

**Fabrication Drawings of Fuel Pins  
for FUJI Project among PSI, JNC and NRG  
- Revised Version 3 -**

**(Document on Collaborative Study)**

**April, 2003**

**Tokai Works  
Japan Nuclear Cycle Development Institute**

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〒319-1184 茨城県那珂郡東海村村松4番地49  
核燃料サイクル開発機構  
技術展開部 技術協力課

電話: 029-282-1122 (代表)  
ファックス : 029-282-7980  
電子メール: jserv@jnc.go.jp

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Technical Cooperation Section,  
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# **Fabrication Drawings of Fuel Pins for FUJI Project among PSI, JNC and NRG - Revised Version 3 -**

**(Document on Collaborative Study)**

Takayuki Ozawa\*, Hiroaki Nakazawa\*, Tomoyuki Abe\*  
Masahiro Nagayama\*\*

## **ABSTRACT**

Irradiation tests and post-irradiation examinations in the framework of JNC-PSI-NRG collaboration project will be performed in 2003~2005. Irradiation fuel pins will be fabricated by the middle of 2003. The fabrication procedure for irradiation fuel pins has been started in 2001. Several fabrication tests and qualification tests in JNC and PSI (Paul Scherrer Institut, Switzerland) have been performed before the fuel pin fabrication.

According to the design assignment between PSI and JNC in the frame of this project, PSI should make specification documents for the fuel pellet, the sphere-pac fuel particles, the vipac fuel fragments, and the fuel segment fabrication. JNC should make the fabrication drawings for irradiation pins. JNC has been performed the fuel design in cooperation with PSI and NRG (Nuclear Research and Consultancy Group, Holland).

In this project, the pelletized fuel, the sphere-pac fuel, and the vipac fuel will be simultaneously irradiated on HFR (High Flux Reactor, Holland). The fabrication drawings have been made under the design assignment with PSI, and consist of the drawings of MOX pellet, thermal insulator pellet, pin components, fuel segments, and the constructed pin.

The fabrication drawings have been revised as follows:

- October 2001 : the first edition of fabrication drawings was approved.
- January 2002 : revised and approved with the optimized specifications
- August 2002 : revised and approved with the drawing modification of particle retainer and the change of fabrication method (Welding Qualification).
- March 2003 : revised and approved with the structure change of vipac fuel segment.
- April 2003 : revised and approved with the drawing modification of special plenum sleeve.

Since the finer fragments than the expected size were included in the vipac fuel fragments fabricated in PSI, the structure of vipac fuel segment was discussed and modified. Based on this modification, the fabrication drawings were revised and approved in March 2003. Furthermore, as a result of vipac fuel segment fabrication, the spot weld between distance screw and fixation nut, of which the special plenum sleeve consisted, should be required, and the drawing was revised and approved in April 2003. The latest fabrication drawings including these revisions will be shown in this report.

These design works have been performed in Fuel Design and Evaluation Group, Plutonium Fuel Fabrication Division, Plutonium Fuel Center under the commission of Plutonium Fuel Technology Group, Advanced Fuel Recycle Technology Division.

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\* : Fuel Design And Evaluation Group, Plutonium Fuel Fabrication Division, Plutonium Fuel Center, Tokai Works, Japan Nuclear Cycle Development Institute

\*\* : Nuclear Energy System Inc.

# PSI-JNC-NRG 共同研究 FUJI プロジェクト

## 燃料要素製造図面

### - 改定版 3 -

#### ( 共同研究報告書 )

小澤隆之\*、中沢博明\*、安部智之\*  
長山政博\*\*

#### 要 旨

PSI-JNC-NRG 共同研究 FUJI プロジェクトとして照射試験及び照射後試験が西暦 2003~2005 年にかけて実施される予定である。本照射試験に供する照射燃料要素は西暦 2003 年中頃までに製造する必要がある、2001 年に一部開始した。さらに、照射燃料要素の製造に先立ち、いくつかの先行試験を JNC 及び PSI ( Paul Scherrer Institut, スイス ) で実施した。

本共同研究では、JNC と PSI の設計分担にしたがい、PSI は燃料ペレット、スフェアパック燃料粒子、バイパック燃料粒子及び燃料要素に対する製造仕様書を作成し、JNC は照射燃料要素に対する製造図面を作成することとなっている。また、JNC は PSI 及び NRG ( Nuclear Research and Consultancy Group, オランダ ) と協力して燃料設計を進めることとしている。

本共同研究においては、ペレット燃料、スフェアパック燃料及びバイパック燃料を HFR( High Flux Reactor, オランダ ) で同時に照射する予定である。本製造図面は PSI との設計分担に基づき作成したものであり、MOX 燃料ペレット図、熱遮蔽ペレット図、燃料要素構成部品図、燃料セグメント図及び燃料要素組立図より成る。

製造図面の改訂来歴は以下のとおりである。

2001 年 10 月 : 初版制定

2002 年 1 月 : 仕様最適化に伴い改定

2002 年 8 月 : Particle Retainer 図面修正及び製造方法(Welding Qualification)変更に伴い改定

2003 年 3 月 : バイパック燃料セグメント構造見直しに伴う改定

2003 年 4 月 : スペシャル・プレナム・スリーブ図面改定

PSI で製造したバイパック燃料に当初予想した以上に細かな燃料片が含まれることが明らかとなったため、バイパック燃料セグメントの構造について検討・修正を行った。この検討結果を踏まえて、製造図面が 2003 年 3 月に改定された。さらに、バイパック燃料セグメント製造結果から、スペシャル・プレナム・スリーブのディスタンス・スクリーとフィクゼーション・ナット間にスポット溶接が必要であることが明らかとなったことから、当該図面を変更し、製造図面は 2003 年 4 月に改定された。本報告書では最新の製造図面について報告する。

なお、本設計作業は、環境保全・研究開発センター 先進部 プルトニウム燃料開発 Gr.の依頼に基づき、プルトニウム燃料センター 製造加工部 設計評価 Gr.にて実施した。

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\* : 核燃料サイクル開発機構 東海事業所 プルトニウム燃料センター 製造加工部 設計評価 Gr.

\*\* : 原子力システム株式会社

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Attachment A: Fabrication Drawing "SPF IRRADIATION TEST IN HFR"

## 1. Introduction

Irradiation tests and post-irradiation examinations in the framework of JNC-PSI-NRG collaboration will be performed in 2003~2005. Irradiation fuel pins should be fabricated by the middle of 2003. The fabrication procedure for irradiation fuel pins was started in 2001. Several qualification tests in JNC and PSI have been performed before the fuel pin fabrication. In this project, the pellet fuel, the sphere-pac fuel, and the vipac fuel will be irradiated simultaneously.

According to the design assignment between PSI and JNC in the frame of this project, PSI should make specification documents for the fuel pellet, the sphere-pac fuel particles, the vipac fuel fragments, and the fuel segment fabrication. JNC should make the fabrication drawings for irradiation pins. The fabrication drawings have been made under this assignment in cooperation with PSI and NRG, and will specify irradiation fuel pins, and consist of the drawings of MOX pellet, thermal insulator pellet, pin components, fuel segments, and the constructed pin.

The fabrication drawings have been revised as follows:

October 2001 : the first edition of fabrication drawings was approved.

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March 2003 : revised and approved with the structure change of vipac fuel segment.

April 2003 : revised and approved with the drawing modification of special plenum sleeve.

Since the finer fragments than the expected size were included in the vipac fuel fragments fabricated in PSI, the structure of vipac fuel segment was discussed and modified. Based on this modification, the fabrication drawings were revised and approved in March 2003. Furthermore, as a result of vipac fuel segment fabrication, the spot weld between distance screw and fixation nut, of which the special plenum sleeve consisted, should be required, and the drawing was revised and approved in April 2003. The latest fabrication drawings including these revisions will be shown in this report.

## 2. The Outline of Irradiation Tests

Irradiation tests in the framework of JNC-PSI-NRG collaboration will be performed by using a Pool Side Facility (PSF) in the HFR in Holland. The purpose of irradiation tests is to obtain data concerning a comparison of the irradiation behavior among the sphere-pac fuel (MOX, Np-MOX), the vipac fuel (MOX), and the pellet fuel (MOX).

The initial sintering test, the 1<sup>st</sup> restructuring test, the 2<sup>nd</sup> restructuring test, and the power-to-melt (PTM) test will be performed in this program. For each test, the following time-versus-power curves will be used:

- Initial sintering test : maximum power 550W/cm, duration 36 hours,
- 1<sup>st</sup> restructuring test : maximum power 550W/cm, duration 84 hours,
- 2<sup>nd</sup> restructuring test : maximum power 550W/cm, duration 132 hours,
- Power-to-melt test : maximum power 900W/cm, duration 85 hours.

The maximum burnup of irradiated fuel is planned less than 1,000MWd/t (the maximum EFPD is approx. 4 days for the 2<sup>nd</sup> restructuring test).

## 3. Pin Fabrication

Due to transportation from PSI to NRG after pin fabrication in PSI, the fuel pin for HFR irradiation test can be separated into two segments as the upper and lower segment. Two kinds of segment, such as MOX pellet fuel segment and MOX sphere-pac fuel segment, should be fabricated as the upper fuel segment. Four kinds of segment, such as MOX pellet fuel segment, MOX

sphere-pac fuel segment, Np-MOX sphere-pac fuel segment, and MOX vipac fuel segment, should be done as the lower fuel segment. The pellet fuel, the sphere-pac fuel, the vipac fuel, and the particle retainer that is a component of the sphere-pac and vipac fuel segment should be fabricated in PSI. The other pin component should be fabricated in JNC and delivered to PSI. In these delivery components, the cladding and the connection endplug should be beforehand welded in JNC, and the cladding with connection endplug should be delivered to PSI. The kind of fuel segment used for each irradiation test is shown in the following table. Each fuel segment should be fabricated in PSI, and assembled into a fuel pin in NRG.

Pool Side Facility (PSF)									
		Initial Sintering ≤ 550 W/cm		Restructuring (1) ≤ 550 W/cm		Restructuring (2) ≤ 550 W/cm (<1000MWd/t)		PTM < 900 W/cm	
Upper Segment	Fuel type	MOX	MOX	MOX	MOX	MOX	MOX	MOX	MOX
	Fuel form	Pellet	Sphere pac	Pellet	Sphere pac	Pellet	Sphere pac	Pellet	Sphere pac
	Fuel density	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.
	Fuel column length	50mm	250mm	50mm	250mm	50mm	250mm	250mm	250mm
Lower Segment	Fuel type	MOX	MOX	MOX	Np-MOX	MOX	MOX	MOX	Np-MOX
	Fuel form	Sphere pac	Vipac	Sphere pac	Sphere pac	Sphere pac	Vipac	Pellet	Sphere pac
	Fuel density	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.	95%T.D.
	Fuel column length	250mm	250mm	250mm	250mm	250mm	250mm	250mm	250mm

#### 4. The Method of Pin Fabrication

The pellet fuel segment should be fabricated as the upper and the lower segment. After loading a thermal insulator pellet (depleted  $\text{UO}_2$ ) with 10mm height into a cladding with the lower or the upper connection endplug beforehand engraved the designated segment ID number for the upper or the lower pellet fuel segment, the MOX pellets should be loaded so that the MOX fuel stack length would be 50mm for the pellet fuel segments to be used for the initial sintering and restructuring test, and 250mm for those to be used for the PTM test. Then, a thermal insulator pellet with 10mm height, a plenum spring, and five plenum sleeves for the pellet fuel segments to be used for the initial sintering and restructuring test or one plenum sleeve for those for the PTM test should be mounted in order. After mounting above all components, the upper or the lower closure endplug beforehand engraved the designated pin ID number should be welded in He atmosphere, and the segment should be sealed up.

The sphere-pac fuel segment should be fabricated as both the upper segment filled with MOX sphere-pac fuel and the lower segment filled with MOX or Np-MOX sphere-pac fuel. For the upper segment, after mounting a fuel seal disc (FSD) made of tungsten into a cladding with the lower connection endplug, which is beforehand engraved the designated segment ID number for the upper sphere-pac fuel segment, the thermal insulator (natural  $\text{UO}_2$ ) spheres should be filled so that the height would be 10mm. Then, the MOX spheres should be mounted so that the MOX fuel stack length would be 250mm. After that, the thermal insulator spheres should be filled so that the height would be 10mm, and a particle retainer should fix the fuel stack. Then, after a special plenum sleeve adjusted to the suitable length and fixed its length by spot weld between distance screw and fixation nut is mounted, the upper closure endplug beforehand engraved the designated pin ID number should be welded in He atmosphere, and the upper segment should be sealed up. For the lower

segment, after mounting an FSD made of tungsten into a cladding with the upper connection endplug, which is beforehand engraved the designated segment ID number for the lower sphere-pac fuel segment, the thermal insulator (natural  $\text{UO}_2$ ) spheres should be filled so that the height would be 10mm. Then, the MOX or Np-MOX spheres should be mounted so that the fuel stack length would be 250mm. After that, the thermal insulator spheres should be filled so that the height would be 10mm, and a particle retainer should fix the fuel stack. Then, after a special plenum sleeve adjusted to the suitable length and fixed its length by spot weld between distance screw and fixation nut is mounted, the lower closure endplug should be welded in He atmosphere, and the lower segment should be sealed up.

The vipac fuel segment should be fabricated as the only lower segment. After mounting an FSD made of tungsten into a cladding with the upper connection endplug, which is beforehand engraved the designated segment ID number for the lower vipac fuel segment, the thermal insulator (natural  $\text{UO}_2$ ) spheres should be filled so that the height would be 5mm. Then, after an FSD is mounted again in order to prevent the intermixing during the filling, the MOX vipac particles should be mounted so that the fuel stack length would be 250mm. After that, an additional FSD should be mounted, the thermal insulator (natural  $\text{UO}_2$ ) spheres should be filled so that the height would be 10mm, and a particle retainer should fix the fuel stack. Then, after a special plenum sleeve adjusted to the suitable length and fixed its length by spot weld between distance screw and fixation nut is mounted, the lower closure endplug should be welded in He atmosphere, and the lower segment should be sealed up.

After the overall bowing of pin connected two segments, which have been fabricated in above way, should be inspected in PSI, they should be enclosed in the transport container and transported from PSI to NRG. Then, the upper and lower segment should be connected in accordance with the designated combination and fixed by the TIG spot welding after putting a spacer between two segments.

According to the designated combination, each two fuel pins should be loaded into the sample holder designed by NRG, and used for the irradiation test.

## 5. Welding Qualification Tests

The welding procedure for the connection endplug and the closure endplug has to be assured by the qualification test. The nondestructive examination, such as the visual examination and the X-ray examination, and the metallography examination as destructive examination have to be performed for ten welded specimens made in the qualification test. The nondestructive examination should be performed for all welded specimens. Three welded specimens should be used for the metallography examination, and the remained welded specimens should be used as standard samples in the visual examination for the endplug welding. The destructive examination does not have to be performed for the fabricated component. In the metallography examination, the welding depth should be more than cladding thickness. In the nondestructive examination, there should be no remarkable coloring and under cut on the weld zone, the outer diameter at the welded bead between the endplug and the cladding should not exceed 7.65mm, and there should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone.

The tensile examination and the burst examination as destructive examination have been performed at JNC for specimens welded in the previous welding test by PSI and JNC. In these examinations, the tensile strength at weld zone should be more than 4,903N and the weld zone should burst at more than 74MPa inner pressure at the room temperature. As the result of these examinations, the tensile strength and the burst pressure were much greater than the inspection limits. Therefore, the welding integrity can be assured by the nondestructive examination and the metallography examination mentioned above.



## 6. Fabrication Drawings

Fabrication drawings of fuel pins for HFR irradiation tests are shown in Attachment A. The detailed design will be mentioned as follows.

