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## DOCUMENT CLEARANCE REQUEST

Part 1 - Issuing Manager's Approval

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1. Date Clearance Required November 2, 1988		2. Document Identification WHC-SA-0331-FP		2B. Previous Document Identification WHC-SA-0331-S	
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21. DOE/MQ Assistant Secretary For: Nuclear Energy			
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			6. MSIN <b>N2-02</b>		
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# Fast Flux Test Facility Interim Examination and Maintenance Cell Fuel Duct Cutters: Remote Operations Design Considerations

P. W. Gibbons

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November 1988

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## FAST FLUX TEST FACILITY INTERIM EXAMINATION AND MAINTENANCE CELL FUEL DUCT CUTTERS: REMOTE OPERATIONS DESIGN CONSIDERATIONS

P. W. Gibbons, Westinghouse Hanford Company  
P.O. Box 1970  
Richland, WA 99352  
509-376-9221

**ABSTRACT** Two remotely operated mill-type slitting cutters, specifically designed for remote, hot-cell use have been in service in the Fast Flux Test Facility (FFTF) Interim Examination and Maintenance (IEM) Cell for 3 and 4 yr, respectively, without the benefit of hands-on maintenance. These cutters are used to sever the outer duct of Driver Fuel Assemblies DFA being dismantled for further examination elsewhere. During this period, twelve DFAs requiring duct cutting were dismantled in the IEM Cell. A discussion of the remote design features of those cutters is presented that highlights features that were successful and addresses areas that needed improvement.

### INTRODUCTION

The Fast Flux Test Facility (FFTF) is a U.S. Government-owned 400 MW sodium-cooled fast reactor plant designed specifically for irradiation testing of nuclear reactor fuels and materials, inherent safety research and development, and equipment demonstration for liquid metal fast reactors. The FFTF is located on the Department of Energy's Hanford Site near Richland, Washington, and is operated by Westinghouse Hanford Company, a wholly owned subsidiary of the Westinghouse Electric Corporation.

The Interim Examination and Maintenance (IEM) Cell (Fig. 1), located inside the FFTF, is used for the remote disassembly and examination of irradiated fuel and material experiments and limited maintenance activities. All in-cell equipment is designed to operate in a dry argon atmosphere and a high [100 Gy/h (10,000 rad/h)] gamma radiation environment.

After irradiation in the FFTF, certain Driver Fuel Assemblies (DFA) are selected for disassembly in the IEM Cell for further examination elsewhere. The first step in the removal of

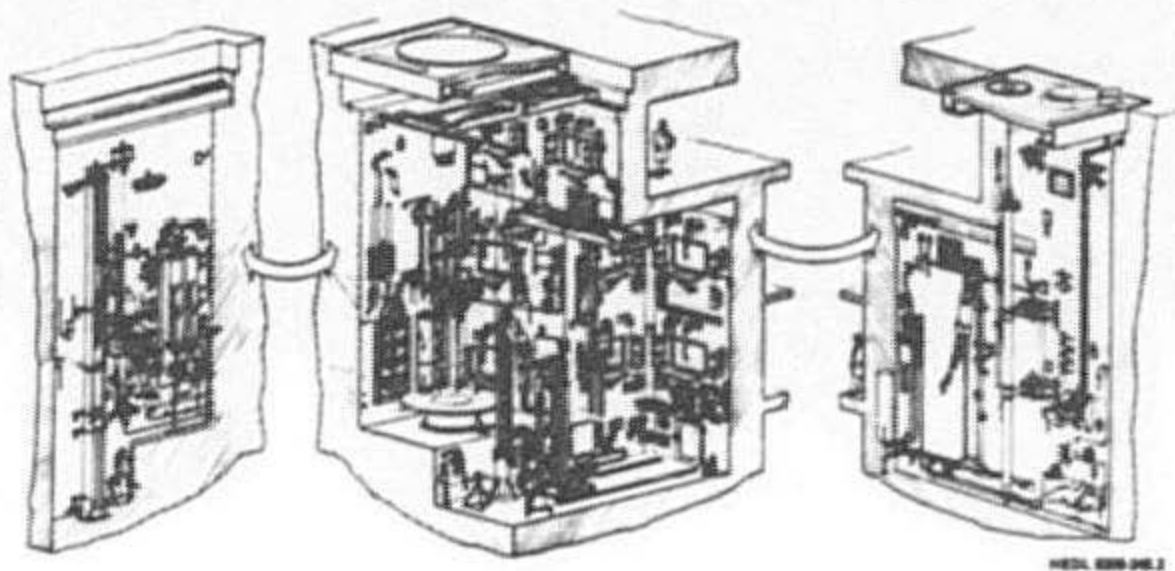
the DFAs outer duct is to separate it from the lower nozzle and shield-orifice block assembly (Fig. 2). Two fuel duct cutters are used in the dismantling operation. The Vertical Duct Cutter (Fig. 3) is used for slitting the duct along its axis to allow the duct to be withdrawn over swollen fuel pins. The Horizontal Duct Cutter (Fig. 4) is used for slitting the duct across its axis, severing it from the nozzle assembly. The two cutters have been in the IEM Cell for 3 and 4 yr, respectively. They were both recently removed from the IEM Cell for the first time since they were placed in service. Because the duct cutters are essential for examining irradiated fuel assemblies, they have to be fully functional for continued IEM Cell operation. Removal from the IEM Cell for maintenance had not been possible because chips from fuel duct cutting that were adhering to the cutters made radiation levels too high for manual bagging procedures. Manual bagging was the only available method of equipment transfer to and from the IEM Cell until the recent development of a shielded transfer cask. The cutters can now be transported in the cask to a remote, wet, spray-down area for gross decontamination. This reduces radiation levels so that manual decontamination can be performed to ready the equipment for hands-on maintenance.

