

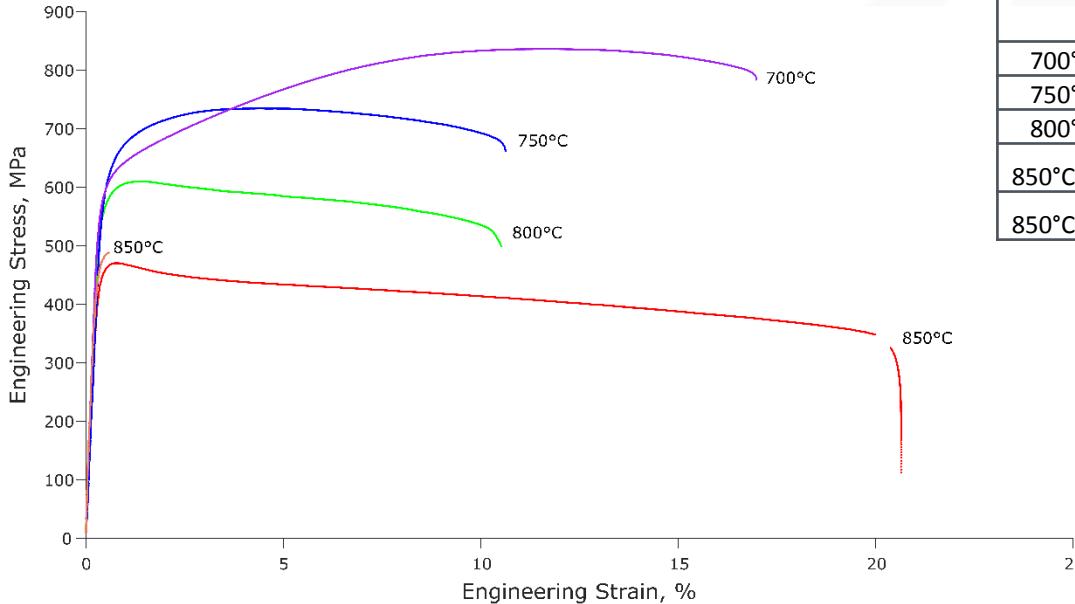
Creep-Fatigue Behavior and Damage Accumulation of a Candidate Structural Material for CSP Thermal Receivers

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Other Contributors: Mark Messner, ANL