### (1) FUEL RODS

The revised drawing of fuel rod is shown in **SPFH0-2PM-02003**. Taking account of the restriction on the transport container, the fuel rod consists of the upper fuel segment of 455mm length and the lower fuel segment of 459.9mm length. After putting a spacer between the upper and lower fuel segment, two fuel segments should be connected by the connection endplug with a screw, and fixed by the TIG spot welding so as not to rotate after connection. The overall length of the fuel rod has been specified as  $910 \pm 2$ mm. Taking account of the restriction on the sample holder, the overall pin bowing of the fuel pin consisting of the assembled fuel segments should be less than 1.5mm (aimed at less than 1.0mm). The upper endplug should be engraved the designated pin ID number. The upper and lower connection endplug should be engraved the designated segment ID number for the lower and upper fuel segment, respectively. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### (2) PELLET FUEL SEGMENT (UPPER)

The revised drawing of the upper pellet fuel segment is shown in **SPFH0-2PM-02004**. The upper pellet fuel segment should have a lower connection endplug with a female screw, which is engraved the designated segment ID number, and an upper endplug engraved the designated pin ID number. Taking account of the restriction on the transport container, the overall length of an upper pellet fuel segment should be 455mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70 \pm 0.03$ mm and  $7.50 \pm 0.03$ mm, respectively (already fabricated). The fuel stack length should be 50mm for the initial sintering and restructuring test segment, and 250mm for the PTM test segment. A thermal insulator pellet specified as  $10 \pm 1$ mm height is arranged above and below the MOX fuel stack. Due to possibility to construct the fuel stack without using any adjusting pellet, the tolerance of the fuel stack length and the length of a pellet has been specified as  $\pm 5$ mm and  $10 \pm 1$ mm, respectively. Corresponding to the fuel stack length for each irradiation test, the upper pellet fuel segment for the initial sintering and the restructuring test has five plenum sleeves of a total length of 250mm, and one for the PTM test does a plenum sleeve of 50mm length. A plenum spring is arranged between the plenum sleeve and the thermal insulator pellet. In consideration of transporting from Switzerland to Holland, the free length and the length in common use has been specified as  $100 \pm 2$ mm and  $80 \pm 8$ mm, respectively, from a viewpoint of ensuring the fixation of the fuel stack under the loading force due to acceleration of 6G. From a result of the plenum design, the overall cladding length has been specified as  $410 \pm 0.5$ mm. The welding procedure for the upper endplug has to be assured by the qualification test (see section 5). The welding depth should be more than cladding thickness. The outer diameter at the welded bead between the upper endplug and the cladding should not exceed 7.65mm. The loose contamination on the surface should be less than  $0.04 \text{Bq/cm}^2$ . He gas of >95% purity should be filled in the fuel segment, and the rest should be nitrogen only. He leak rate should not exceed  $3 \times 10^{-7} \text{mbar} \cdot \ell / \text{sec}$  ( $3 \times 10^{-9} \text{Pa} \cdot \text{m}^3 / \text{sec}$ ) in the He leak test. There should be no remarkable coloring and under-cut on the weld zone. There should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### (3) SPHERE-PAC FUEL SEGMENT (UPPER)

The revised drawing of the upper sphere-pac fuel segment is shown in **SPFH0-2PM-02005**. The upper segment of the sphere-pac fuel should have a lower connection endplug with a female screw,

which is engraved the designated segment ID number, and an upper endplug engraved the designated pin ID number. Taking account of the restriction on the transport container, the overall length of an upper segment of the sphere-pac fuel should be 455mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70 \pm 0.03$ mm and  $7.50 \pm 0.03$ mm, respectively (already fabricated). In order to prevent broken particles going into a narrow gap between the lower connection endplug and the cladding, a fuel seal disc (FSD) made of tungsten is arranged between the lower connection endplug and the region of thermal insulator spheres. The fuel stack length has been specified as  $250 \pm 5$ mm, similar to the pellet fuel segment for PTM test. The region of thermal insulator spheres specified as  $10 \pm 1$ mm length is arranged above and below the MOX spheres fuel stack. In order to fix the fuel stack, a particle retainer is arranged at the end of the region of spheres. The length of a special plenum sleeve has been specified as  $118 \pm 8$ mm so that the cladding length should be the same as the pellet fuel segment. The overall cladding length has been specified as  $410 \pm 0.5$ mm, similar to the pellet fuel segment. The welding procedure for the upper endplug has to be assured by the qualification test (see section 5). The welding depth should be more than cladding thickness. The outer diameter at the welded bead between the upper endplug and the cladding should not exceed 7.65mm. The loose contamination on the surface should be less than  $0.04 \text{Bq/cm}^2$ . He gas of >95% purity should be filled in the fuel segment, and the rest should be nitrogen only. He leak rate should not exceed  $3 \times 10^{-7} \text{mbar} \cdot \ell / \text{sec}$  ( $3 \times 10^{-9} \text{Pa} \cdot \text{m}^3 / \text{sec}$ ) in the He leak test. There should be no remarkable coloring and under-cut on the weld zone. There should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### (4) PELLET FUEL SEGMENT (LOWER)

The revised drawing of the lower pellet fuel segment is shown in **SPFH0-2PM-02006**. The lower pellet fuel segment should have a upper connection endplug with a male screw, which is engraved the designated segment ID number, and an lower endplug engraved the designated pin ID number. Taking account of the restriction on the transport container, the overall length of a lower pellet fuel segment should be 459.9mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70 \pm 0.03$ mm and  $7.50 \pm 0.03$ mm, respectively (already fabricated). The fuel stack length should be 250mm. A thermal insulator pellet specified as  $10 \pm 1$ mm height is arranged above and below the MOX fuel stack. Due to possibility to construct the fuel stack without using any adjusting pellet, the tolerance of the fuel stack length and the length of a pellet has been specified as  $\pm 5$ mm and  $10 \pm 1$ mm, respectively. The lower pellet fuel segment for the PTM test should have a plenum sleeve of 50mm length. A plenum spring is arranged between the plenum sleeve and the thermal insulator pellet. In consideration of transporting from Switzerland to Holland, the free length and the length in common use has been specified as  $100 \pm 2$ mm and  $80 \pm 8$ mm, respectively, from a viewpoint of ensuring the fixation of the fuel stack under the loading force due to acceleration of 6G. From a result of the plenum design, the overall cladding length has been specified as  $410 \pm 0.5$ mm. The welding procedure for the upper endplug has to be assured by the qualification test (see section 5). The welding depth should be more than cladding thickness. The outer diameter at the welded bead between the upper endplug and the cladding should not exceed 7.65mm. The loose contamination on the surface should be less than  $0.04 \text{Bq/cm}^2$ . He gas of >95% purity should be filled in the fuel segment, and the rest should be nitrogen only. He leak rate should not exceed  $3 \times 10^{-7} \text{mbar} \cdot \ell / \text{sec}$  ( $3 \times 10^{-9} \text{Pa} \cdot \text{m}^3 / \text{sec}$ ) in the He leak test. There should be no remarkable coloring and under-cut on the weld zone. There should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(5) SPHERE-PAC FUEL SEGMENT (LOWER)**

The revised drawing of the lower sphere-pac fuel segment is shown in **SPFH0-2PM-02007**. The lower segment of the sphere-pac fuel should have an upper connection endplug with a male screw, which is engraved the designated segment ID number, and a lower endplug. Taking account of the restriction on the transport container, the overall length of a lower segment of the sphere-pac fuel should be 459.9mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70\pm0.03\text{mm}$  and  $7.50\pm0.03\text{mm}$ , respectively (already fabricated). In order to prevent broken particles going into a narrow gap between the upper connection endplug and the cladding, a fuel seal disc (FSD) made of tungsten is arranged between the upper connection endplug and the region of thermal insulator spheres. The fuel stack length has been specified as  $250\pm5\text{mm}$ , similar to the pellet fuel segment for PTM test. The region of thermal insulator spheres specified as  $10\pm1\text{mm}$  length is arranged above and below the MOX or Np-MOX spheres fuel stack. In order to fix the fuel stack, a particle retainer is arranged at the end of the region of spheres. The length of a special plenum sleeve has been specified as  $118\pm8\text{mm}$  so that the cladding length should be the same as the pellet fuel segment. The overall cladding length has been specified as  $410\pm0.5\text{mm}$ , similar to the pellet fuel segment. The welding procedure for the lower endplug has to be assured by the qualification test (see section 5). The welding depth should be more than cladding thickness. The outer diameter at the welded bead between the lower endplug and the cladding should not exceed 7.65mm. The loose contamination on the surface should be less than  $0.04\text{Bq/cm}^2$ . He gas of >95% purity should be filled in the fuel segment, and the rest should be nitrogen only. He leak rate should not exceed  $3\times10^{-7}\text{mbar}\cdot\ell/\text{sec}$  ( $3\times10^{-9}\text{Pa}\cdot\text{m}^3/\text{sec}$ ) in the He leak test. There should be no remarkable coloring and under-cut on the weld zone. There should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(6) VIPAC FUEL SEGMENT (LOWER)**

The revised drawing of the vipac fuel segment is shown in **SPFH0-2PM-02008**. The vipac fuel segment should be fabricated as the only lower fuel segment. The vipac fuel should have an upper connection endplug with a male screw, which is engraved the designated segment ID number, and a lower endplug. Taking account of the restriction on the transport container, the overall length of a vipac fuel segment should be 459.9mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70\pm0.03\text{mm}$  and  $7.50\pm0.03\text{mm}$ , respectively (already fabricated). In order to prevent broken insulator particles going into a narrow gap between the upper connection endplug and the cladding, a fuel seal disc (FSD) made of tungsten is arranged between the upper connection endplug and the region of thermal insulator spheres. In addition, in order to prevent the intermixing taking place between thermal insulator spheres and fuel particles, FSDs are arranged also between thermal insulator spheres and fuel fragments. The fuel stack length has been specified as  $250\pm5\text{mm}$ , similar to the pellet fuel segment for PTM test. The region of thermal insulator spheres specified as  $10\pm1\text{mm}$  length is arranged above and below the MOX vipac fuel stack. In order to fix the fuel stack, a particle retainer is arranged at the end of the region of spheres. The length of a special plenum sleeve has been specified as  $118\pm8\text{mm}$  so that the cladding length should be the same as the pellet fuel segment. The overall cladding length has been specified as  $410\pm0.5\text{mm}$ , similar to the pellet fuel segment. The welding procedure for the lower endplug has to be assured by the qualification test (see section 5). The welding depth should be more than cladding thickness. The outer diameter at the welded bead between the lower endplug and the cladding should not exceed 7.65mm. The loose contamination on the surface should be less than  $0.04\text{Bq/cm}^2$ . He gas of >95% purity should be filled in the fuel segment, and the rest should be nitrogen only. He leak rate should not exceed

$3 \times 10^{-7}$  mbar·ℓ/sec ( $3 \times 10^{-9}$  Pa·m<sup>3</sup>/sec) in the He leak test. There should be no remarkable coloring and under-cut on the weld zone. There should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(7) UPPER ENDPLUG (SPFH0-4PM-00042)**

The drawing of the upper endplug is shown in **SPFH0-4PM-01008**. Taking account of the restriction on PSI's welding chamber, the length of an upper endplug has been specified as  $40 \pm 0.1$  mm. In order to prevent the outer surface of the upper endplug protruding from the cladding surface, the upper limit of the upper endplug outer diameter has been specified as 7.5mm. The upper endplug should be engraved the designated pin ID number with a letter size of 2.8mm height. From a viewpoint of insertability into the cladding, the upper endplug has a chamfer of 2° and a cylindrical part of 1.5mm length on the welding joint side. Taking account of the cladding inner diameter, the outer diameter at a cylindrical part has been specified as  $6.68 \pm 0.01$  mm (as well as the connection endplug). From a result of the first welding test in PSI, a groove at the welding joint has been removed. In order to prevent bowing after welding the upper endplug to the cladding, the verticality of the welding joint surface to the endplug surface and the center of the overall endplug and welding joint diameter has been specified. In order to assure that the sodium could exist between the molybdenum shroud and the fuel rod, the upper endplug should have three projections (0.40mm thickness x 2mm width x 2mm height) at intervals of 120°. The thickness of a projection (0.40mm) has been decided so that the outer diameter of the upper endplug would be similar to one of the lower endplug ( $8.30 \pm 0.03$  mm). In consideration of the quality of the bar material for the component delivery, the upper endplug should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(8) LOWER ENDPLUG**

The drawing of the lower endplug is shown in **SPFH0-4PM-01009**. Taking account of the restriction on PSI's welding chamber, the length of a lower endplug has been specified as  $40 \pm 0.1$  mm. In order to prevent the outer surface of the lower endplug protruding from the cladding surface, the upper limit of the lower endplug outer diameter has been specified as 7.5mm. From a viewpoint of insertability into the cladding, the lower endplug has a chamfer of 2° and a cylindrical part of 1.5mm length on the welding joint side. Taking account of the cladding inner diameter, the outer diameter at a cylindrical part has been specified as  $6.68 \pm 0.01$  mm (as well as the connection endplug). From a result of the first welding test in PSI, a groove at the welding joint has been removed. In order to prevent bowing after welding the lower endplug to the cladding, the verticality of the welding joint surface to the endplug surface and the center of the overall endplug and welding joint diameter has been specified. In consideration of the quality of the bar material for the component delivery, the lower endplug should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(9) CLADDING WITH CONNECTION ENDPLUG**

The drawing of the cladding with connection endplug is shown in **SPFH0-2PM-01038**. The upper and lower connection endplug should be beforehand welded with the cladding at JNC, respectively. The welding procedure for the connection endplug has to be assured by the qualification test (see section 5). The bead diameter at the welded joint should not exceed 7.65mm. The overall bowing after connecting should be less than 1.0mm. In order to assure the closure at the weld zone, the He leak test should be performed. He leak rate should not exceed  $3 \times 10^{-7}$  mbar·ℓ/sec ( $3 \times 10^{-9}$  Pa·m<sup>3</sup>/sec). There should be no remarkable coloring and under-cut on the weld zone. There

should be no crack, inclusion, pinhole, and blowhole exceeding 0.2mm at the weld zone. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(10) CLADDING**

The drawing of the cladding is shown in **SPFH0-4PM-01011**. The overall length of a cladding has been specified as  $410 \pm 0.5$ mm. In consideration of the dimension of the fabricated cladding for delivery, the cladding inner and outer diameter has been specified as  $6.70 \pm 0.03$ mm and  $7.50 \pm 0.03$ mm, respectively (already fabricated). In order to prevent bowing after welding the endplug with the cladding, the verticality of the welding joint surface to the cladding surface has been specified. In consideration of the cladding material for the component delivery, the cladding should be made of PNC1520 (already fabricated). There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(11) UPPER CONNECTION ENDPLUG**

The drawing of the upper connection endplug is shown in **SPFH0-3PM-01039**. The overall length of the upper connection endplug has been specified as  $19.9 \pm 0.1$ mm. The upper endplug has a male screw and a flat surface of 4.5mm width on the side to hold easily with a wrench of 3mm thickness. In order to prevent the outer surface of the upper connection endplug protruding from the cladding surface, the upper limit of the upper connection endplug outer diameter has been specified as 7.5mm. From a viewpoint of insertability into the cladding, the upper connection endplug has a chamfer of  $2^\circ$  and a cylindrical part of 1.5mm length on the welding joint side. Taking account of the cladding inner diameter, the outer diameter at a cylindrical part has been specified as  $6.68 \pm 0.01$ mm. The connecting joint corner should be cut to be a groove of 1.0mm depth after the connection. The upper connection endplug should be engraved the designated segment ID with a letter size of 2mm height. In order to prevent bowing after welding the upper connection endplug to the cladding, the verticality of the welding joint surface to the endplug surface, and the center of the overall endplug and welding joint diameter has been specified. In addition, in order to prevent remarkable pin bowing, the verticality of the connecting joint surface to the endplug surface, and the center of the overall endplug and the male screw has been specified. In consideration of the quality of the bar material for the component delivery, the upper connection endplug should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

#### **(12) LOWER CONNECTION ENDPLUG**

The drawing of the lower connection endplug is shown in **SPFH0-3PM-01040**. The overall length of the lower connection endplug has been specified as  $15 \pm 0.1$ mm. The lower endplug has a female screw and a flat surface of 4.5mm width on the side to hold easily with a wrench of 3mm thickness. In order to prevent the outer surface of the lower connection endplug protruding from the cladding surface, the upper limit of the lower connection endplug outer diameter has been specified as 7.5mm. From a viewpoint of insertability into the cladding, the lower connection endplug has a chamfer of  $2^\circ$  and a cylindrical part of 1.5mm length on the welding joint side. Taking account of the cladding inner diameter, the outer diameter at a cylindrical part has been specified as  $6.68 \pm 0.01$ mm. The connecting joint corner should be cut to be a groove of 1.0mm depth after the connection. The lower connection endplug should be engraved the designated segment ID number with a letter size of 2mm height. In order to prevent bowing after welding the lower connection endplug to the cladding, the verticality of the welding joint surface to the endplug surface, and the center of the overall endplug and welding joint diameter has been specified. In addition, in order to prevent remarkable pin bowing, the verticality of the connecting joint surface to the endplug surface, and the center of the overall endplug and the female screw has been specified. In consideration of

the quality of the bar material for the component delivery, the upper connection endplug should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(13) SPACER**

The drawing of the spacer is shown in **SPFH0-4PM-01014**. A spacer assures that the sodium could exist between the molybdenum shroud and the fuel rod. A spacer should have three projections at intervals of  $120^\circ$ . Taking into account the restriction on the molybdenum shroud, the maximum diameter of projections has been specified as  $7.90 \pm 0.03$  mm. The thickness of a spacer has been specified as  $2 + 0.05 / 0$  mm. In order to prevent the difference of property between a spacer and the connection endplug, the spacer should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(14) PLENUM SPRING**

The drawing of the plenum spring is shown in **SPFH0-4PM-01015**. The plenum spring should be used for the pellet fuel segment. In consideration of transporting from Switzerland to Holland, the plenum spring has been designed from a viewpoint of ensuring the fixation of the fuel stack under the loading force due to 6G. The free length has been specified as  $100 \pm 2$  mm, and the length in common use has been specified as  $80 \pm 8$  mm. The spring constant has been specified as  $0.642 \pm 0.042$  N/mm. The nominal spring load should be 12.835 N. The plenum spring should be made of SUS304WPB. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(15) PLENUM SLEEVE (PELLET FUEL SEGMENT)**

The drawing of the plenum sleeve in the pellet fuel segment is shown in **SPFH0-4PM-01016**. The overall length of the plenum sleeve has been specified as  $50 \pm 0.3$  mm. In order to confirm the insertability into the cladding, the plenum sleeve bowing should be inspected by an inspection gauge of 6.60 mm diameter and 20 mm length. In addition, the fabricated plenum sleeve should be assured to be able to be mounted into the cladding. In consideration of the quality of the bar material for the component delivery, the plenum sleeve should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(16) PLENUM SLEEVE CAP (PELLET FUEL SEGMENT)**

The drawing of the plenum sleeve cap in the pellet fuel segment is shown in **SPFH0-4PM-01017**. The outer diameter of the plenum sleeve cap should be similar to the outer diameter of the plenum sleeve tube (6.4 mm). The fabrication tolerance of the cap outer diameter has been specified as  $\pm 0.02$  mm that is somewhat tighter than of the tube outer diameter ( $\pm 0.05$  mm). The cap outer diameter on the joint side with the sleeve tube should be similar to the inner diameter of the sleeve tube. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(17) PLENUM SLEEVE TUBE (PELLET FUEL SEGMENT)**