Because the cutters could not be removed from the IEM Cell, tedious and innovative methods were often used for remote repairs or to work around problem areas. While most design features performed satisfactorily throughout this operational period, when hands-on maintenance became possible, several changes were made to improve remote operability and mitigate future maintenance problems.

### DESIGN GOALS

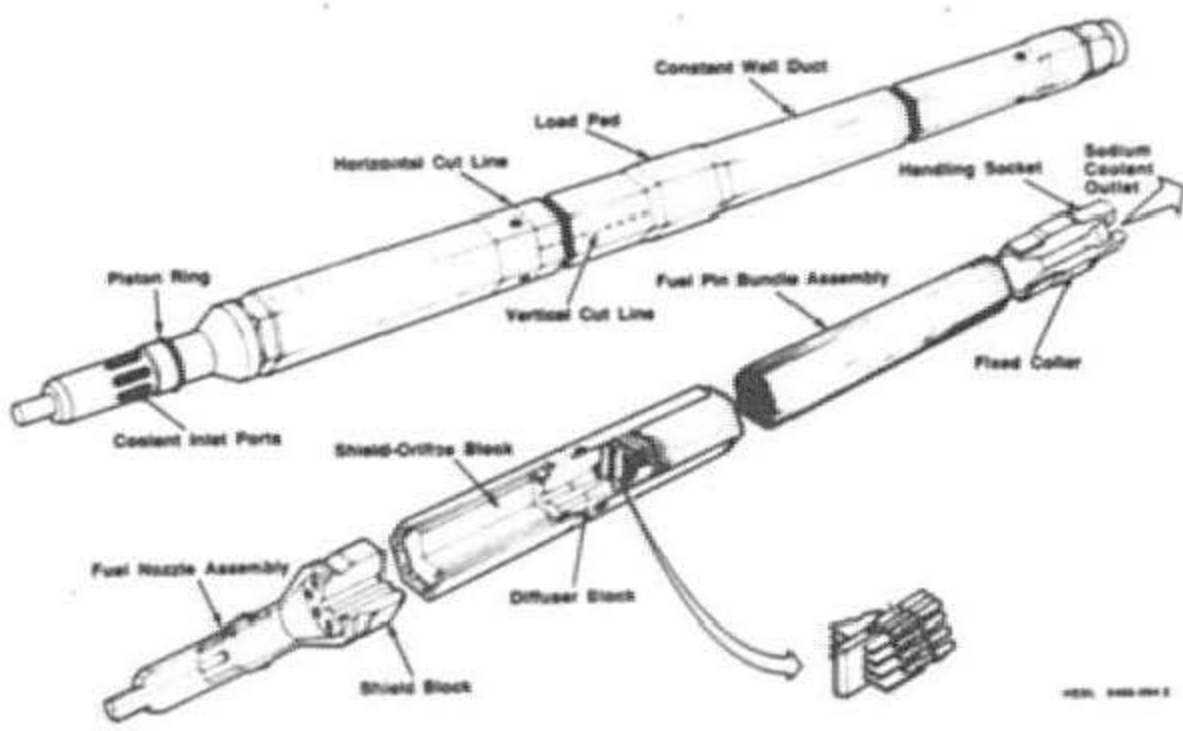
The two primary goals of remote design, in addition to meeting functional criteria, are damage

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Fig. 1. Interim Examination and Maintenance Cell.



