four wheels. The wheel mechanism on the rail for traveling in the hot cell, in which the dust is accumulated, can solve the spread of the dust, which is the critical issue of the air bearing mechanism for traveling in the 2001 FDR design. The wheel mechanism can also simplify the mechanism and increase the reliability of the mechanism for traveling on the floor in the cell without increase the additional requirements to the overhead crane.

Figure 6 shows a transfer scenario of the in-vessel component, divertor as an example in this figure, in the hot cell. The combination of the overhead crane and floor vehicle for the transportation of the component is schematically shown in Fig. 6.

a) After docking of the transfer cask on the entrance of the hot cell, divertor is handled and transferred on the floor vehicle by handling manipulator

b) Divertor is lifted from the floor vehicle, transferred and lowered on the floor vehicle by the overhead crane in the receiving cell

c) Divertor passes through the wall between receiving cell and refurbishment cell by the floor vehicle

d) Divertor is lifted from the floor vehicle and transferred on the repair work table for refurbishment in the refurbishment cell by the overhead crane

2.2 Workstation for Refurbishment

As a typical workstation for refurbishment of the representative component, that for the divertor was reviewed. The description in the 2001 FDR is as follows.

Divertor cassette plasma-facing component (PFC) replacement workstation has two identical workstations in the common refurbishment cell and consists of the following equipment.

- Cassette supporting stand for refurbishment: 2 lines
- Handling robot: column-type robot arm
- End-effectors/tools:
  - Bolting tool: torque wrench
  - Cutting tool: with laser cutting head
  - Drilling tool: with drill tool
- Expansion tool: with special mandrel to expand fastener connecting PFC to cassette body
- Welding tool: with TIG welding head
- Weld inspection tool: ultrasonic transducer or electro-magnetic acoustic transducer

- End-effector tool storage: all end-effectors and tools are parked in a tool storage stand

Although major equipment for divertor repair is a handling robot and a repair (work) table, the concept of the equipment is inconsistent with the requirements. As shown in Fig. 7, the handling robot cannot have access to the required positions such as welding and cutting positions of the cooling pipe and supporting pins of the PFC for replacement of the PFC. In addition, the configuration of the repair table in the workstation is not consistent with that of the divertor, i.e., the interference between the cooling pipe located at the rear side of the divertor cassette and the repair table (tray) as shown in Fig. 7.

To solve these issues, the following concepts of the handling robot and repair table for divertor refurbishment are proposed. As a basic strategy of the handling robot, the function of the one robot in the FDR is divided into two functions in to two robots, i.e., one robot for heavy duty manipulation such as replacement of the PFC up to 2 t and the other for light duty manipulation such as pipe welding/cutting/inspection and bolt connection/disconnection. The basic concept of the proposed two types of the robots (heavy work robot and light work robot) is shown in Figs. 8 and 9. The two type robots are located at the both sides of the divertor cassette for effective parallel operations. The robots also travel to access to the required positions at the respective sides in parallel along the rails installed on the floor. These robots will be applicable to the other components such as blanket to be repaired in the hot cell. The concept of the repair table is also shown in Fig. 8. The elevation mechanism using a link system is adopted with a grasping mechanism for fixture of the divertor on the table, so as to locate the divertor in a good position for the effective operations by the heavy and light duty robots.
2.2.1 Function and Mechanism of Two Types of Handling Robots

(1) Heavy work robot

Heavy work robot is composed of a cylindrical coordinate type body and end-effector. Major objectives of the robot are to replace and transfer the PFC up to 2 t from the cassette body in the workstation. The degrees of freedom of the cylindrical type robot are four, i.e., traveling, elevation, sliding and rotation to access and replace the three types of the PFC, i.e., inner target, dome and outer target, as shown in Fig. 10 and 11. The end-effector has an interface with the cylindrical type robot in order to be easily changed for application to the other components such as blanket. The degrees of freedom of the end-effector for divertor refurbishment are six, i.e., four for grasping the PFC, sliding and rotation to access and replace the three types of the PFC, i.e., inner target, dome and outer target, as also shown in Fig. 10.

(2) Light work robot

Light work robot is an articulated arm type robot with an interface applicable to the variety of tools for refurbishment of the divertor (and the other components such as blanket). The concept of the light work robot is shown in Fig. 12 and 13. Major objectives of the robot are to perform the pipe welding/cutting/inspection, insert/drilling the connection pins and bolt connection/disconnection for replacement of the PFC. The payload is around 100 kg for tool handling with a positioning accuracy less than 2 mm. The degrees of freedom of the articulated arm robot are six for access to the required positions (see Fig. 13).