The drawing of the plenum sleeve tube in the pellet fuel segment is shown in **SPFH0-4PM-01018**. In order to keep 20% CW, the plenum sleeve tube should be made by not drawing but machining. Taking account of machinability (no influence of machining on sleeve tube bowing, etc.), the thickness of the sleeve tube and the joint with the cap, and the overall length has been specified as (0.8) mm, (0.4) mm, and  $49 \pm 0.1$  mm, respectively. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(18) SPECIAL PLENUM SLEEVE (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the special plenum sleeve in the sphere-pac or vipac fuel segment is shown in **SPFH0-3PM-01019**. A special plenum sleeve should consist of a plenum sleeve, a fixation nut, and a distance screw. The length of a special plenum sleeve should be adjusted to the suitable length (L4) for each fuel segment with a distance screw, and fixed with the spot weld between distance screw and fixation nut. A special plenum sleeve, of which length (L4) is beforehand adjusted, should be loaded into the cladding after fixed the fuel stack by a particle retainer. The conical shape of the plenum sleeve cap on one side can relax the fixation of a particle retainer on the cladding inner surface. The depth of a cone on the sleeve cap has been specified as 1.5mm so that the length of “small spring”, which is the gap between a special plenum sleeve and the particle retainer after mounting, would be more than 0.8mm. A special plenum sleeve including a distance screw (L4=127) should be assumed to be mounted into the cladding. In order to prevent the difference of property between a special plenum sleeve and the cladding, all components included in a special plenum sleeve should be made of PNC1520. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(19) PLENUM SLEEVE (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the plenum sleeve in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01020**. The overall length of the plenum sleeve has been specified as  $71.7 \pm 0.3$ mm. A plenum sleeve should have a cap with conical shape on one side. A plenum sleeve should be pass through the inspection gauge (inner diameter: 6.60mm, length: 20mm). There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(20) PLENUM SLEEVE CAP1 (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of one of the plenum sleeve cap in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01021**. The outer diameter of the plenum sleeve cap should be similar to the outer diameter of the plenum sleeve tube (6.4mm). The fabrication tolerance of the cap outer diameter has been specified as  $\pm 0.02$ mm that is somewhat tighter than of the tube outer diameter ( $\pm 0.05$ mm). The cap outer diameter on the joint side with the sleeve tube should be similar to the inner diameter of the sleeve tube. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(21) PLENUM SLEEVE CAP2 (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of one of the plenum sleeve cap in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01022**. The outer diameter of the plenum sleeve cap should be similar to the outer diameter of the plenum sleeve tube (6.4mm). The fabrication tolerance of the cap outer diameter has been specified as  $\pm 0.02$ mm that is somewhat tighter than of the tube outer diameter ( $\pm 0.05$ mm). The cap outer diameter on the joint side with the sleeve tube should be similar to the inner diameter of the sleeve tube. A plenum sleeve cap should have the conical shape to relax the fixation of a particle retainer on the cladding inner surface. In order that a particle retainer could smoothly slip, the roughness on the conical surface has been specified as N5. In addition, in order to relax the fixation of a particle retainer evenly, the verticality of the bottom surface of the cone to the cap surface has been specified. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**(22) PLENUM SLEEVE TUBE (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the plenum sleeve tube in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01023**. In order to keep 20%CW, the plenum sleeve tube should be made by not drawing but machining. Taking account of machinability (no influence of machining on sleeve tube bowing, etc.), the thickness of the sleeve tube and the joint with the cap, and the overall length has

been specified as (0.8)mm, (0.4)mm, and  $69.2\pm0.1$ mm, respectively. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(23) DISTANCE SCREW (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the distance screw in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01024**. The length of the distance screw has been specified as  $60\pm0.2$ mm. The outer diameter of the screw head has been specified as  $6.2\pm0.02$ mm to insert a special plenum sleeve into cladding easily. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(24) FIXATION NUT (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the fixation nut in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01025**. The thickness of a fixation nut has been specified as  $3\pm0.1$ mm. The outer diameter of a fixation nut has been specified as  $6.2\pm0.02$ mm, similar to the outer diameter of the distance screw. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(25) PARTICLE RETAINER (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The drawing of the particle retainer in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01026**. The particle retainer should be made of the same material as the cladding (PNC1520). It keeps the fuel stack in place during the segment fabrication at PSI. After the closure welding, the particle retainer fixation is relaxed by a special plenum sleeve. With this construction, no initial radial stress will be on the cladding inner surface due to a particle retainer, and the fuel stack will be mechanical fixed in axial direction (More safety during the transportation than with a plenum spring, no expansion of the fuel stack will be possible). The overall length of a particle retainer has been specified as 12mm. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(26) FUEL SEAL DISC (SPHERE-PAC OR VIPAC FUEL SEGMENT)**

The revised drawing of the fuel seal disc (FSD) in the sphere-pac or vipac fuel segment is shown in **SPFH0-4PM-01027**. Taking account of the difference of thermal expansion coefficient and stability during irradiation, the FSD should be made of tungsten. Taking account of the maximum and minimum cladding inner diameter for the delivery (6.704mm and 6.675mm), the FSD outer diameter has been specified as  $6.65\pm0.015$ mm so that a gap between the FSD and the cladding would be less than a half of the insulator particle diameter. The thickness of FSD should be  $0.10\pm0.05$ mm. There should be no harmful crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

### **(27) MOX FUEL PELLETT**

The drawing of the MOX fuel pellet in the pellet fuel segment is shown in **SPFH0-4PM-02009**. The MOX fuel pellet should have the Pu content of 20wt%. The height of a MOX fuel pellet loaded into the pellet fuel segment has been specified as  $10\pm1$ mm so that the MOX fuel stack specified as  $250\pm5$ mm length could be constructed without any adjusting pellet. From a viewpoint of imitation of the radial temperature profile in the irradiation test, the MOX fuel pellet diameter has been specified as  $6.5\pm0.05$ mm. The MOX fuel pellet has a chamfer of 0.40mm x 0.13mm at the edge of the loading surface to prevent chips taking place. The density and O/M ratio of the MOX fuel pellet has been specified as  $95\pm2\%$ T.D. and  $1.97+0.02/-0.03$ , respectively. The target O/M ratio should be 1.97. There should be no harmful chip, crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.



**(28) THERMAL INSULATOR PELLETT**

The drawing of the thermal insulator pellet in the pellet fuel segment is shown in **SPFH0-4PM-01029**. The thermal insulator pellet should be made of the depleted  $\text{UO}_2$ . The height and the diameter of a thermal insulator pellet have been specified as  $10\pm 1\text{mm}$  and  $6.5\pm 0.05\text{mm}$ , similar to the MOX fuel pellet. The thermal insulator pellet has a chamfer of  $0.40\text{mm} \times 0.13\text{mm}$  at the edge of the loading surface to prevent chips taking place. The density and O/U ratio of the thermal insulator pellet has been specified as  $95\pm 2\%\text{T.D.}$  and  $2.00\sim 2.02$ , respectively. There should be no harmful chip, crack, flaw etc. on the surface. There should be no harmful stickiness (oils and fats, oxide etc.) on the surface.

**Attachment A**

**Fabrication Drawing "SPF IRRADIATION TEST IN HFR"**

## DRAWING LIST

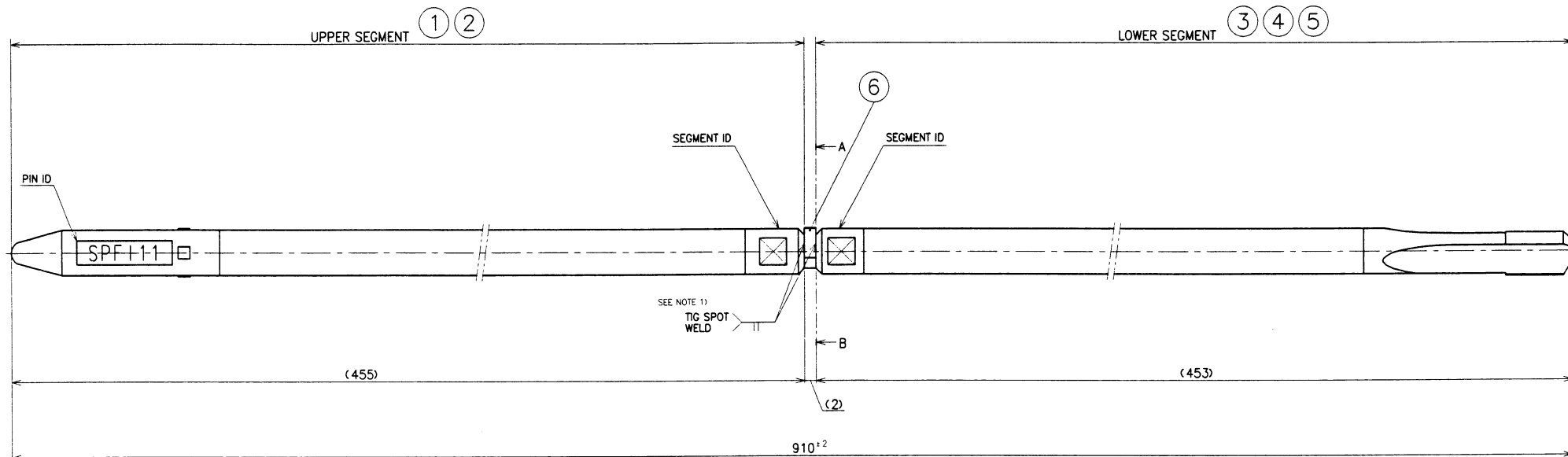
PROJECT NAME													
SPF IRRADIATION TEST IN HFR													
No.	DRAWING NO.	TITLE				APPROVAL & REVISION DATE							
1	SPFH0-2PM-02003	FUEL ROD				2/1	2/8	/	/	/	/	/	/
2	SPFH0-2PM-02004	PELLET FUEL SEGMENT (UPPER)				2/1	/	/	/	/	/	/	/
3	SPFH0-2PM-02005	SPHERE-PAC FUEL SEGMENT (UPPER)				2/1	2/8	/	/	/	/	/	/
4	SPFH0-2PM-02006	PELLET FUEL SEGMENT (LOWER)				2/1	/	/	/	/	/	/	/
5	SPFH0-2PM-02007	SPHERE-PAC FUEL SEGMENT (LOWER)				2/1	2/8	/	/	/	/	/	/
6	SPFH0-2PM-02008	VIPAC FUEL SEGMENT (LOWER)				2/1	2/8	20/3	/	/	/	/	/
7	SPFH0-4PM-01008	UPPER ENDPLUG				5/3	/	/	/	/	/	/	/
8	SPFH0-4PM-01009	LOWER ENDPLUG				5/3	/	/	/	/	/	/	/
9	SPFH0-2PM-01038	CLADDING WITH CONNECTION ENDPLUG				12/10	/	/	/	/	/	/	/
10	SPFH0-4PM-01011	CLADDING				5/3	/	/	/	/	/	/	/
11	SPFH0-3PM-01039	UPPER CONNECTION ENDPLUG				12/10	/	/	/	/	/	/	/
12	SPFH0-3PM-01040	LOWER CONNECTION ENDPLUG				12/10	/	/	/	/	/	/	/
13	SPFH0-4PM-01014	SPACER				5/3	/	/	/	/	/	/	/
14	SPFH0-4PM-01015	PLENUM SPRING				5/3	/	/	/	/	/	/	/
15	SPFH0-4PM-01016	PLENUM SLEEVE (PELLET FUEL SEGMENT)				5/3	/	/	/	/	/	/	/
16	SPFH0-4PM-01017	PLENUM SLEEVE CAP (PELLET FUEL SEGMENT)				5/3	/	/	/	/	/	/	/
17	SPFH0-4PM-01018	PLENUM SLEEVE TUBE (PELLET FUEL SEGMENT)				5/3	/	/	/	/	/	/	/
18	SPFH0-3PM-01019	SPECIAL PLENUM SLEEVE (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	2/8	6/4	/	/	/	/	/
19	SPFH0-4PM-01020	PLENUM SLEEVE (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/
					NAME	DATE	CLASSIFICATION						
				DWG.	M. Takagawa	17.1.2002	① PLELIMINARY- ② MANUFACTURE ③ FINISHED- ④						
				CHECK	K. Takagawa	21.1.2002							
				APPR.	J. Abe	21.1.2002							
				DRAWING NO.									
MARK	CHANGE		NAME	DATE	SPFH0-4LM-02001								

# DRAWING LIST

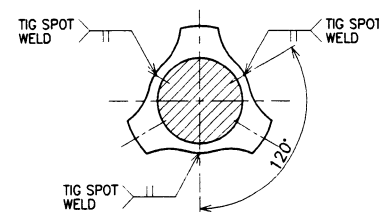
PROJECT NAME														
SPF IRRADIATION TEST IN HFR														
No.	DRAWING NO.	TITLE				APPROVAL & REVISION DATE								
20	SPFH0-4PM-01021	PLENUM SLEEVE CAP (1) (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
21	SPFH0-4PM-01022	PLENUM SLEEVE CAP (2) (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
22	SPFH0-4PM-01023	PLENUM SLEEVE TUBE (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
23	SPFH0-4PM-01024	DISTANCE SCREW (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
24	SPFH0-4PM-01025	FIXATION NUT (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
25	SPFH0-4PM-01026	PARTICLE RETAINER (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	2/8	/	/	/	/	/	/	/
26	SPFH0-4PM-01027	FUEL SEAL DISC (SPHERE-PAC OR VIPAC FUEL SEGMENT)				5/3	/	/	/	/	/	/	/	/
27	SPFH0-4PM-02009	MOX FUEL PELLET				2/1	/	/	/	/	/	/	/	/
28	SPFH0-4PM-01029	THERMAL INSULATOR PELLET				5/3	/	/	/	/	/	/	/	/
29						/	/	/	/	/	/	/	/	/
30						/	/	/	/	/	/	/	/	/
31						/	/	/	/	/	/	/	/	/
32						/	/	/	/	/	/	/	/	/
33						/	/	/	/	/	/	/	/	/
34						/	/	/	/	/	/	/	/	/
35						/	/	/	/	/	/	/	/	/
36						/	/	/	/	/	/	/	/	/
37						/	/	/	/	/	/	/	/	/
38						/	/	/	/	/	/	/	/	/
						NAME	DATE		CLASSIFICATION					
					DWG.	M. Higashigawa	7.1.2002		① <del>PRELIMINARY</del> ② <del>MANUFACTURE</del> ③ <del>FINISHED</del> ④					
					CHECK	H. Kobayashi	21.1.2002							
					APPR.	T. Abe	21.1.2002							
					DRAWING NO.									
MARK	CHANGE		NAME	DATE	SPFH0-4LM-02002									

REFERENCE

MARK	CHANGE	NAME	DATE
△	FTES-14-115	<i>T. Fujimura</i>	1.8.2002



		IRRADIATION MATRIX							
		INITIAL SINTERING		RESTRUCTURING (1)		RESTRUCTURING (2)		P T M	
UPPER SEGMENT	FUEL TYPE	MOX	MOX	MOX	MOX	MOX	MOX	MOX	MOX
	FUEL FORM	PELLET	SPHERE	PELLET	SPHERE	PELLET	SPHERE	PELLET	SPHERE
	SEGMENT ID	I11U	I12U	R11U	R12U	R21U	R22U	P11U	P12U
	ITEM NO.	①	②	①	②	①	②	①	②
LOWER SEGMENT	FUEL TYPE	MOX	MOX	MOX	Np-MOX	MOX	MOX	MOX	Np-MOX
	FUEL FORM	SPHERE	VIPAC	SPHERE	SPHERE	SPHERE	VIPAC	PELLET	SPHERE
	SEGMENT ID	I11L	I12L	R11L	R12L	R21L	R22L	P11L	P12L
	ITEM NO.	④	⑤	④	④	④	⑤	③	④
	PIN ID	SPF111	SPF112	SPFR11	SPFR12	SPFR21	SPFR22	SPFP11	SPFP12

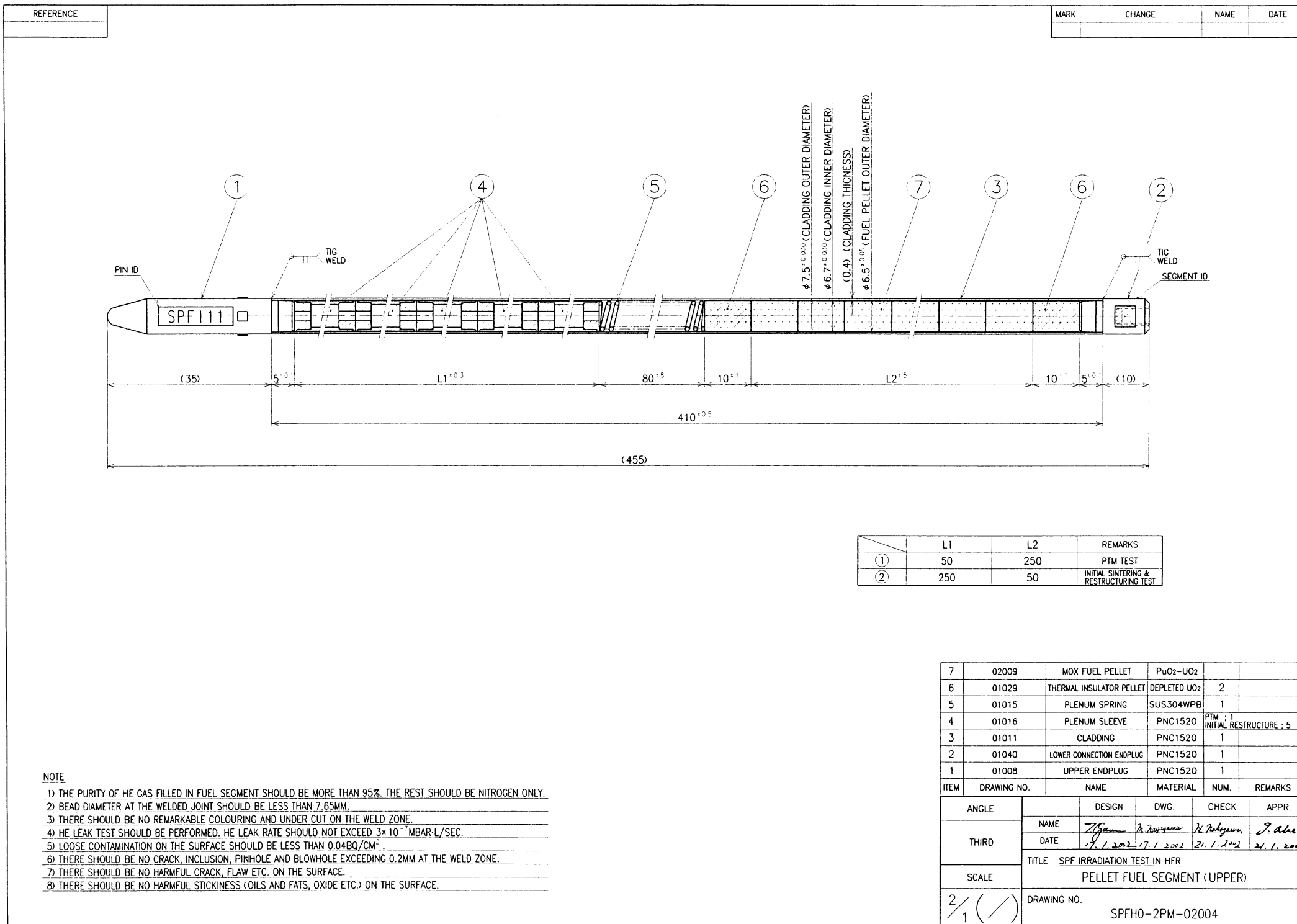


A-B CROSS SECTION (5/1)