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Fig. 2. Driver Fuel Assembly.

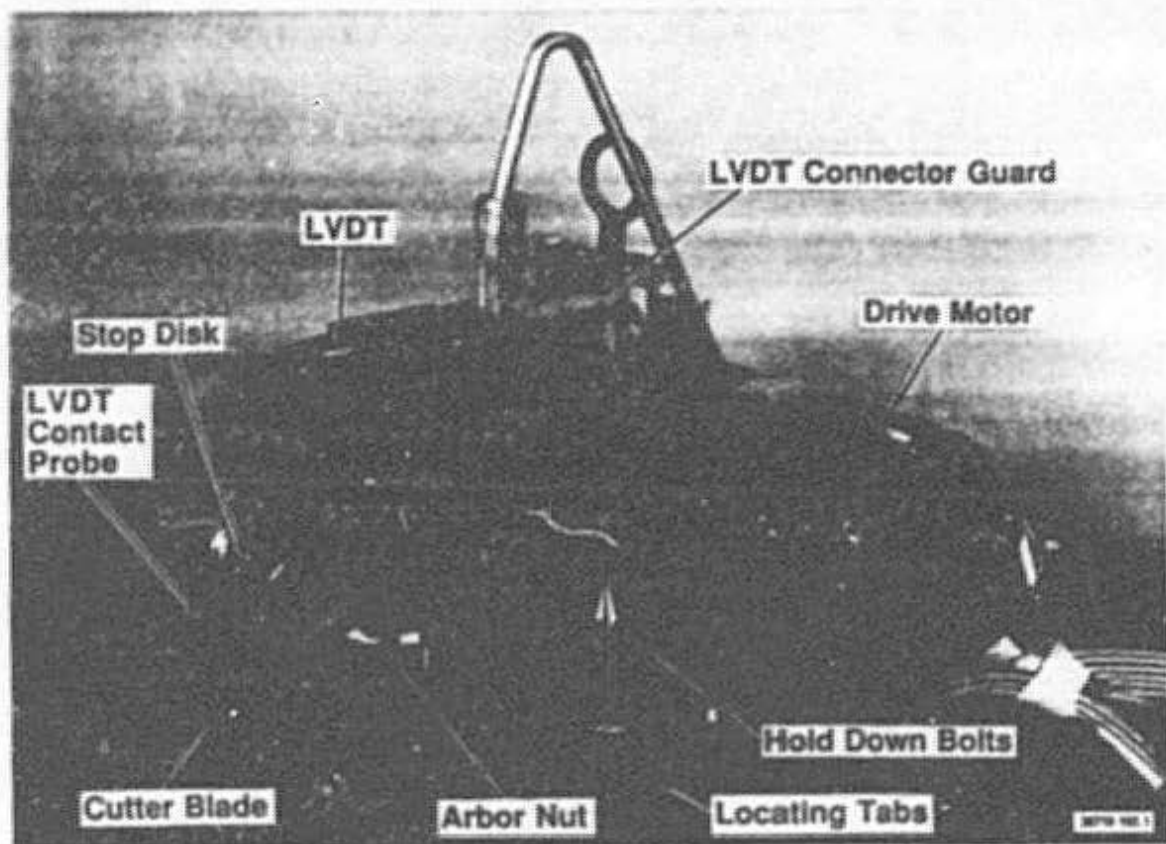


Fig. 3. Vertical Duct Cutter with Chip Collector and Linear Variable Differential Transformer (LVDT) Guard Removed.



Fig. 4. Horizontal Duct Cutter.

avoidance and ease of remote operation. Damage avoidance lengthens the time before the equipment must be removed from service for maintenance. Simplifying remote operation not only reduces task time but also contributes to damage avoidance. Components that are difficult to operate are more likely to be damaged in use.