2.2.2 Approach for PFC Installation into the Deformed Cassette Body

When the deformation of the interface between the PFC and the cassette body after removal of the fault PFC is found to be larger than the allowable level due to intense heating and EM loads under the allowable condition of the deformation of the interface between the cassette body and supporting rail on the vacuum vessel, the repair of the cassette body is assumed to be difficult in the hot cell because the stiffness of the cassette body is too high to modify the deformation within the allowable configuration. Based on the above assumption, the scenario of the installation of the new PFC is
studied in order to reduce the rad-waste as much as possible. It is also suitable for the cassette body to be reinstalled in the initial position in order to reduce the misalignment due to change of the interface with the supporting rail. The critical issue is a difficulty of pin inserting connection through the two holes located at the PFC and cassette body due to mismatch between deformed cassette body and new PFC fabricated according to the reference drawing (see Fig. 14).

To solve the this issue, it is proposed that the interface (pin connection hole) of the new PFC side only is customized in the outside of the hot cell according to measurement result of the deformation (change of the location of connection hole) of the cassette body in the hot sell. The above proposal will be applicable to the other components to be repaired in the hot cell.
Fig. 1 Schematic view of ITER hot cell
Fig. 2 Schematic view of floor vehicle for transportation of the in-vessel components in the hot cell
Fig. 3 Schematic view of the overhead crane with end-effector for divertor transportation as an example
Fig. 4 Schematic view of the end-effector installed on the overhead crane for divertor transportation as an example
Fig. 5 Schematic view of the floor vehicle transporter (Floor mobile transporter) using a wheel system on the rails installed on the floor.
Fig. 6 Transfer scenario of the in-vessel component such as divertor using a combination of the overhead crane and floor vehicle
Nozzles of the cooling water piping are not considered, i.e., the tray interleave with the nozzles.

CW: plug for cooling water
P: PFC supporting pin

This robot arm cannot access to the all coolant piping plugs and PFC supporting pins (multi-linked pins) for replacement.

Fig. 7 Schematic view of the handling robots in 2001 FDR for divertor refurbishment
Fig. 8 Basic concept and layout of the proposed two types of the robots (heavy work robot and light work robot)
Fig. 9 Schematic view of the combination of the refurbishment operations using two robots
Fig. 10 Replacement procedures of the PFC of the divertor using heavy work robot
Fig. 11 Cylindrical coordinate type heavy work robot with end-effector for replacement of the PFC
Fig. 12 Schematic view of the articulated arm type light work robot and the location to the component for refurbishment.

Interface between light work robot and tool such as welding /cutting of cooling pipe
Fig. 13 Mechanism concept of light work robot with end-effector for access repairing positions for pipe welding/cutting
Mismatch between two holes of PFC and cassette body for pin connection due to deformation of the cassette body.

Fig. 14 Pin insertion connection through two holes located at the PFC interface with divertor cassette body.
3. Proposal of Rescue Scenario

Rescue scenario is not studied in the 2001 FDR although the rescue cranes are shown in the description of the hot cell, as shown in Figs. 1 and 15. The rescue scenario is also common issue to be studied. A basic strategy of the rescue scenario can be studied based on the representative component such as divertor, whose requirements are relatively clear, although the lack of information of the repair requirements of the various components to be repaired.

3.1 Basic Rescue Approach

Basic rescue approach in the hot cell is as follows.

- Rescue operations of the fault equipment and tool including overhead crane in the hot cell are to remove the activated components from the fault equipment by a rescue crane as a basic approach
- After removal, activated component is transferred by the overhead crane and floor vehicle for temporary storage into the storage area with biological shield
- After evacuation of the activated components from the fault equipment, repair and maintenance of the fault refurbishment equipment and tool is carried out by hands-on access

3.2 Basic Rescue Mechanism Concept

Based on the above approach, the rescue requirement to the equipment and tool in the hot cell is that the fault driving mechanism can be operated in order to remove the activated components from the fault equipment. The failure of the mechanisms of the equipment is caused by many reasons such as insulation break, loss of power or signal and jamming of transmission gear. In spite of the caused reasons, if the temporary operation of the fault driving mechanism is possible by an additional simple mechanism, the activated component is removed from the fault equipment for repair and maintenance by hands-on access. Therefore, a redundant mechanism is proposed as shown in Fig. 16. This redundant mechanism is simple and installed between motor
and reduction gear, as shown in Fig. 17, in order to operate temporally the driving mechanism for release of the activate component from the outside by the wrench installed on the rescue equipment (rescue crane). The redundant mechanism is required to every driving mechanism of the refurbishment equipment and tool. The redundant mechanism is also required for installation considering a good accessibility from the outside.