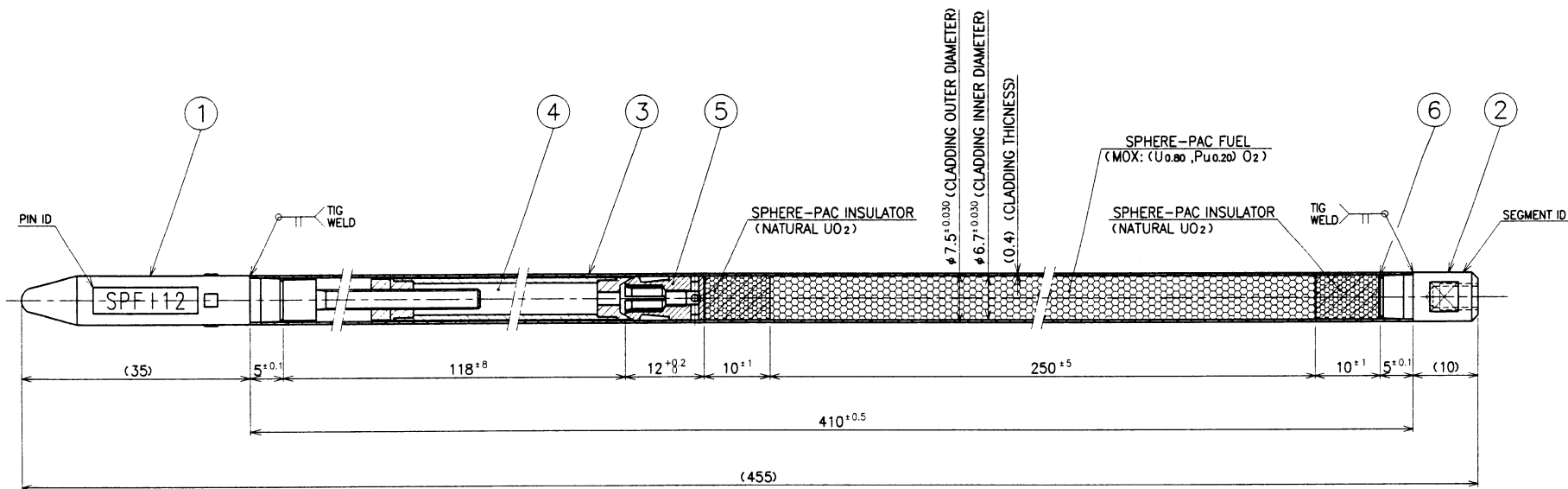
## NOTE

- 1) TIG SPOT WELDING SHOULD BE PERFORMED AT INTERVALS OF 120° ON NO PROJECTION PART.  
 2) OVERALL BOWING OF THE FUEL PIN CONSISTING OF THE ASSEMBLED FUEL SEGMENTS SHOULD BE LESS THAN 1.5MM. (AIMED AT LESS THAN 1.0MM).  
 3) THE UPPER AND LOWER FUEL SEGMENT SHOULD BE CONNECTED IN ACCORDANCE WITH MATRIX TABLE.  
 4) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.  
 5) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

6	01014	SPACER	PNC1520	8	
5	02008	VIPAC FUEL SEGMENT (LOWER)		2	
4	02007	SPHERE-PAC FUEL SEGMENT (LOWER)		5	
3	02006	PELLET FUEL SEGMENT (LOWER)		1	
2	02005	SPHERE-PAC FUEL SEGMENT (UPPER)		4	
1	02004	PELLET FUEL SEGMENT (UPPER)		4	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	<i>T. Fujimura</i>	<i>T. Fujimura</i>	<i>T. Fujimura</i>	<i>T. Abe</i>
	DATE	1.8.2002	1.8.2002	2.8.2002	2.8.2002
SCALE	TITLE SPF IRRADIATION TEST IN HFR FUEL ROD				
2/1 (5/1)	DRAWING NO.	SPFH0-2PM-02003			



MARK	CHANGE	NAME	DATE
$\Delta$	FTES-14-115	Z. Gama	1.8.2002



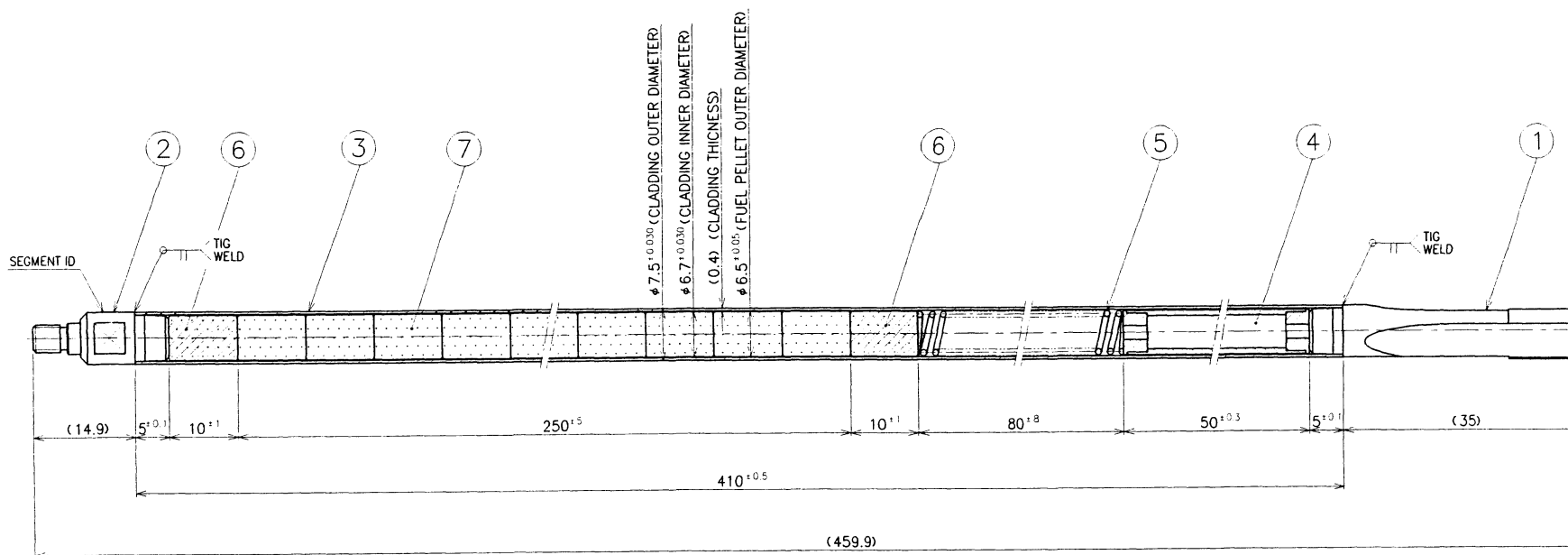
## NOTE

- 1) THE PURITY OF HE GAS FILLED IN FUEL SEGMENT SHOULD BE MORE THAN 95%. THE REST SHOULD BE NITROGEN ONLY.
- 2) BEAD DIAMETER AT THE WELDED JOINT SHOULD BE LESS THAN 7.65MM.
- 3) THERE SHOULD BE NO REMARKABLE COLOURING AND UNDER CUT ON THE WELD ZONE.
- 4) HE LEAK TEST SHOULD BE PERFORMED. HE LEAK RATE SHOULD NOT EXCEED  $3 \times 10^{-7}$  MBAR-L/SEC.
- 5) LOOSE CONTAMINATION ON THE SURFACE SHOULD BE LESS THAN 0.04BQ/CM<sup>2</sup>.
- 6) THERE SHOULD BE NO CRACK, INCLUSION, PINHOLE AND BLOWHOLE EXCEEDING 0.2MM AT THE WELD ZONE.
- 7) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 8) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

6	01027	FUEL SEAL DISC	W	1	
5	01026	PARTICLE RETAINER	PNC1520	1	$\Delta$
4	01019	SPECIAL PLENUM SLEEVE	PNC1520	1	
3	01011	CLADDING	PNC1520	1	
2	01040	LOWER CONNECTION ENDPUG	PNC1520	1	
1	01008	UPPER ENDPUG	PNC1520	1	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	Z. Gama	N. Takayama	N. Takayama	T. Abe
	DATE	1.8.2002	1.8.2002	2.8.2002	2.8.2002
SCALE	TITLE SPH IRRADIATION TEST IN HFR SPHERE-PAC FUEL SEGMENT (UPPER)				
2/1 (✓)	DRAWING NO. SPFH0-2PM-02005				

REFERENCE

MARK	CHANGE	NAME	DATE



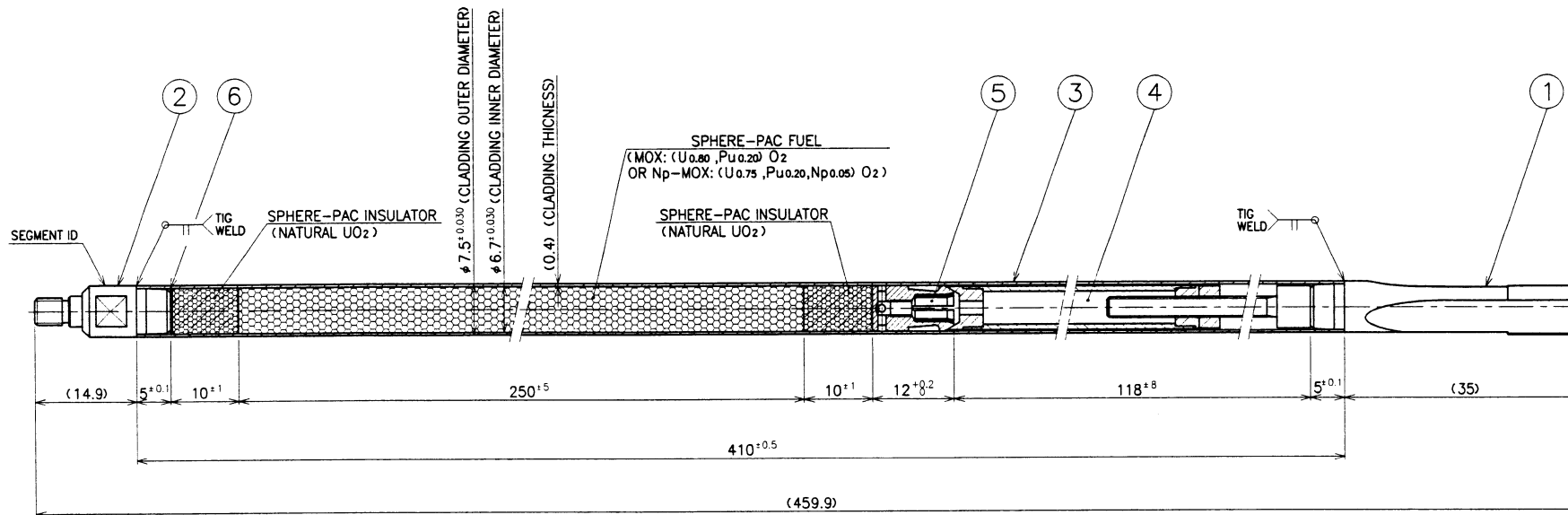
## NOTE

- 1) THE PURITY OF HE GAS FILLED IN FUEL SEGMENT SHOULD BE MORE THAN 95%. THE REST SHOULD BE NITROGEN ONLY.
- 2) BEAD DIAMETER AT THE WELDED JOINT SHOULD BE LESS THAN 7.65MM.
- 3) THERE SHOULD BE NO REMARKABLE COLOURING AND UNDER CUT ON THE WELD ZONE.
- 4) HE LEAK TEST SHOULD BE PERFORMED. HE LEAK RATE SHOULD NOT EXCEED  $3 \times 10^{-7}$  MBAR-L/SEC.
- 5) LOOSE CONTAMINATION ON THE SURFACE SHOULD BE LESS THAN  $0.04\text{BQ}/\text{CM}^2$ .
- 6) THERE SHOULD BE NO CRACK, INCLUSION, PINHOLE AND BLOWHOLE EXCEEDING 0.2MM AT THE WELD ZONE.
- 7) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 8) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

7	02009	MOX FUEL PELLET	PuO <sub>2</sub> -UO <sub>2</sub>		
6	01029	THERMAL INSULATOR PELLET	DEPLETED UO <sub>2</sub>	2	
5	01015	PLENUM SPRING	SUS304WPB	1	
4	01016	PLENUM SLEEVE	PNC1520	1	
3	01011	CLADDING	PNC1520	1	
2	01039	UPPER CONNECTION ENOPLUG	PNC1520	1	
1	01009	LOWER ENOPLUG	PNC1520	1	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	<i>T. Gama</i>	<i>K. Nakayama</i>	<i>K. Nakayama</i>	<i>T. Ake</i>
	DATE	<i>8/1/2002</i>	<i>17/1/2002</i>	<i>21/1/2002</i>	<i>27/1/2002</i>
SCALE	TITLE SPF IRRADIATION TEST IN HFR PELLET FUEL SEGMENT (LOWER)				
<i>2/1</i>	DRAWING NO. SPFH0-2PM-02006				



MARK	CHANGE	NAME	DATE
△	FTES-14-115	<i>T. Gama</i>	1.8.2002



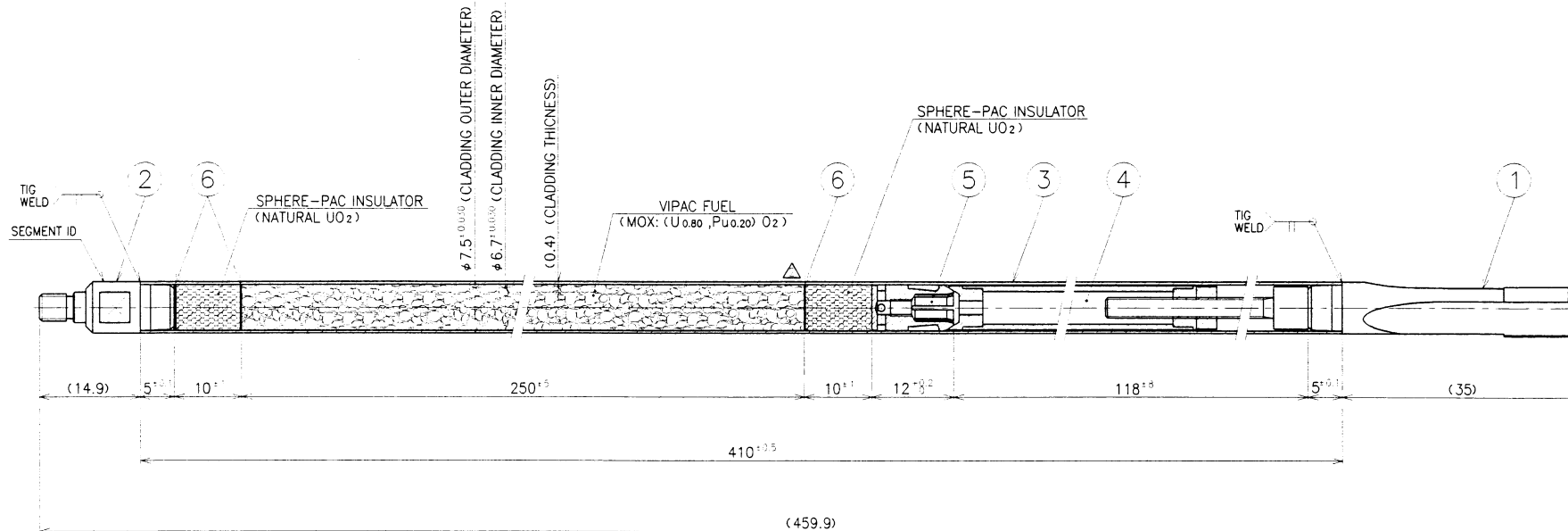
## NOTE

- 1) THE PURITY OF HE GAS FILLED IN FUEL SEGMENT SHOULD BE MORE THAN 95%. THE REST SHOULD BE NITROGEN ONLY.
- 2) BEAD DIAMETER AT THE WELDED JOINT SHOULD BE LESS THAN 7.65MM.
- 3) THERE SHOULD BE NO REMARKABLE COLOURING AND UNDER CUT ON THE WELD ZONE.
- 4) HE LEAK TEST SHOULD BE PERFORMED. HE LEAK RATE SHOULD NOT EXCEED  $3 \times 10^{-7}$  MBAR·L/SEC.
- 5) LOOSE CONTAMINATION ON THE SURFACE SHOULD BE LESS THAN 0.04BQ/CM<sup>2</sup>.
- 6) THERE SHOULD BE NO CRACK, INCLUSION, PINHOLE AND BLOWHOLE EXCEEDING 0.2MM AT THE WELD ZONE.
- 7) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 8) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