Damage avoidance has several strategies. Equipment should be sufficiently rugged to function for the desired time period without requiring repair due to worn parts or foreseeable external abuse. Moving parts such as gear boxes should be over-designed so they run lightly loaded. Delicate parts should be protected by guards or recessed so they cannot be impacted. Threaded fasteners should be permanently engaged or provisions made for precise alignment before thread engagement. If practical, clearances should be loose enough to allow continued operation after some mechanical deformation. Components that are subject to early failure should be readily removable for repair or replacement.

For ease of remote operation, equipment should be designed for remote manipulation skill. Parts installed remotely should be self aligning with a minimum of precision required to engage fasteners. Handling points should have grips that allow a firm hold. Levers should operate easily to a stop. Mechanisms that can be operated by a closed manipulator hand are preferable to those requiring precise location and manual orientation.

#### CUTTER REMOTE HANDLING/ MANIPULATION

The cutters are handled by master-slave manipulators (MSM) at window stations, two remotely controlled electromechanical manipulators (EMM), and either of two overhead bridge cranes. The cutters normally undergo the following remote operations during one DFA disassembly cycle:

- Retrieval from and return to the in-cell storage location
- Installation on and removal from the x-y-z motion table on the DFA Disassembly Station
- Electrical connection and disconnection of motor power and position and vibration sensor cables
- Installation and removal of cutter blades, arbor nuts, blade spacers, hard-depth stops, and a position sensor arm
- Installation and removal of a vacuum chip collector shroud.

#### FEATURES THAT PERFORMED WELL

One remote feature that performed well was the cutter's remote hold-down bolts (Fig. 3) that fasten it to the x-y motion table. Success in remotely engaging threaded fasteners such as these depends on the precise alignment of the fastener directly over the threaded hole. Otherwise, the use of a standard or even a pointed bolt will eventually result in cross-threading and a ruined, if not a jammed, fastener and threaded hole. The cutters are placed on a x-y motion table with the overhead crane and then fastened with captive, spring-loaded bolts. The bolts are operated by MSMs using socket wrenches with reversible ratchets. Tabs on the corners of the cutter base and two guide pins on the table align the cutters and position each bolt precisely over its threaded hole in the table. When the bolts are loosened, the springs lift the bolts up

about 1 in. after the threads clear the tapped hole. This provides the operator positive indication of thread disengagement. The crane can then be used to lift the cutter without the possibility of damage to the fasteners or the table.

Another successful remote fastener type is the wing-headed clamping screw used to position the Linear Variable Differential Transformer (LVDT) position sensor body (Fig. 5). The large, flat head is easily operated by the MSMs while the threads remain permanently engaged.

Both the Horizontal and Vertical Duct Cutters proved successful in performing their basic function of cutting DFA ducts. Inspection during hands-on maintenance revealed that the gear boxes were sufficiently rugged to require no attention during service. In addition, delicate parts such as the Vertical Cutter LVDT sensing arm and the LVDT connector were adequately protected by installed guards (Fig. 3).

#### AREAS REQUIRING UPGRADE

One problem area was the damage to the electrical cables that occurred as the cutters were placed in their storage location. The designated storage area for the cutters is on the IEM Cell floor under the edge of an overhanging table. They are moved to that location by the crane, placed on the floor, and pushed under the overhang by an EMM. A problem occurred when the electrical cables slipped between the cutter base plate and the floor. As the 150-lb cutter was skidded the few inches across the floor, the cables were occasionally damaged. Extra effort to neatly place the cables on top of the cutters before storage was only partially successful.

Electrical cable damage was the primary source of down-time for the in-cell cutter equipment. The cutters have three electrical components, each of which originally had a separate cable. Two of the three cables had local connectors, while the third was hard-wired. With some difficulty, the locally connected cables have been replaced remotely. Failure of the hard-wired motor cable would place the cutter out of service. These concerns were eliminated by mounting a rugged Gulton Industries remote connector on the cutter base plates (Fig. 6) and using a remotely detachable cable. The cable is now removed and stored separately. This separates the cable from its primary source of damage and, if the cable is damaged, allows it to be replaced with a spare without having to remove the cutters from the IEM Cell.