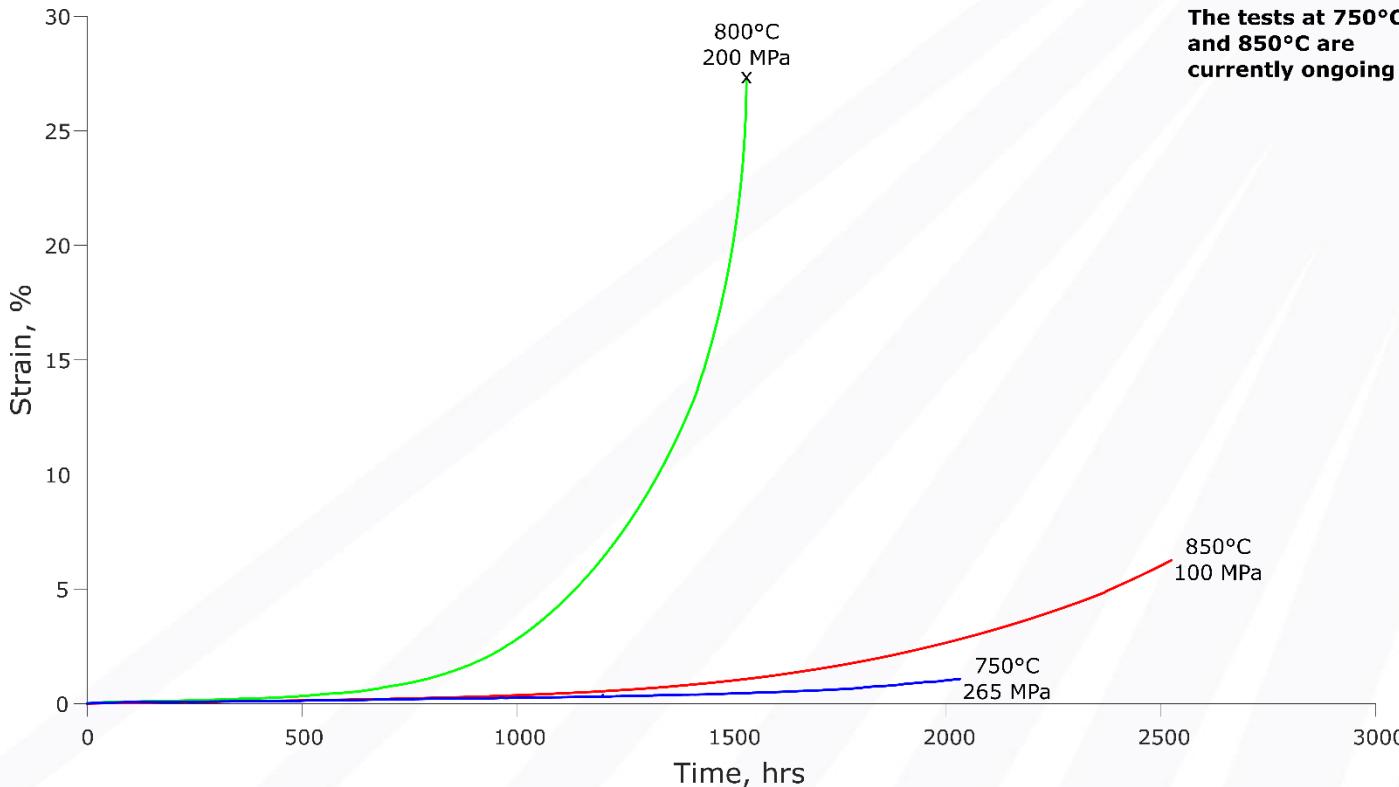
Bipul Barua, ANL; Ryann Rupp, INL

Tensile testing

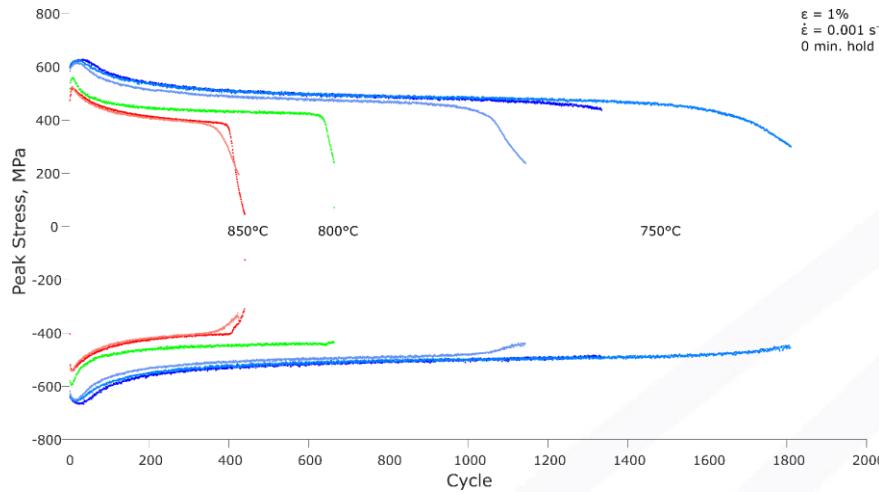


| | Young's modulus | 0.2% Yield Strength | UTS | Elongation | RA |
|-----------|-----------------|---------------------|-------|------------|------|
| | GPa | MPa | | | |
| 700°C | 171 | 601.1 | 835.9 | 16.6 | 19.3 |
| 750°C | 147 | 627.9 | 734.2 | 11.9 | 9.6 |
| 800°C | 154 | 576.5 | 609.6 | 12.7 | 10.5 |
| 850°C (1) | 159 | 481.7 | - | - | - |
| 850°C (2) | 144 | 460.5 | 469.9 | 23.6 | 21 |