6	01027	FUEL SEAL DISC	W	1	
5	01026	PARTICLE RETAINER	PNC1520	1	△
4	01019	SPECIAL PLENUM SLEEVE	PNC1520	1	
3	01011	CLADDING	PNC1520	1	
2	01039	UPPER CONNECTION ENDPUG	PNC1520	1	
1	01009	LOWER ENDPUG	PNC1520	1	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	<i>T. Gama</i>	<i>M. Takayama</i>	<i>H. Nakayama</i>	<i>T. Abe</i>
	DATE	<i>1.8.2002</i>	<i>1.8.2002</i>	<i>2.8.2002</i>	<i>2.8.2002</i>
TITLE SPF IRRADIATION TEST IN HFR					
SCALE SPHERE-PAC FUEL SEGMENT (LOWER)					
$\frac{2}{1}$ ( / )		DRAWING NO. SPFH0-2PM-02007			

REFERENCE

MARK	CHANGE	NAME	DATE
△	FTES-14-115	T.OZAWA	1.8.2002
△	FTES-14-330	T. Ozawa	20.3.2003

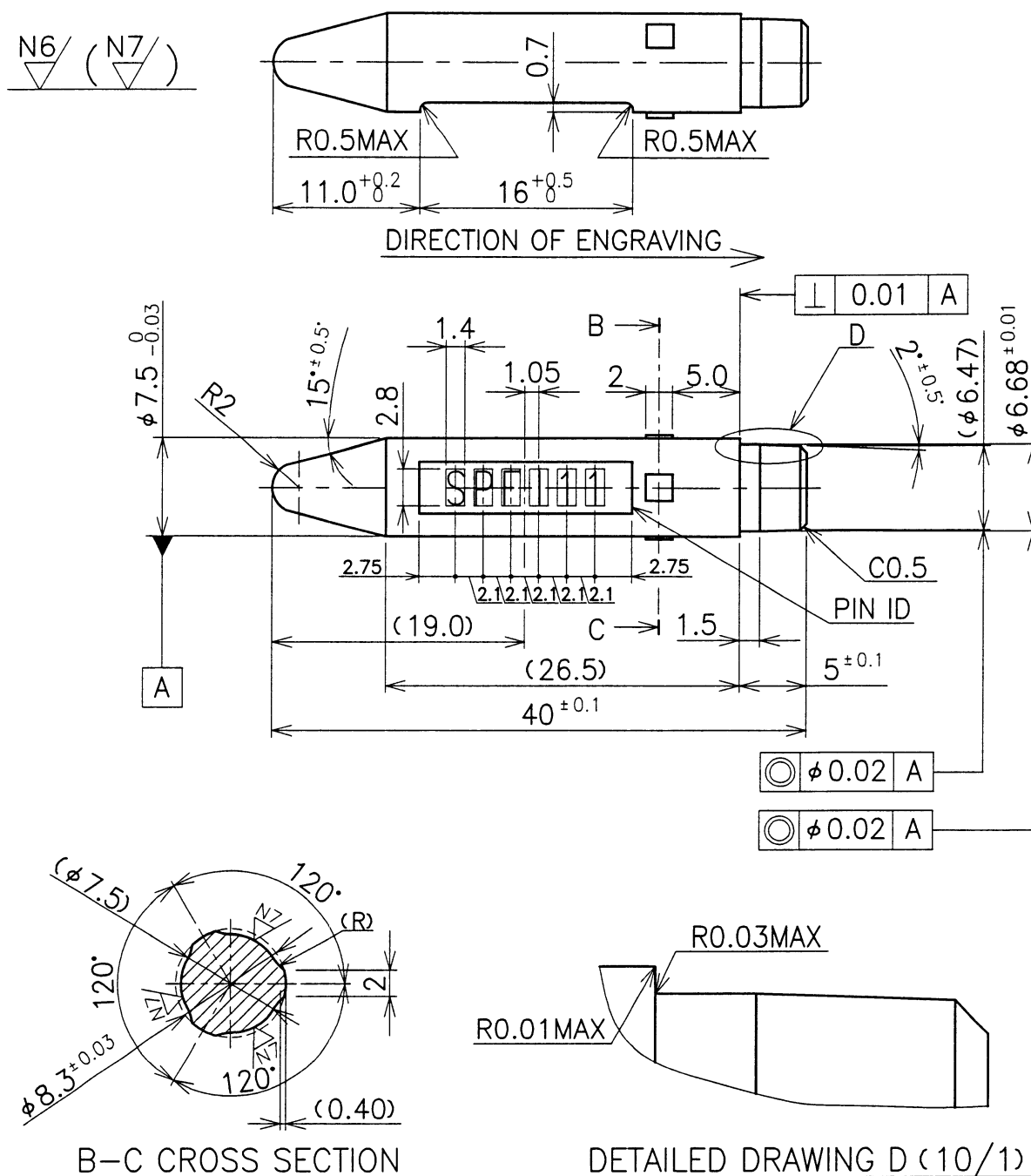


## NOTE

- 1) THE PURITY OF HE GAS FILLED IN FUEL SEGMENT SHOULD BE MORE THAN 95%. THE REST SHOULD BE NITROGEN ONLY.
- 2) BEAD DIAMETER AT THE WELDED JOINT SHOULD BE LESS THAN 7.65MM.
- 3) THERE SHOULD BE NO REMARKABLE COLOURING AND UNDER CUT ON THE WELD ZONE.
- 4) HE LEAK TEST SHOULD BE PERFORMED. HE LEAK RATE SHOULD NOT EXCEED  $3 \times 10^{-7}$  MBAR L/SEC.
- 5) LOOSE CONTAMINATION ON THE SURFACE SHOULD BE LESS THAN 0.04BQ/CM<sup>2</sup>.
- 6) THERE SHOULD BE NO CRACK, INCLUSION, PINHOLE AND BLOWHOLE EXCEEDING 0.2MM AT THE WELD ZONE.
- 7) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 8) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

6	01027	FUEL SEAL DISC	W	3	△
5	01026	PARTICLE RETAINER	PNC1520	1	△
4	01019	SPECIAL PLENUM SLEEVE	PNC1520	1	
3	01011	CLADDING	PNC1520	1	
2	01039	UPPER CONNECTION ENDPLUG	PNC1520	1	
1	01009	LOWER ENDPLUG	PNC1520	1	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD		NAME	T. Ozawa, H. Nakayama, H. Nakayama, T. Abe		
		DATE	20.3.2003, 20.3.2003, 20.3.2003, 20.3.2003		
SCALE		TITLE SPF IRRADIATION TEST IN HFR			
		VIPAC FUEL SEGMENT (LOWER)			
2/1 ( / )		DRAWING NO.	SPFH0-2PM-02008		

REFERENCE	MARK	CHANGE	NAME	DATE

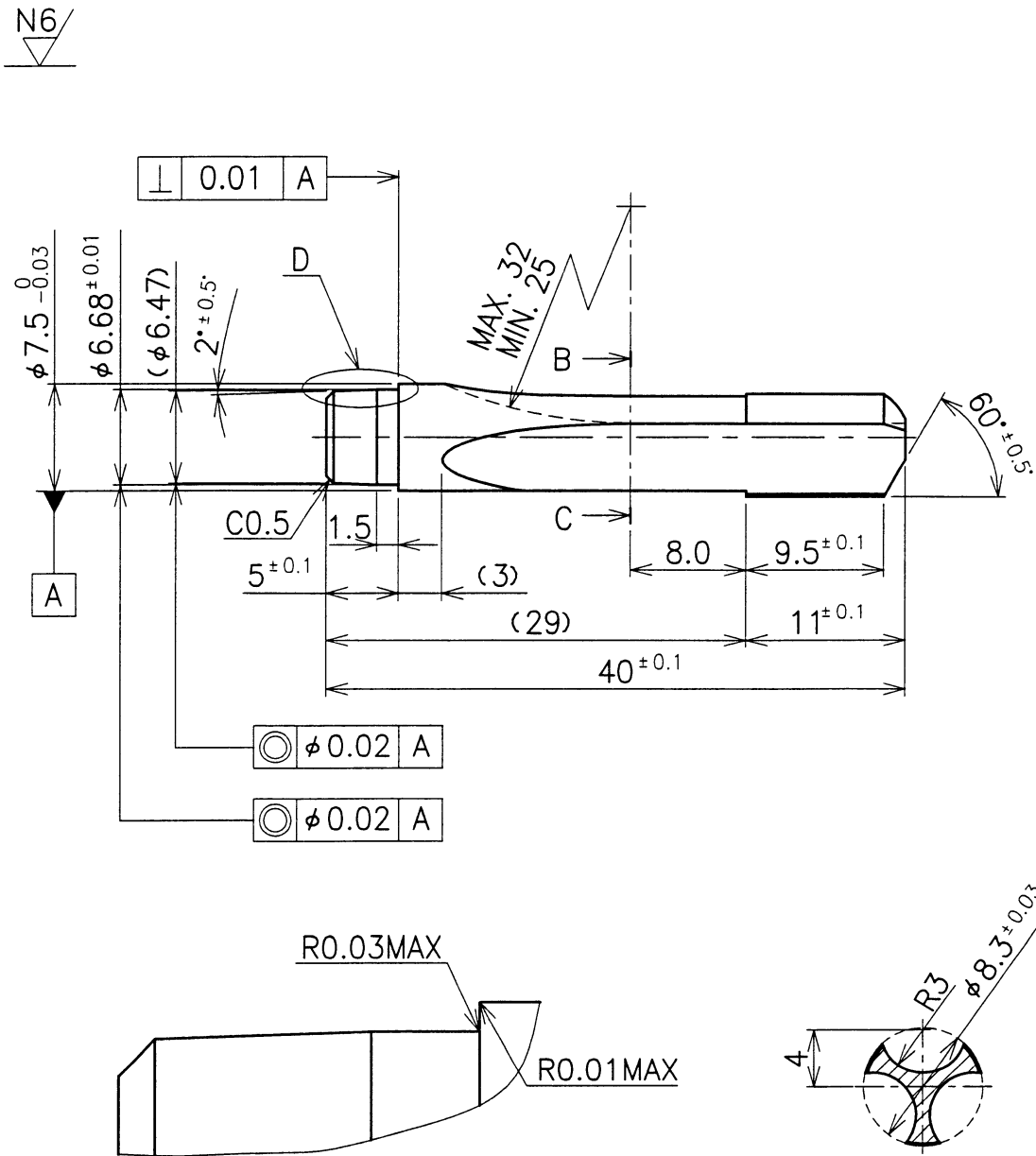


## NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		UPPER ENDPLUG	PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	<i>T. Guma</i>	<i>1.3.2001</i>			
DWG.	<i>K. Kageyama</i>	<i>1.3.2001</i>			
CHECK	<i>K. Kageyama</i>	<i>5.3.2001</i>			
APPR.	<i>T. Guma</i>	<i>5.3.2001</i>			
TITLE			SPF IRRADIATION TEST IN HFR		
			UPPER ENDPLUG		
			DRAWING NO.		
			SPFH0-4PM-01008		

REFERENCE	MARK	CHANGE	NAME	DATE



DETAILED DRAWING D (10/1)

B-C CROSS SECTION

NOTE

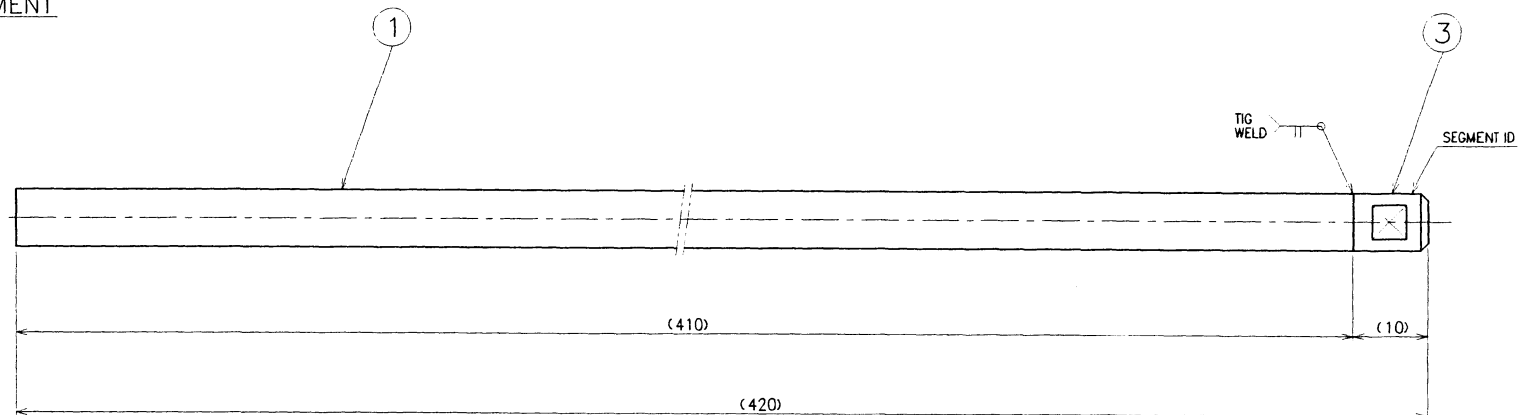
- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.  
2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		LOWER ENDPLUG	PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	7. Gama	1. 3. 2001	THIRD		
DWG.	M. Nagayama	1. 3. 2001	SCALE		
CHECK	H. Nakagawa	5. 3. 2001	2/1 (10/1)		
APPR.	7. Gama	5. 3. 2001			
TITLE			SPF IRRADIATION TEST IN HFR		
			LOWER ENDPLUG		
			DRAWING NO. SPFHO-4PM-01009		

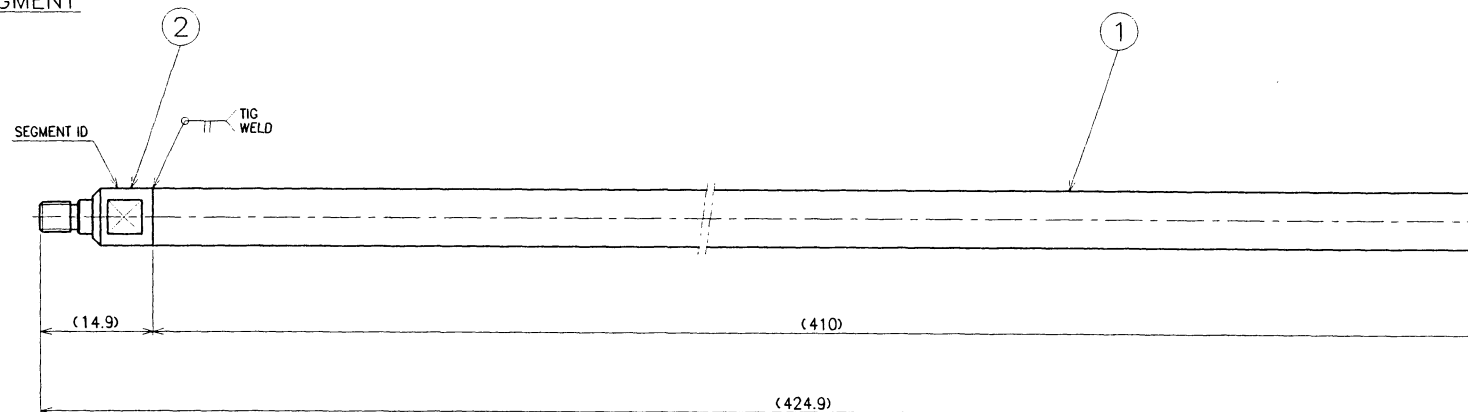
REFERENCE

MARK	CHANGE	NAME	DATE

## UPPER FUEL SEGMENT



## LOWER FUEL SEGMENT



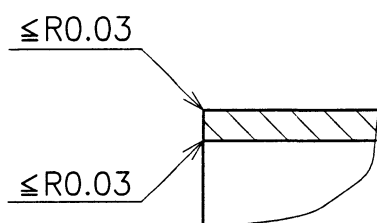
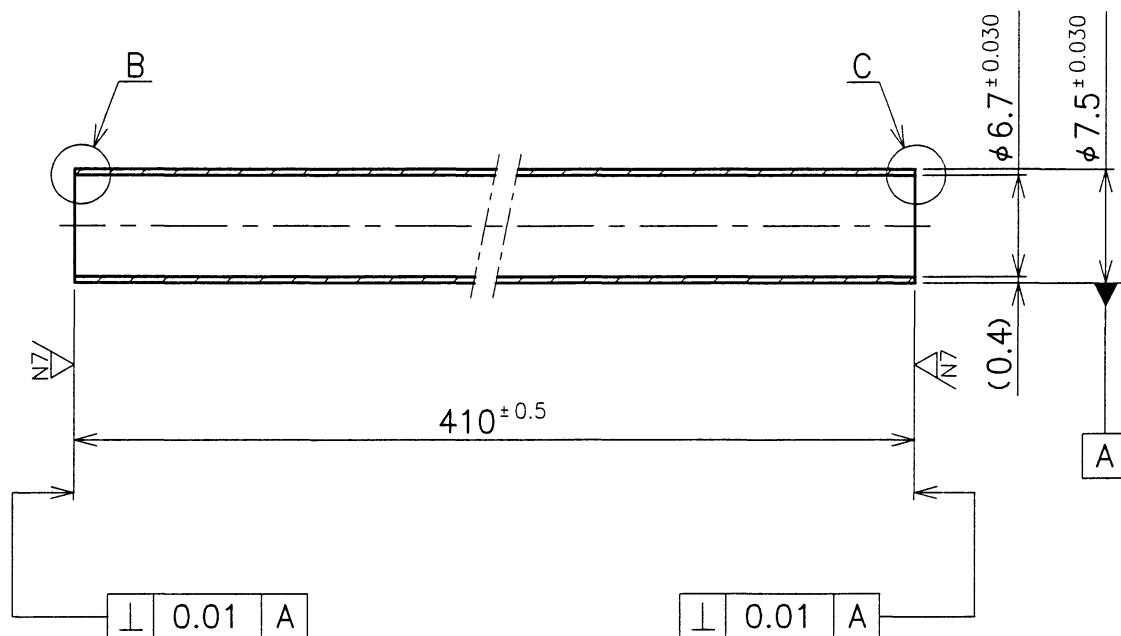
## NOTE