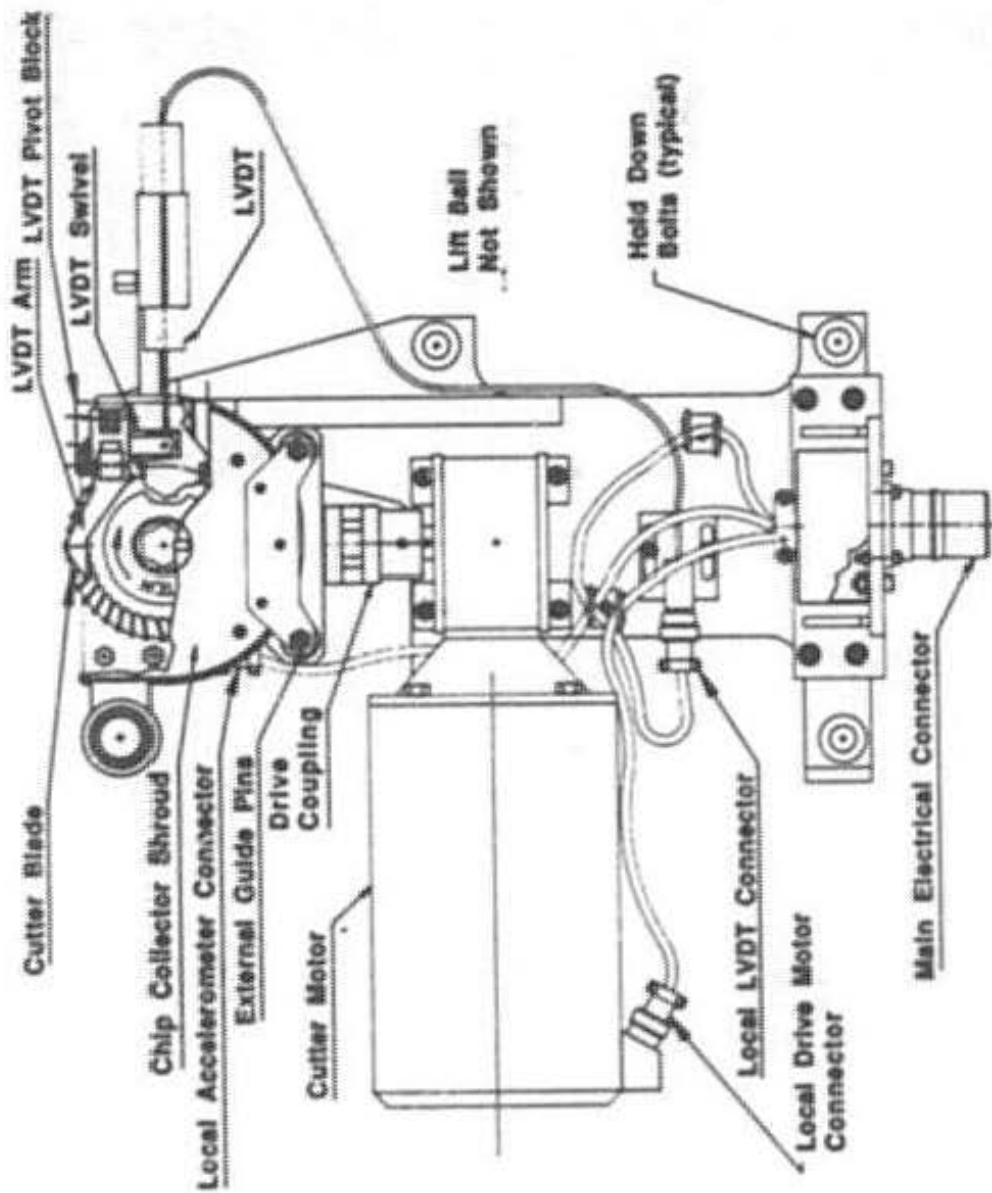


Fig. 6. Interim Examination and Maintenance Cell Horizontal Duct Cutter.