3.3 Typical Rescue Scenarios

Figure 18 shows the layout of the hot cell in the 2001 FDR. Location and function of the in-vessel component storage area is proposed to be changed based on the rescue scenario proposed above, i.e., the location of the in-vessel component storage area is proposed to be lower floor with a lid for biological shield in the hot cell in order to isolate the activated component as much as possible as shown in Figs. 19 and 20. The size and layout of the storage area is temporary shown in the figures and will be determined after more detailed study based on the clearer requirements and scenarios developed in the future.

Concept of the rescue crane is shown in Fig. 21. The rescue crane has major two functions for rescue of the refurbishment facility, i.e., one for the overhead crane and the other for refurbishment equipment such as workstation except overhead crane. The rescue mechanism concept for overhead crane consists of two wrenches on the sliding mechanism in order to access and operate the redundant mechanisms for the vertical elevation and lateral movement of the overhead crane as shown in Fig. 22. These redundant mechanisms are already installed in the overhead crane for rescue operation as shown in Fig. 22. The rescue of the fault of the traveling mechanism of the overhead crane is carried out by the wrench installed on the rescue crane or directly traveled by pushing/pulling by the rescue crane after docking on the overhead crane as shown in Fig. 22.

The rescue mechanism concept for workstation as an example consists of a telescopic arm (maximum length of 6500 mm) with rescue tool such as wrench for operation of the
redundant mechanism of the fault driving mechanism in order to release the activated component as shown in Fig. 23.

3.3.1 Rescue Scenario of Overhead Crane

Simplified scenario and procedures for the rescue of the overhead crane are shown in the following and Fig. 24.

a) Overhead crane is in trouble during divertor handling
b) Rescue crane is docked on the fault overhead crane
c) Divertor is lowered and released on the floor vehicle including the operations of the fault mechanism through the redundant mechanism by the wrench installed on the rescue crane
d) Activated divertor is transferred into the shunt area (finally into the storage area) by floor vehicle
e) After evacuation of the activated divertor, hands-on access is carried out for repair and maintenance of the fault mechanism of the overhead crane.

3.3.2 Rescue Scenario of Workstation

Simplified scenario and procedures for the rescue of the workstation are shown in the following and Fig. 25.

a) Heavy work robot in the workstation is in trouble during grasping of the PFC of divertor
b) Wrench attached on the telescopic arm operates the fault mechanism of the heavy work robot
c) PFC is removed from the cassette body by the heavy work robot operated through the redundant mechanism using the telescopic arm
d) Cassette body is removed by the overhead crane
e) Heavy work robot with PFC moves by itself or telescopic arm to the PFC transfer rack
f) PFC grasped by the heavy work robot is released on the transfer rack by the telescopic arm
g) After evacuation of activated PFC, hands-on repair and maintenance is carried out (Option 1)
h) Heavy work robot moves in to the maintenance area for hands-on repair and maintenance (Option 2)

4. Summary

There are many ITER components will be repaired in the hot cell for reuse them as much as possible in the operation phase. The repair requirements are however not sufficient in the FDR for detail study because the concepts of the most of these components have not however been developed well. Therefore, this report describes a proposal of the basic scenario of common equipment in the hot cell, i.e., proposals of the common transporters (overhead crane and floor vehicle) from rationalization and rescue scenario of the equipment points of view in the hot cell. The study in the report is based on the available repair scenario and repair equipment for the representative component such as divertor, whose repair requirements are relatively developed as a basis of the other components. The study is performed based on the hot cell layout in the 2001 FDR and divertor design in 2003 as much as possible.

The objective of this report is to study and propose the remote handling scenario and design of the common equipment such as overhead crane and floor vehicle and the rescue scenario and mechanism during the failure of the remote repair equipment /tool in the hot cell, based on the representative component design from a remote handling point of view in order to develop the basic common maintenance scenario and design in the hot cell.