- 1) BEAD DIAMETER AT THE WELDED JOINT SHOULD BE LESS THAN 7.65MM.
- 2) THE OVERALL BOWING AFTER CONNECTING SHOULD BE LESS THAN 1.0MM.
- 3) THERE SHOULD BE NO REMARKABLE COLOURING AND UNDER CUT ON THE WELD ZONE.
- 4) THERE SHOULD BE NO CRACK, INCLUSION, PINHOLE AND BLOWHOLES EXCEEDING 0.2MM AT THE WELD ZONE.
- 5) THE LEAK TEST SHOULD BE PERFORMED. THE LEAK RATE SHOULD NOT EXCEED  $3 \times 10^{-7}$  MBAR·L/SEC.
- 6) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 7) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

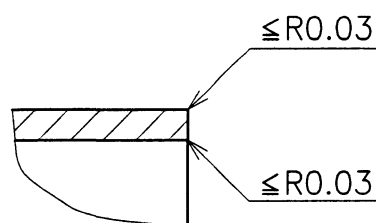
3	01040	LOWER CONNECTION ENDPUG	PNC1520	1	
2	01039	UPPER CONNECTION ENDPUG	PNC1520	1	
1	01011	CLADDING	PNC1520	2	
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	Z. Gao, R. Koyama, K. Nakagawa, S. Rie			
	DATE	5.9.2001, 5.9.2001, 12.10.2001, 12.10.2001			
SCALE	TITLE SPF IRRADIATION TEST IN HFR				
	CLADDING WITH CONNECTION ENDPUG				
2/1 (//)	DRAWING NO. SPFH0-2PM-01038				

REFERENCE	MARK	CHANGE	NAME	DATE

$\sqrt{\text{N7}}$  ( $\sqrt{\text{N7}}$ )



DETAILED DRAWING B (10/1)

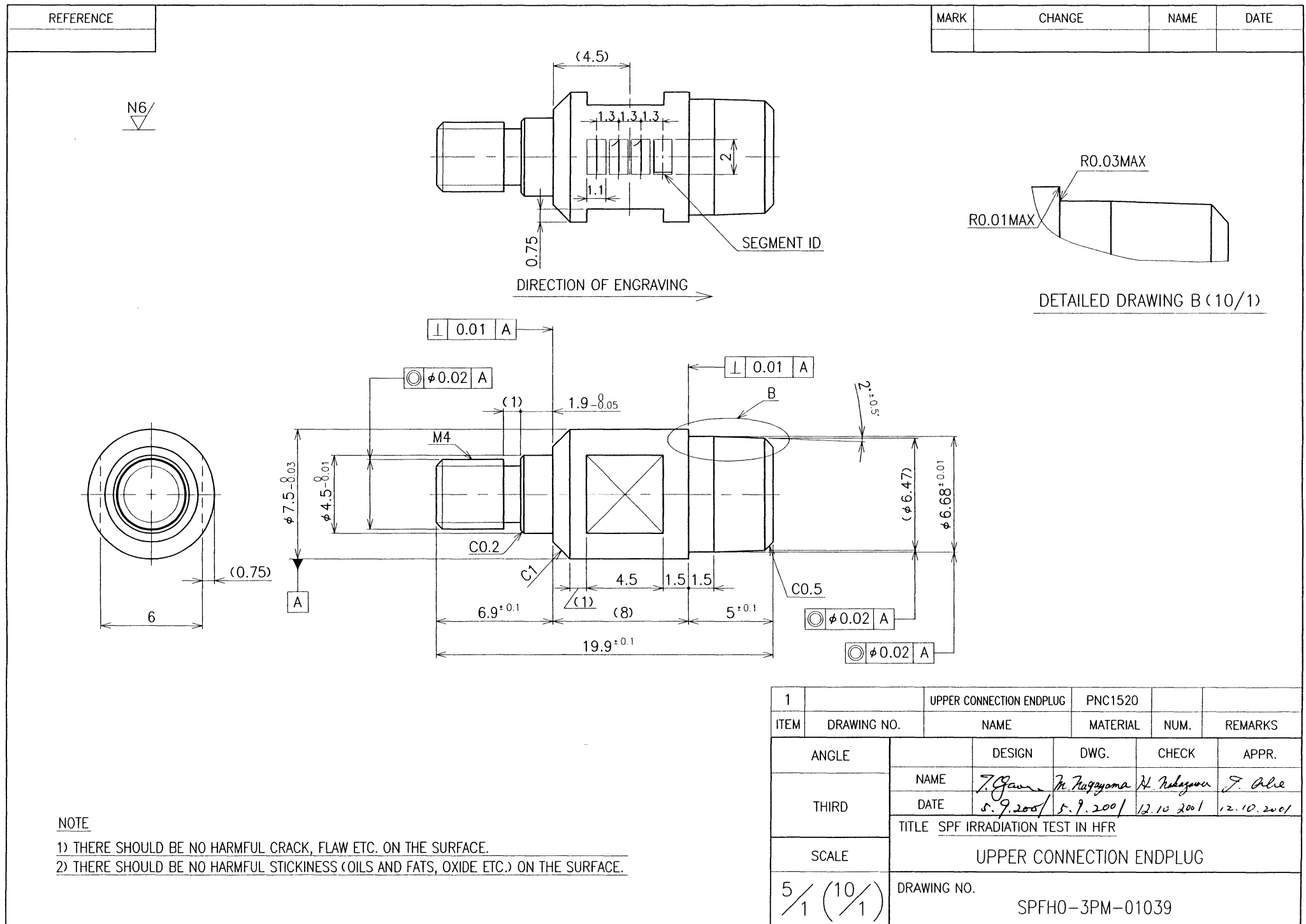


DETAILED DRAWING C (10/1)

# NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	CLADDING		PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>	
DWG.	NAME	DATE	THIRD		
CHECK	NAME	DATE	SCALE	DRAWING NO. <u>CLADDING</u>	
APPR.	NAME	DATE	2/1 (10/1)		
				SPFH0-4PM-01011	

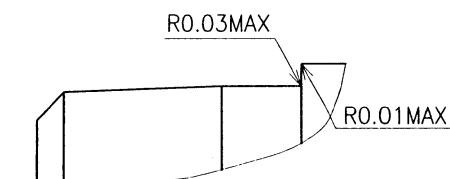
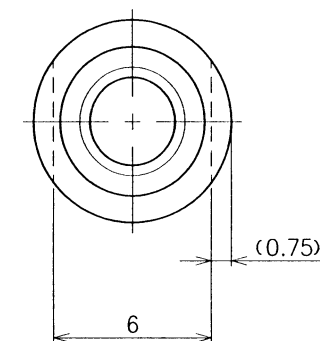


DETAILED DRAWING B (10/1)

NOTE

1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.  
 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

MARK	CHANGE	NAME	DATE

[illegible]

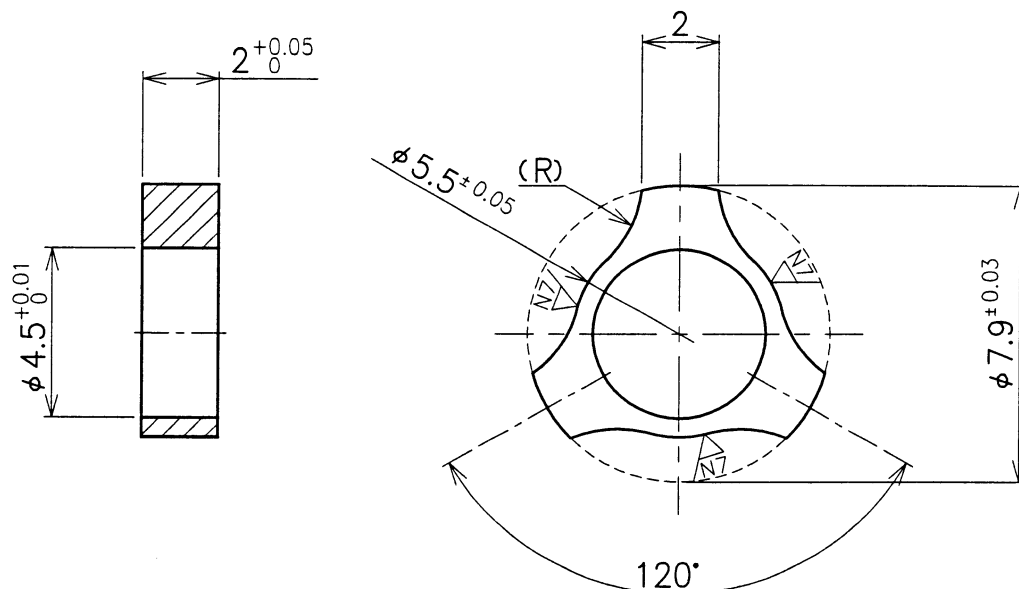
1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.  
2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		LOWER CONNECTION ENDPLUG	PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUM.	REMARKS
ANGLE		DESIGN	DWG.	CHECK	APPR.
THIRD	NAME	<i>T. Gann</i>	<i>M. Miyazawa</i>	<i>H. Nakayama</i>	<i>T. Oke</i>
	DATE	<i>5.9.2001</i>	<i>5.9.2001</i>	<i>12.10.2001</i>	<i>12.10.2001</i>
SCALE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>				
	LOWER CONNECTION ENDPLUG				
$\frac{5}{1} \left( \frac{10}{1} \right)$	DRAWING NO. <span style="float: right;">SPFH0-3PM-01040</span>				



REFERENCE	MARK	CHANGE	NAME	DATE

$\nabla$  N6 / ( $\nabla$  N7 /)

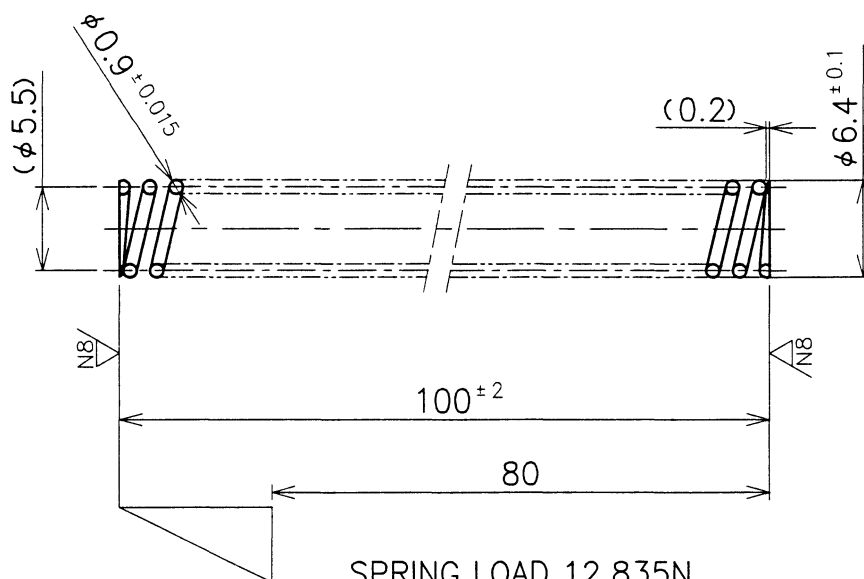


### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	SPACER		PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>	
DESIGN	<i>T. Gomi</i>	<i>1.3.2001</i>	THIRD		
DWG.	<i>M. Nagayama</i>	<i>1.3.2001</i>	SCALE	DRAWING NO. <u>SPFH0-4PM-01014</u>	
CHECK	<i>N. Nakagawa</i>	<i>5.3.2001</i>	5 / 1 ( / )		
APPR.	<i>J. Ake</i>	<i>5.3.2001</i>			

REFERENCE	MARK	CHANGE	NAME	DATE



## PLENUM SPRING SPECIFICATION

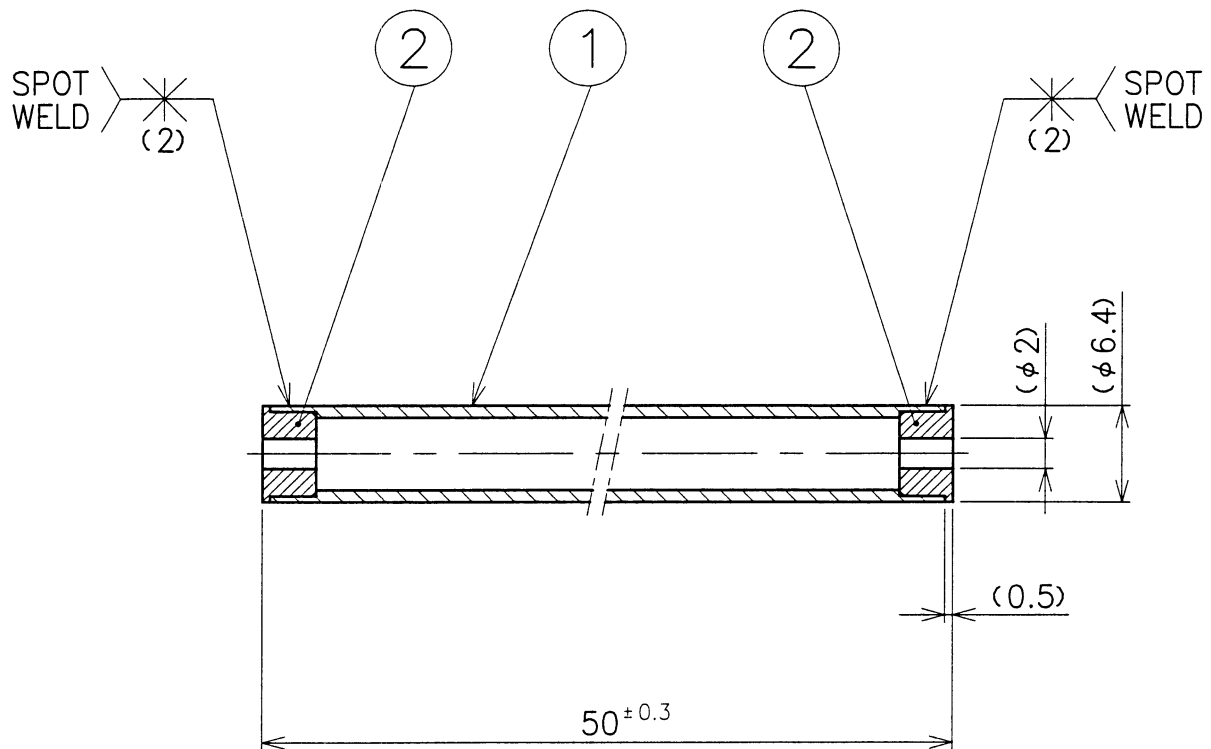
MATERIAL		SUS304-WPB
WIRE DIAMETER (mm)		$\phi 0.9 \pm 0.015$
COIL OUTER DIAMETER (mm)		$\phi 6.4 \pm 0.1$
COIL MEAN DIAMETER (mm)		$(\phi 5.5)$
EFFECTIVE NUMBER OF TURNS		53
TOTAL NUMBER OF TURNS		55
COIL DIRECTION		CLOCKWISE
FREE LENGTH (mm)		$100 \pm 2$
SPRING CONSTANT (N/mm)		$0.642 \pm 0.042$
COMMON USE	SPRING LOAD (N)	12.835
	LENGTH (mm)	80

## NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	PLENUM SPRING		SUS304-WPB		
ITEM	DRAWING NO.	NAME		MATERIAL	REMARKS
	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR	
DESIGN	<i>Z. Gauer</i>	<i>1.3.2001</i>	THIRD	PLENUM SPRING	
DWG.	<i>M. Nagayama</i>	<i>1.3.2001</i>	SCALE		
CHECK	<i>H. Nakagawa</i>	<i>5.3.2001</i>	$\frac{2}{1}$ ( / )	DRAWING NO.	
APPR.	<i>T. Aiba</i>	<i>5.3.2001</i>		SPFH0-4PM-01015	

REFERENCE	MARK	CHANGE	NAME	DATE



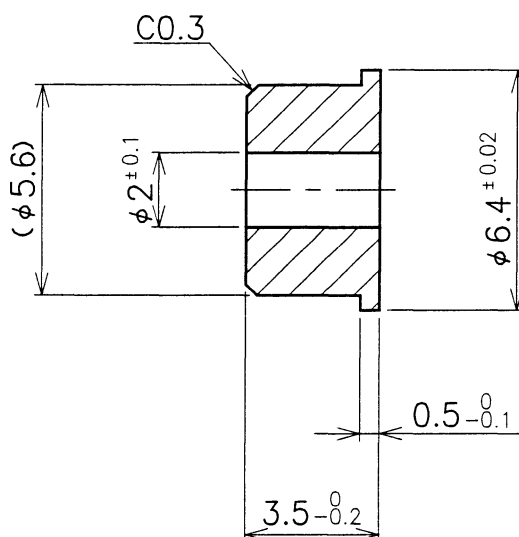
## NOTE

- 1) A SLEEVE SHOULD BE PASSED THROUGH THE INSPECTION GAUGE (INNER DIAMETER :  $\phi 6.6^{+0.01}$ , LENGTH : 20 (MM) ) .
- 2) IT SHOULD BE ASSURED THAT A PLENUM SLEEVE COULD BE MOUNTED INTO THE CLADDING.
- 3) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 4) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

2	01017	PLENUM SLEEVE CAP	PNC1520	2	
1	01018	PLENUM SLEEVE TUBE	PNC1520	1	
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	<i>T. Gami</i>	<i>1.3.2001</i>	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u> PLENUM SLEEVE (PELLET FUEL SEGMENT)	
DWG.	<i>M. Nagayama</i>	<i>1.3.2001</i>	THIRD		
CHECK	<i>M. Nagayama</i>	<i>5.3.2001</i>	SCALE		
APPR.	<i>T. Abe</i>	<i>5.3.2001</i>	2/1 ( / )	DRAWING NO. SPFH0-4PM-01016	