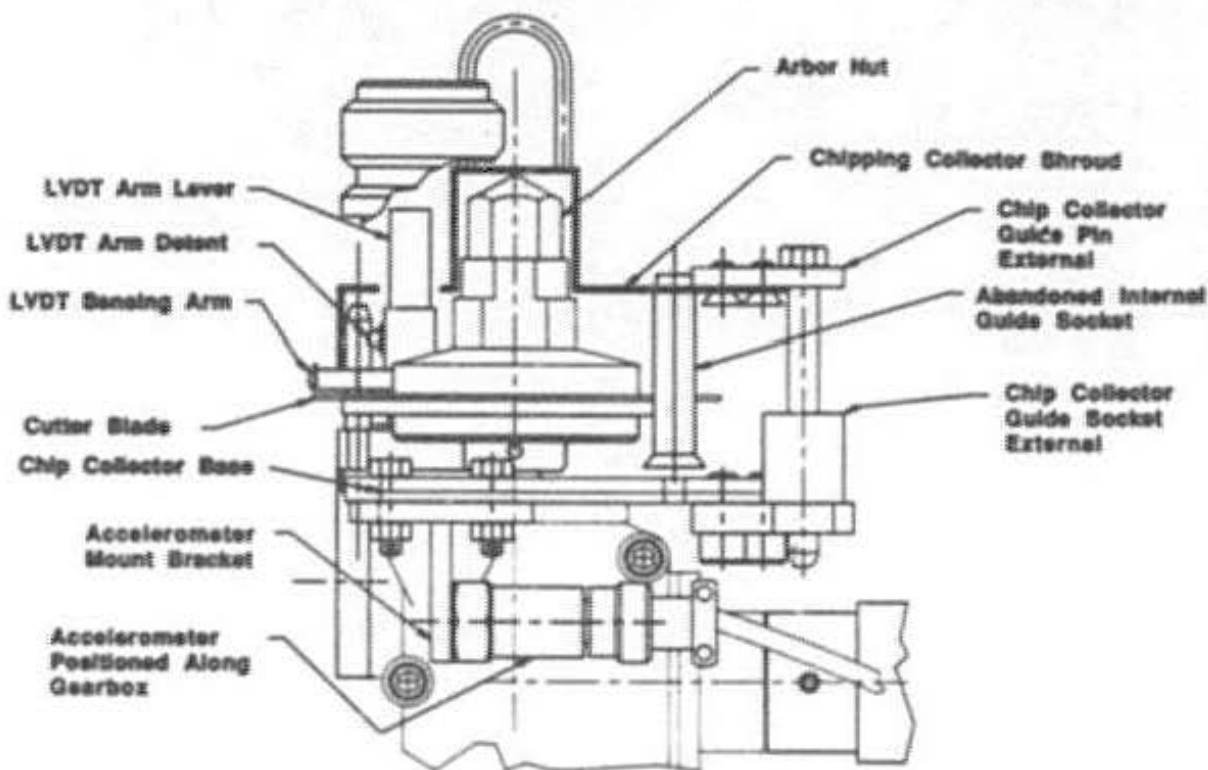


Fig. 7. Horizontal Duct Cutter Detail.

- Flats were added to the shaft coupling between the two gear boxes so a second wrench could be used behind the arbor nut for loosening the arbor nuts. The back-drive resistance in the worm reduction gears was designed to hold the arbor when loosening and tightening the arbor nut. On occasion, after a cutting sequence, the resistance was not sufficient to allow loosening the arbor nut.
- The chip collector for the Horizontal Cutter is placed vertically over two guide pins (Fig. 6 and 7). These pins locate the collector and hold it in place during operation. The original configuration had the sockets for the pins and the pins themselves inside the collector. This made a compact package, but due to the location of the cutter in the IEM Cell, the pins could not be seen and had to be engaged blindly in the sockets. This resulted in a time-consuming, trial-and-error operation. The guide pins and sockets were enlarged and placed on the outside of the chip collector where they are easily visible. The pins engage

easily, and the collector then drops into place. Large, external guide rails have been successfully used during this operating period to position the Vertical Cutter chip collector shroud.

- The Horizontal Cutter has a mechanical, cut-depth sensor arm located just above the cutter blade (Fig. 5). This arm must be moved out of the way each time the cutter blade is replaced. The original configuration required that this arm (0.6 x 0.6 x 5 cm (0.25 x 0.25 x 2 in.)) be removed and replaced on two small pins by a MSM each time the cutter blade was changed. This was a delicate task with a high risk of dropping the arm. A new arm assembly was designed that pivots out of the way like the arm of a phonograph. A delicate procedure has been replaced with a simple one.

#### CONCLUSION

The FPTF IEM Cell Horizontal and Vertical Cutters have proved to be effective tools in the adverse environment of severe service and remote

operation. Operating experience has revealed the strengths and weaknesses of the equipment. The opportunity to retrieve the cutters and modify them based on experience has resulted in more trouble-free, easy-to-operate equipment that will result in a significant savings in future repair costs and schedule delays.

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