(1) Proposal of common facility in the hot cell
Transportation of the components to be repaired is carried by two kinds of transporters, i.e., overhead cranes and floor vehicles. The access area for repair operations in the hot cell is duplicated by two kinds of transporters. Clear sharing of the respective roles of the transporters with the minimum duplication is useful for rationalization. The proposed strategy of the transporter scenario is therefore as follows.
• Maximum use of the overhead crane for transportation of the components to be repaired in the hot cell.
• Minimum requirement to the functions of the floor vehicle for transportation of the components

The overhead crane has an adapter for changeable end-effector to grasp many kinds of components to be repaired. The floor vehicle is just to pass the components between cells with only straight (linear) motion on the floor using two sets of wheel mechanisms for traveling on the rails installed on the. The simple wheel mechanism can solve the spread of the dust, which is the critical issue of the original air bearing mechanism for traveling in the 2001 FDR design.

The handling robot in the workstation was modified to improve the accessibility to the components to be repaired. The function of the one robot in the FDR is divided into two functions into two robots, respectively, i.e., one robot for heavy duty manipulation such as replacement of the PFC up to 2 t and the other for light duty manipulation such as pipe welding/cutting/inspection and bolt connection/disconnection.

(2) Proposal of rescue scenario of hot cell facility
Basic rescue approach in the hot cell is proposed in the following refurbishment.
• Rescue operations of the fault equipment and tool including overhead crane in the hot cell are to remove the activated components from the fault equipment by a rescue crane as a basic approach
• After removal, activated component is transferred by the overhead crane and floor vehicle for temporary storage into the storage area with biological shield
• After evacuation of the activated components from the fault equipment, repair and maintenance of the fault refurbishment equipment and tool is carried out by hands-on access

Based on the above approach, the rescue requirement to the equipment and tool in the hot cell is that the fault driving mechanism can be operated in order to remove the activated components from the fault equipment. Therefore, a redundant mechanism is
proposed. This redundant mechanism is simple and installed between motor and reduction gear in order to operate temporally the driving mechanism for release of the activate component from the outside by the wrench installed on the rescue crane. The redundant mechanism is required to every driving mechanism of the refurbishment equipment and tool.

The proposed rescue crane has major two functions for rescue of the hot cell facility, i.e., one for the overhead crane and the other for refurbishment equipment such as workstation. The rescue of the fault of the traveling mechanism of the overhead crane is carried out by the wrench installed on the rescue crane or directly traveled by pushing/pulling by the rescue crane after docking on the overhead crane. For rescue of the workstation, the rescue crane consists of a telescopic arm (maximum length of 6500 mm) with rescue tool such as wrench for operation of the fault driving mechanism through the redundant mechanism in order to release the activated component. Typical rescue scenarios and procedures of the overhead crane and workstation are studied including the handling and storage of the activated component.

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References

Fig. 15 Concept of the rescue crane in the hot cell
Failure mode

- Electrical parts: Electrical cable for signal / power or motor
- Mode: The breaking of cable for signal or power
- Position of vehicle / manipulator: All position

Features

* Redundancy mechanism

Fig. 16 Proposed redundant mechanism for rescue of the fault driving mechanism
Fig. 17 Example of the redundant mechanism for rescue of the driving mechanism
Fig. 18 Layout of the hot cell in 2001 FDR
Fig. 19 Proposed in-vessel component storage area with biological shield lid (dimension: TBD)
Fig. 20 Proposed layout of the in-vessel component storage area located in the lower floor with biological shield lid (dimension: TBD)
Fig. 21 Schematic view of the proposed rescue crane with telescopic arm.
Fig. 22 Concepts of the rescue scenario of the overhead crane equipped with redundant mechanisms by the rescue crane equipped with wrenches for rescue of the fault driving mechanisms of the overhead crane
Fig. 23 Concept of the rescue crane with telescopic arm with rescue tool to access the faulty driving mechanisms of the robots in the workstation.
Fig. 2.4 Basic scenario and procedures for the rescue of the overhead crane.
Fig. 25 Basic scenario and procedures for the rescue of the workstation
国際単位系（SI）

表1. SI基本単位

<table>
<thead>
<tr>
<th>基本量</th>
<th>SI基本単位</th>
<th>組成量</th>
<th>SI基本単位による表し方</th>
</tr>
</thead>
<tbody>
<tr>
<td>長さ</td>
<td>メートル</td>
<td>m</td>
<td>平方メートル m²</td>
</tr>
<tr>
<td>質量</td>
<td>キログラム</td>
<td>kg</td>
<td>体積メートル每次秒 m³/s</td>
</tr>
<tr>
<td>タイム</td>
<td>セカンド</td>
<td>s</td>
<td>メートル秒 m/s</td>
</tr>
</tbody>
</table>
| アングラス | ディオール | D | 電流アングラス c |}