REFERENCE	MARK	CHANGE	NAME	DATE

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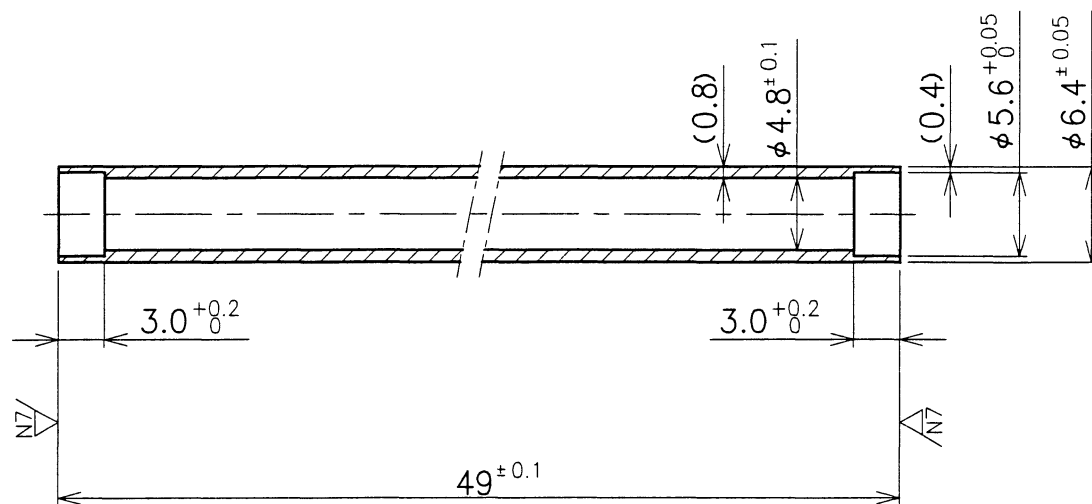
### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	PLENUM SLEEVE CAP		PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u> PLENUM SLEEVE CAP (PELLET FUEL SEGMENT)	
DESIGN	<i>T. Gouma</i>	<i>1.3.2001</i>	THIRD		
DWG.	<i>M. Nakagawa</i>	<i>1.3.2001</i>	SCALE	DRAWING NO. SPFH0-4PM-01017	
CHECK	<i>M. Nakagawa</i>	<i>5.3.2001</i>	5/1 ( / )		
APPR.	<i>T. Aka</i>	<i>5.3.2001</i>			

REFERENCE	MARK	CHANGE	NAME	DATE

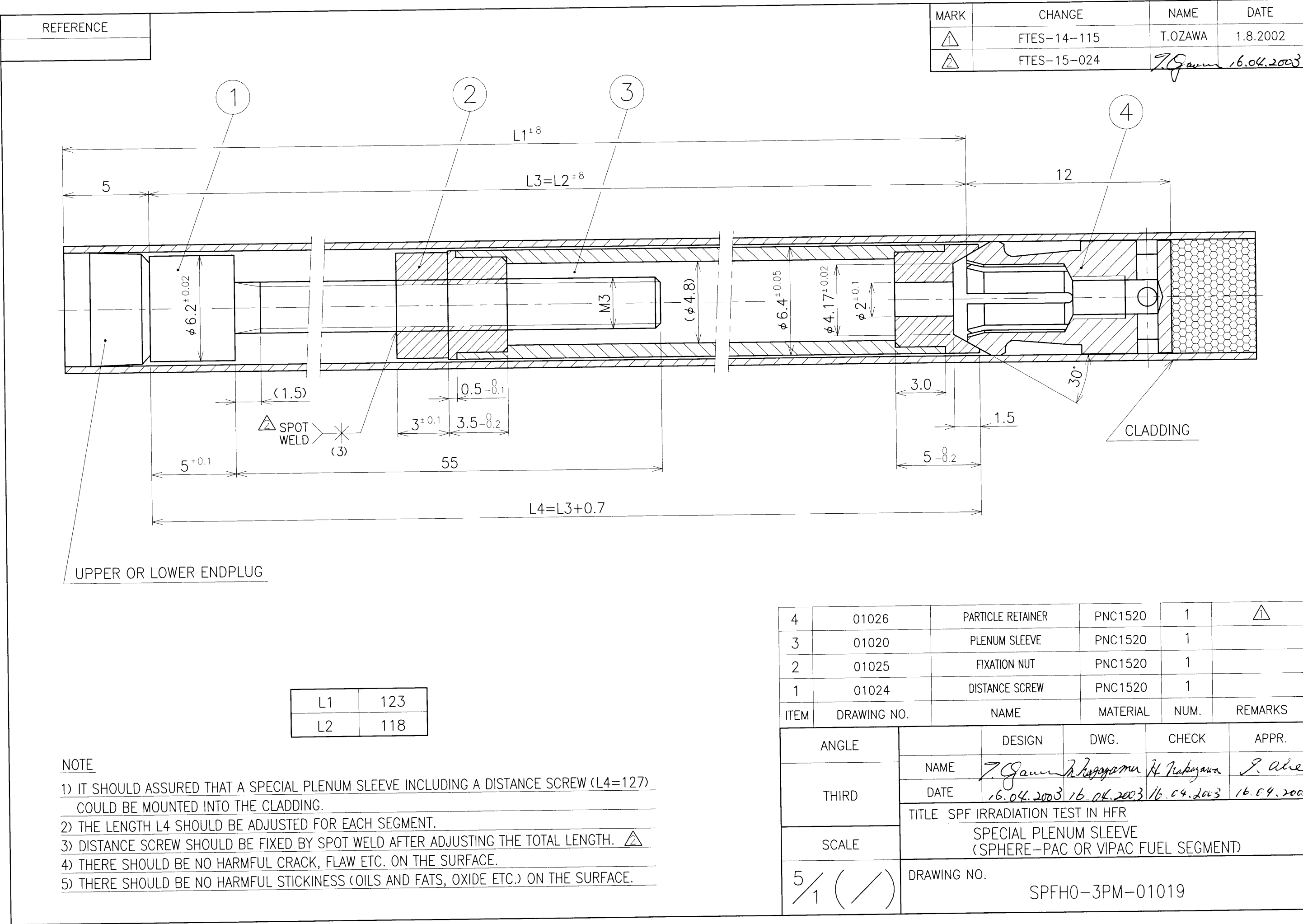
✓ (N7/)



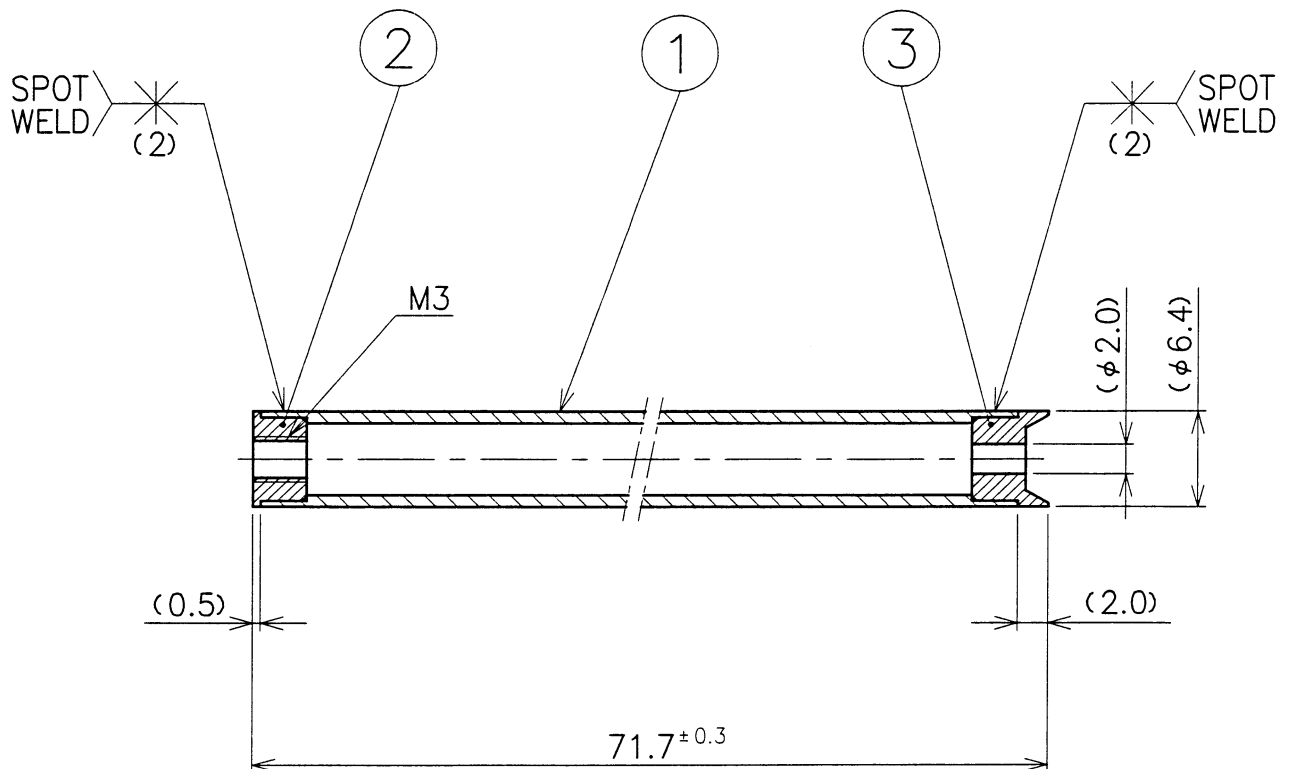
# NOTE

- 1) THE SLEEVE TUBE SHOULD BE MADE BY MACHINING.
- 2) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 3) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1			PLENUM SLEEVE TUBE	PNC1520		
ITEM	DRAWING NO.	NAME		MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>  PLENUM SLEEVE TUBE (PELLET FUEL SEGMENT)		
DESIGN	T. Gao	1.3.2001	THIRD			
DWG.	M. Hayashima	1.3.2001	SCALE	DRAWING NO.  SPFH0-4PM-01018		
CHECK	H. Nakagawa	5.3.2001	2 / 1 ( / )			
APPR.	T. Ake	5.3.2001				



REFERENCE	MARK	CHANGE	NAME	DATE



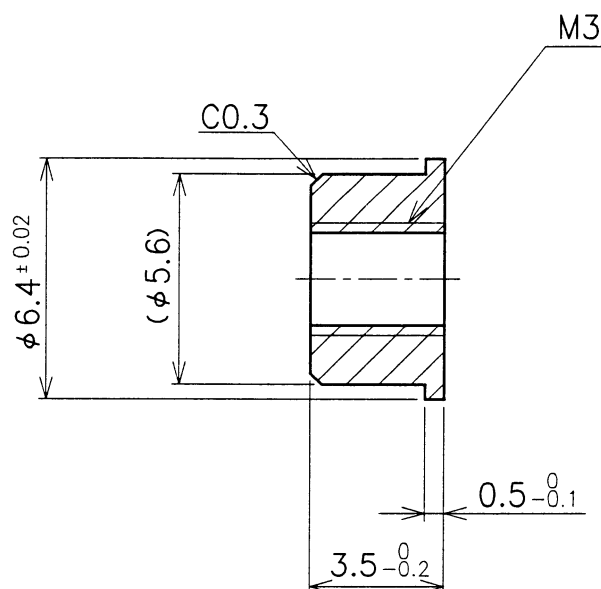
## NOTE

- 1) A SLEEVE SHOULD BE PASSED THROUGH THE INSPECTION GAUGE ( INNER DIAMETER :  $\phi 6.6^{+0.01}_{-0.01}$ , LENGTH : 20 (MM) ).
- 2) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 3) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

3	01022	PLENUM SLEEVE CAP (2)	PNC1520	1		
2	01021	PLENUM SLEEVE CAP (1)	PNC1520	1		
1	01023	PLENUM SLEEVE TUBE	PNC1520	1		
ITEM	DRAWING NO.	NAME		MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>  PLENUM SLEEVE (SPHERE-PAC OR VIPAC FUEL SEGMENT)		
DESIGN	<i>Z. Gawn</i>	<i>1.3.2001</i>	THIRD			
DWG.	<i>M. Nakagawa</i>	<i>1.3.2001</i>	SCALE			
CHECK	<i>M. Nakagawa</i>	<i>5.3.2001</i>	<i>2/1</i> (✓)			
APPR.	<i>F. Alie</i>	<i>5.3.2001</i>				
				DRAWING NO.		SPFH0-4PM-01020

REFERENCE	MARK	CHANGE	NAME	DATE

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# NOTE

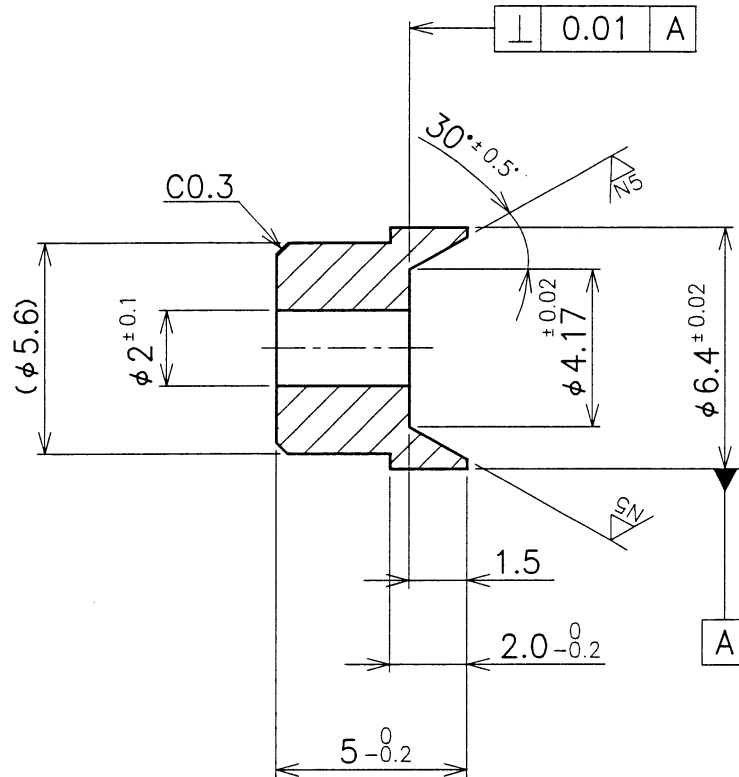
- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		PLENUM SLEEVE CAP (1)	PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR PLENUM SLEEVE CAP (1) (SPHERE-PAC OR VIPAC FUEL SEGMENT)	
DESIGN	<i>T. Gawa</i>	<i>1.3.2001</i>	THIRD		
DWG.	<i>H. Nakayama</i>	<i>1.3.2001</i>	SCALE	DRAWING NO. SPFH0-4PM-01021	
CHECK	<i>H. Nakayama</i>	<i>5.3.2001</i>	5/1 ( / )		
APPR.	<i>J. Ake</i>	<i>5.3.2001</i>			



REFERENCE	MARK	CHANGE	NAME	DATE

N7/ ( N5/ )



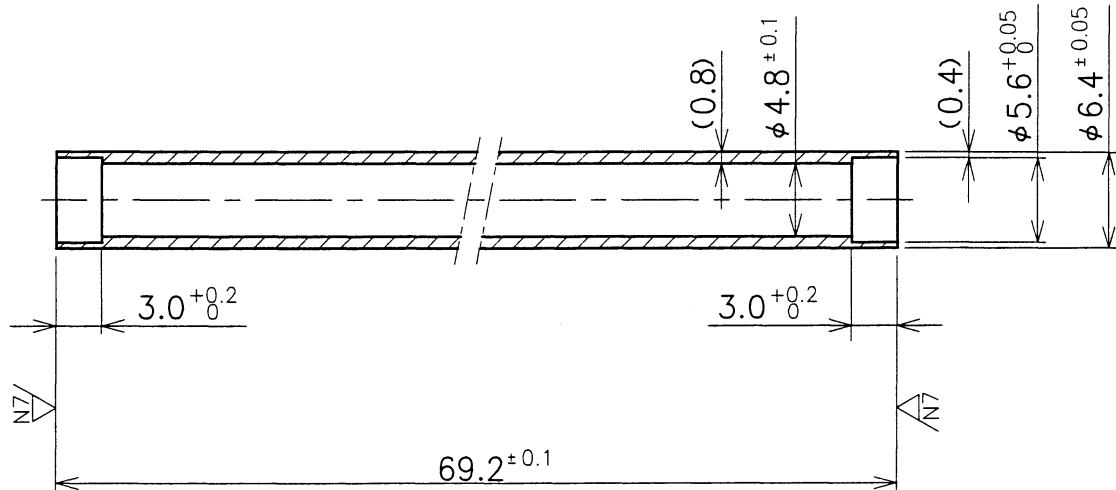
### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	PLENUM SLEEVE CAP (2)		PNC1520		
ITEM	DRAWING NO.	NAME		MATERIAL	REMARKS
	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR PLENUM SLEEVE CAP (2) (SPHERE-PAC OR VIPAC FUEL SEGMENT)	
DESIGN	<i>T. Gawa</i>	<i>1.3.2001</i>	THIRD		
DWG.	<i>M. Nagayama</i>	<i>1.3.2001</i>	SCALE	DRAWING NO. SPFH0-4PM-01022	
CHECK	<i>M. Nakagawa</i>	<i>5.3.2001</i>	5/1 ( / )		
APPR.	<i>T. Abe</i>	<i>5.3.2001</i>			

REFERENCE	MARK	CHANGE	NAME	DATE

▽ (N7/)



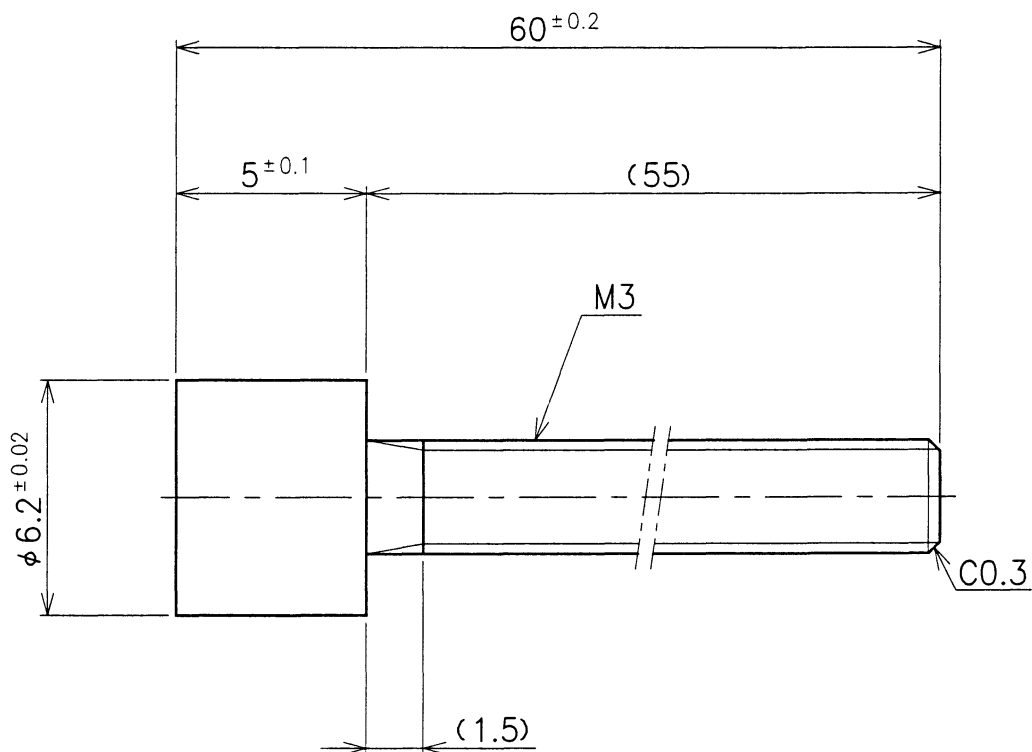
### NOTE

- 1) THE SLEEVE TUBE SHOULD BE MADE BY MACHINING.
- 2) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 3) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	PLENUM SLEEVE TUBE		PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR PLENUM SLEEVE TUBE (SPHERE-PAC OR VIPAC FUEL SEGMENT)	
DWG.			THIRD		
CHECK			SCALE	DRAWING NO. SPFH0-4PM-01023	
APPR.			2/1 ( / )		

REFERENCE	MARK	CHANGE	NAME	DATE

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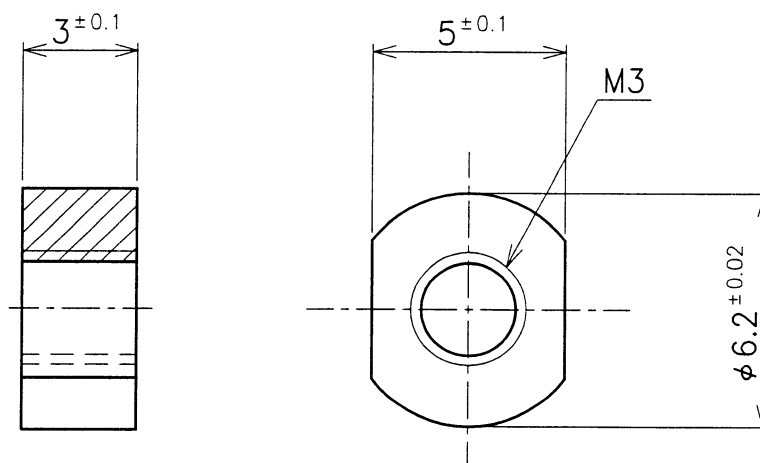
### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		DISTANCE SCREW	PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR	
DESIGN	T. Gawa	1.3.2001	THIRD	DISTANCE SCREW (SPHERE-PAC OR VIPAC FUEL SEGMENT)	
DWG.	H. Nakagawa	1.3.2001	SCALE		
CHECK	H. Nakagawa	5.3.2001	5/1 ( / )	DRAWING NO.	
APPR.	J. Ake	5.3.2001		SPFH0-4PM-01024	

REFERENCE	MARK	CHANGE	NAME	DATE

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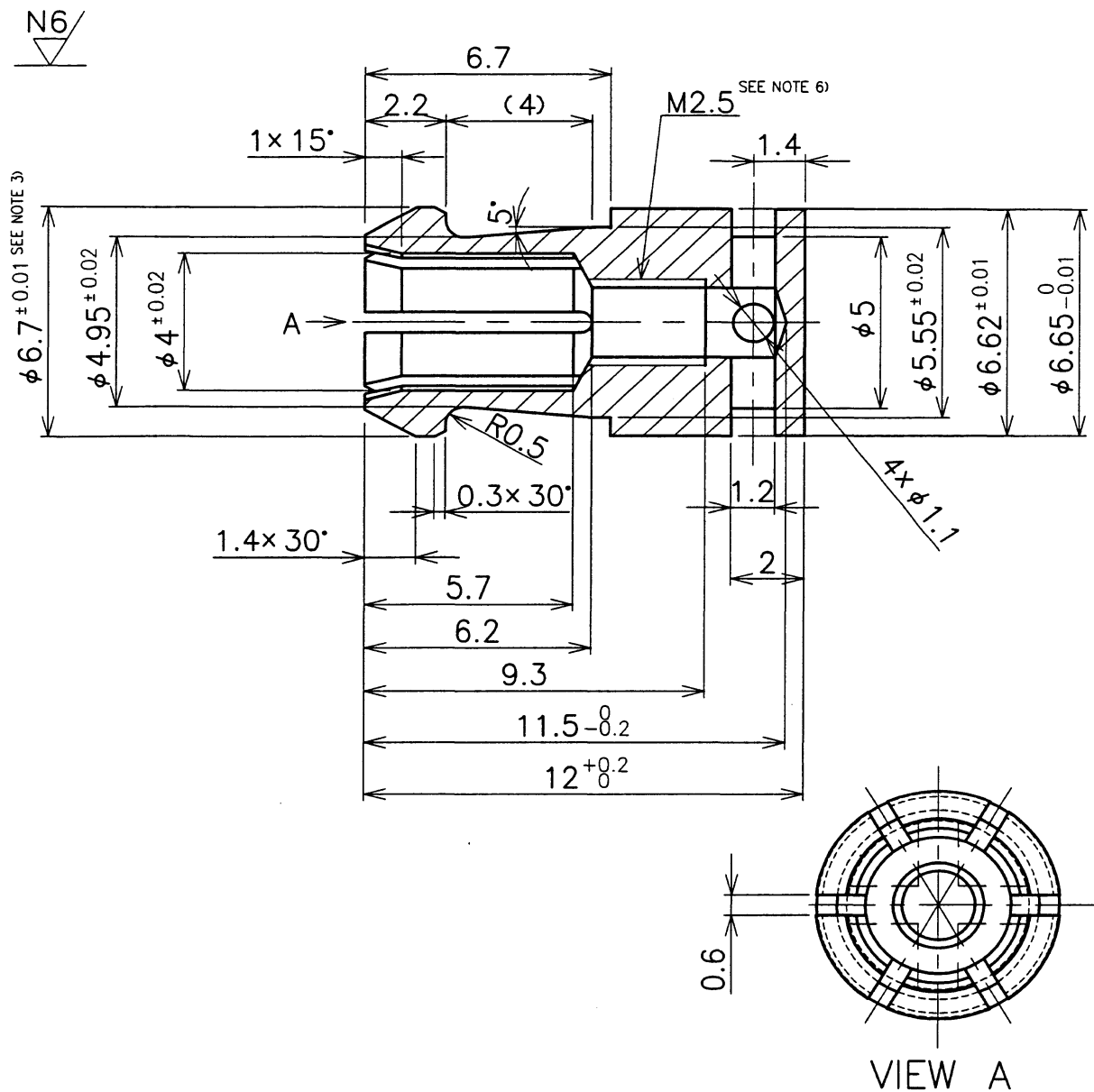


### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1			FIXATION NUT		PNC1520		
ITEM	DRAWING NO.		NAME		MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE		TITLE <u>SPF IRRADIATION TEST IN HFR</u> FIXATION NUT (SPHERE-PAC OR VIPAC FUEL SEGMENT)		
DESIGN	<i>T. Gower</i>	<i>1.3.2001</i>	THIRD				
DWG.	<i>H. Nakagawa</i>	<i>1.3.2001</i>	SCALE		DRAWING NO. SPFH0-4PM-01025		
CHECK	<i>H. Nakagawa</i>	<i>5.3.2001</i>	5/1 ( / )				
APPR.	<i>T. alve</i>	<i>5.3.2001</i>					

REFERENCE	MARK	CHANGE	NAME	DATE
		FTES-14-115	<i>T. Gama</i>	1.8.2002



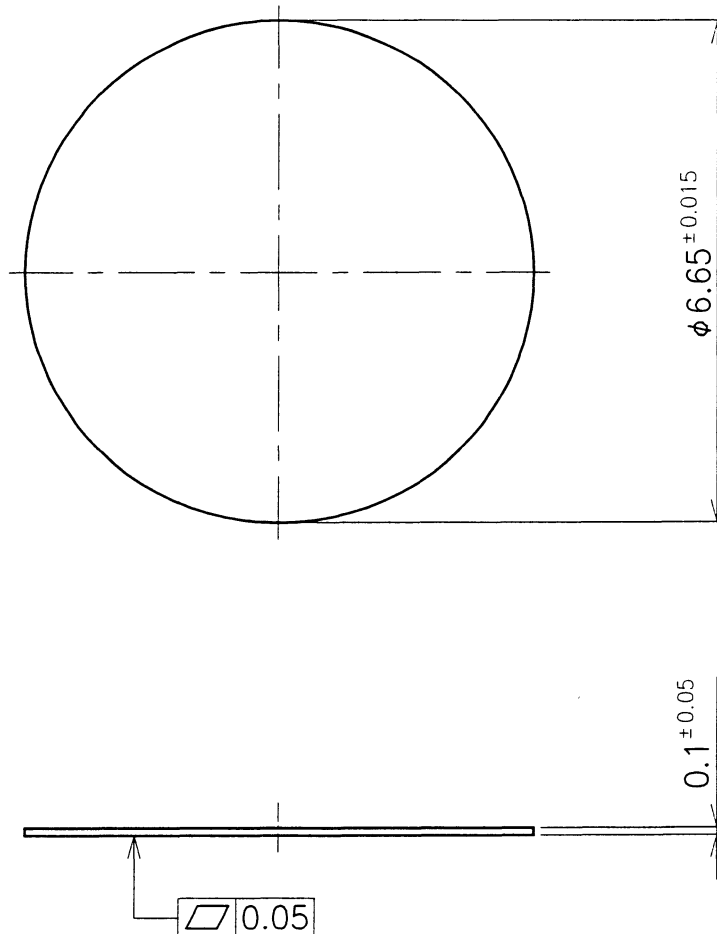
## NOTES

- 1) EDGES CHAMFERED 0.1×45° .
- 2) SLITS TO BE ELECTRO-ERODED AFTER TURNING.
- 3) DIAMETER 6.7 TO BE EXPANDED TO  $\phi 6.9 \pm 0.03 \text{MM}$  BY SPREADING.
- 4) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 5) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.
- 6) A THREAD M2.5 IS USED FOR TOOL TO FIT "PARTICLE RETAINER" INTO THE CLADDING.
- THE CONTOUR LINES AND THE HIDDEN LINES ARE CORRECTED IN ACCORDANCE WITH A REAL ONE.

1	PARTICLE RETAINER		PNC1520		
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	<i>T. Gama</i> 1.8.2002	THIRD	TITLE SPF IRRADIATION TEST IN HFR PARTICLE RETAINER (SPHERE-PAC OR VIPAC FUEL SEGMENT)		
DWG.	<i>M. Nagayama</i> 1.8.2002	SCALE			
CHECK	<i>N. Nakayama</i> 2.8.2002	5/1 ( / )	DRAWING NO. SPFH0-4PM-01026		
APPR.	<i>T. Ake</i> 2.8.2002				

REFERENCE	MARK	CHANGE	NAME	DATE

N6/  
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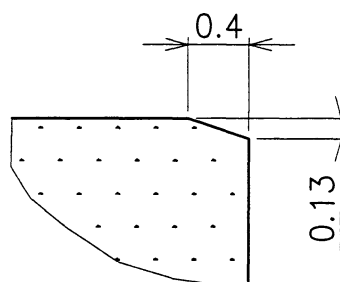
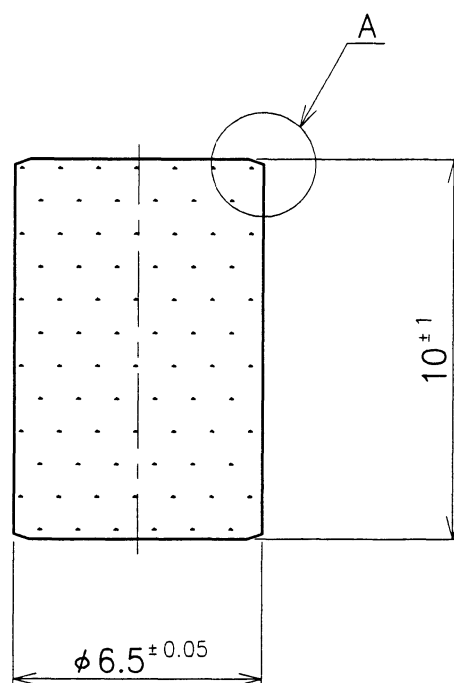


### NOTE

- 1) THERE SHOULD BE NO HARMFUL CRACK, FLAW ETC. ON THE SURFACE.
- 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1		FUEL SEAL DISC	W		PURITY:99.95%
ITEM	DRAWING NO.	NAME	MATERIAL	NUMBERS	REMARKS
DESIGN	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR FUEL SEAL DISC (SPHERE-PAC OR VIPAC FUEL SEGMENT)	
DWG.			THIRD		
CHECK			SCALE		
APPR.			10/1 ( / )		
				DRAWING NO. SPFH0-4PM-01027	

REFERENCE	MARK	CHANGE	NAME	DATE



DETAILED DRAWING A (20/1)

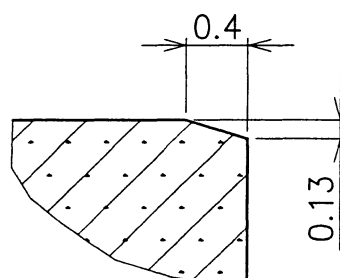
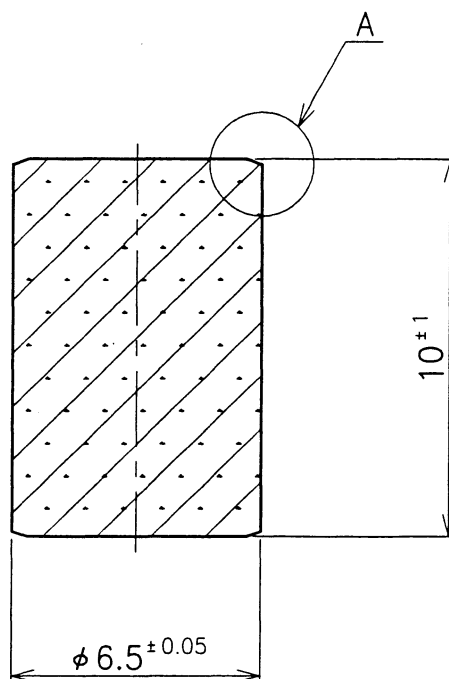
Pu CONTENT (wt%)	DENSITY (%T.D.)	O/M RATIO
20	$95 \pm 2$	$1.97 \pm_{-0.03}^{+0.02}$

## NOTE

- 1) THE TARGET O/M RATIO SHOULD BE 1.97.
- 2) THERE SHOULD BE NO HARMFUL CHIP, CRACK, FLAW ETC. ON THE SURFACE.
- 3) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1	MOX FUEL PELLETT		PuO <sub>2</sub> -UO <sub>2</sub>		
ITEM	DRAWING NO.	NAME		MATERIAL	REMARKS
	NAME	DATE	ANGLE	TITLE SPF IRRADIATION TEST IN HFR	
DESIGN	<i>T. Gawa</i>	<i>17.1.2002</i>	THIRD		
DWG.	<i>M. Nagayama</i>	<i>17.1.2002</i>	SCALE	DRAWING NO. SPFHO-4PM-02009	
CHECK	<i>H. Nakagawa</i>	<i>21.1.2002</i>	5/1 (20/1)		
APPR.	<i>T. Abe</i>	<i>21.1.2002</i>			

REFERENCE	MARK	CHANGE	NAME	DATE



DENSITY (%T.D.)	O/U RATIO
95 <sup>±2</sup>	2.00~2.02

DETAILED DRAWING A (20/1)

NOTE

- 1) THERE SHOULD BE NO HARMFUL CHIP, CRACK, FLAW ETC. ON THE SURFACE.  
 2) THERE SHOULD BE NO HARMFUL STICKINESS (OILS AND FATS, OXIDE ETC.) ON THE SURFACE.

1			THERMAL INSULATOR PELLET	DEPLETED UO <sub>2</sub>		
ITEM	DRAWING NO.	NAME		MATERIAL	NUMBERS	REMARKS
	NAME	DATE	ANGLE	TITLE <u>SPF IRRADIATION TEST IN HFR</u>  THERMAL INSULATOR PELLET  DRAWING NO. <u>SPFH0-4PM-01029</u>		
DESIGN	T. Gao	1.3.2001	THIRD			
DWG.	H. Kageyama	1.3.2001	SCALE			
CHECK	H. Kobayashi	5.3.2001	5/1 (20/1)			
APPR.	T. Gao	5.3.2001				