表2. 基本単位を用いて表せるSI構成単位の例

<table>
<thead>
<tr>
<th>基本単位</th>
<th>SI構成単位</th>
<th>組成量</th>
<th>SI基本単位による表し方</th>
</tr>
</thead>
</table>
| ラジアン | rad | 1 | 10⁶ラジアン |}

表3. 固有の名称とその独自の記号で表されるSI構成単位

<table>
<thead>
<tr>
<th>組成量</th>
<th>名称</th>
<th>記号</th>
<th>ラジアン角</th>
<th>1ラジアン角</th>
</tr>
</thead>
<tbody>
<tr>
<td>昇角</td>
<td>立体角</td>
<td>sr</td>
<td>sr</td>
<td>sr</td>
</tr>
<tr>
<td>波長</td>
<td>周波数</td>
<td>Hz</td>
<td>Hz</td>
<td>Hz</td>
</tr>
<tr>
<td>力</td>
<td>比抵抗</td>
<td>N/m²</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
<tr>
<td>電気エネルギー</td>
<td>パスカル</td>
<td>Pa</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
<tr>
<td>組成量</td>
<td>名称</td>
<td>記号</td>
<td>ラジアン角</td>
<td>1ラジアン角</td>
</tr>
<tr>
<td>昇角</td>
<td>立体角</td>
<td>sr</td>
<td>sr</td>
<td>sr</td>
</tr>
<tr>
<td>波長</td>
<td>周波数</td>
<td>Hz</td>
<td>Hz</td>
<td>Hz</td>
</tr>
<tr>
<td>力</td>
<td>比抵抗</td>
<td>N/m²</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
<tr>
<td>電気エネルギー</td>
<td>パスカル</td>
<td>Pa</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
<tr>
<td>組成量</td>
<td>名称</td>
<td>記号</td>
<td>ラジアン角</td>
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<tr>
<td>昇角</td>
<td>立体角</td>
<td>sr</td>
<td>sr</td>
<td>sr</td>
</tr>
<tr>
<td>波長</td>
<td>周波数</td>
<td>Hz</td>
<td>Hz</td>
<td>Hz</td>
</tr>
<tr>
<td>力</td>
<td>比抵抗</td>
<td>N/m²</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
<tr>
<td>電気エネルギー</td>
<td>パスカル</td>
<td>Pa</td>
<td>N/m²</td>
<td>N/m²</td>
</tr>
</tbody>
</table>

表4. 單位の固有の名称とその独自の記号を含むSI構成単位の例

<table>
<thead>
<tr>
<th>基本単位</th>
<th>SI構成単位</th>
<th>組成量</th>
<th>SI基本単位による表し方</th>
</tr>
</thead>
<tbody>
<tr>
<td>長さ</td>
<td>メートル</td>
<td>m</td>
<td>平方メートル m²</td>
</tr>
<tr>
<td>質量</td>
<td>キログラム</td>
<td>kg</td>
<td>体積メートル每次秒 m³/s</td>
</tr>
<tr>
<td>タイム</td>
<td>セカンド</td>
<td>s</td>
<td>メートル秒 m/s</td>
</tr>
<tr>
<td>力</td>
<td>ニュートン</td>
<td>N</td>
<td>N/m²</td>
</tr>
<tr>
<td>電気エネルギー</td>
<td>パサル</td>
<td>Pa</td>
<td>N/m²</td>
</tr>
<tr>
<td>組成量</td>
<td>名称</td>
<td>記号</td>
<td>ラジアン角</td>
</tr>
<tr>
<td>昇角</td>
<td>立体角</td>
<td>sr</td>
<td>sr</td>
</tr>
</tbody>
</table>
| 波長 | 周波数 | Hz | Hz | Hz |}

表6. 国際単位系と併用されるが国際単位系に属さない単位

<table>
<thead>
<tr>
<th>名称</th>
<th>記号</th>
<th>SI単位で表される数値</th>
</tr>
</thead>
<tbody>
<tr>
<td>ノット</td>
<td>kts</td>
<td>1ノット/秒=(1852/3600)m/s</td>
</tr>
<tr>
<td>アール</td>
<td>a</td>
<td>1アール=0.0001m³</td>
</tr>
<tr>
<td>ベン</td>
<td>b</td>
<td>1ベン=1.0001×10⁴kg</td>
</tr>
<tr>
<td>ヤード</td>
<td>yd</td>
<td>1ヤード=0.9144m</td>
</tr>
</tbody>
</table>

(第7版, 1998年改訂)