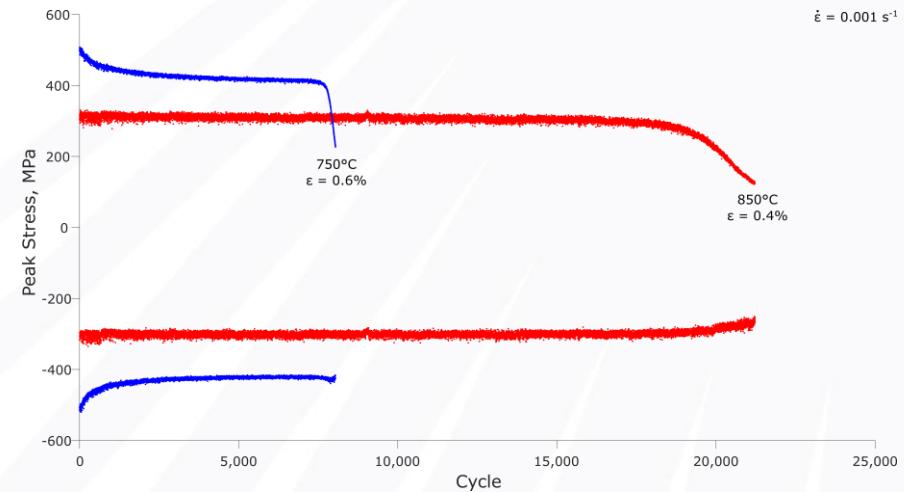
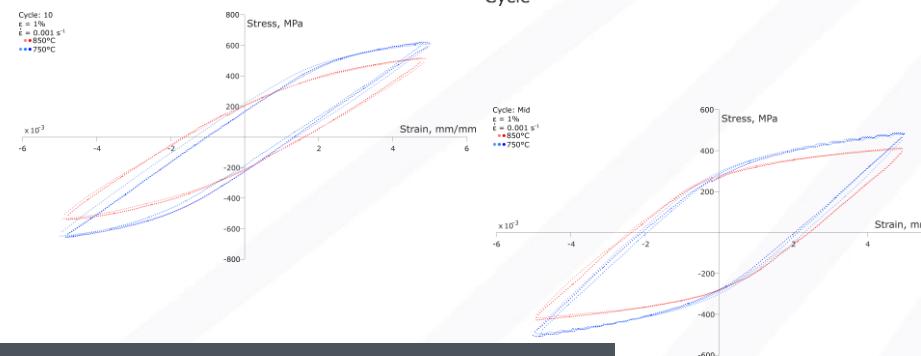
Creep testing



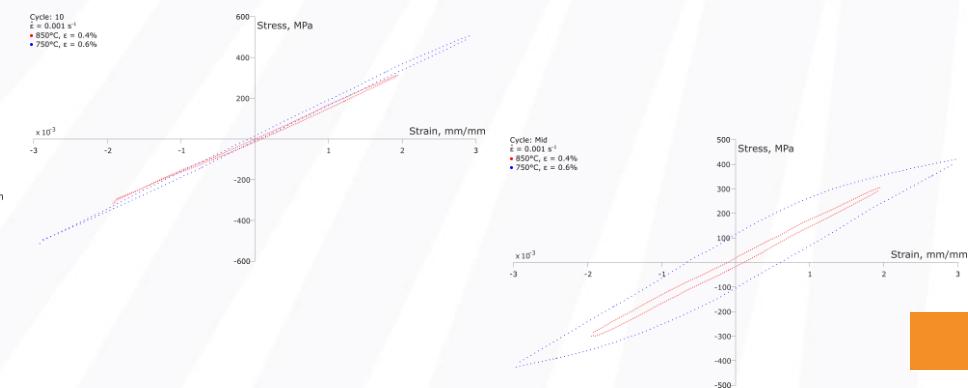
Fatigue testing



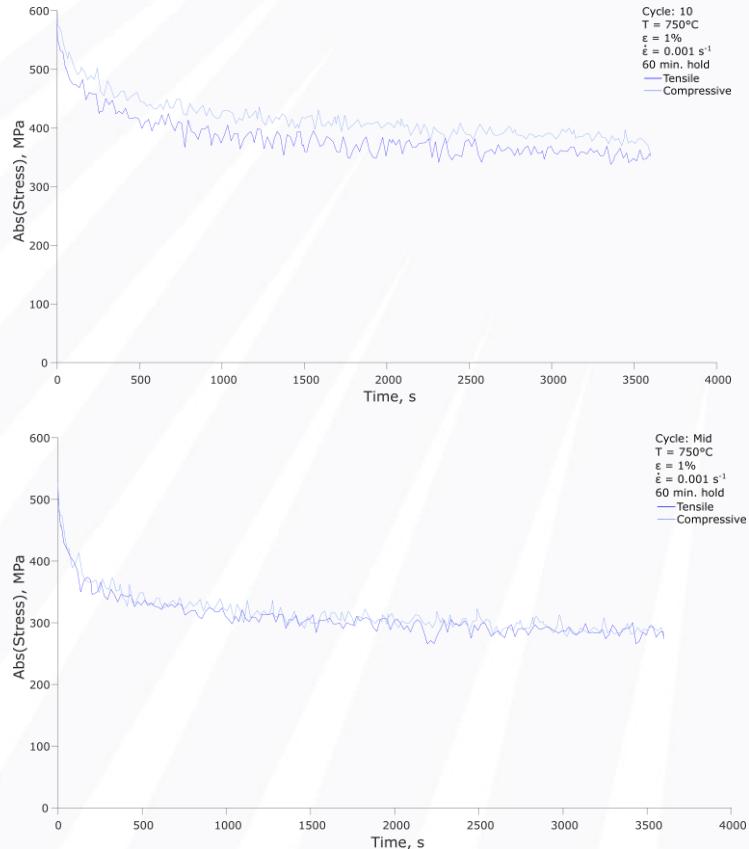
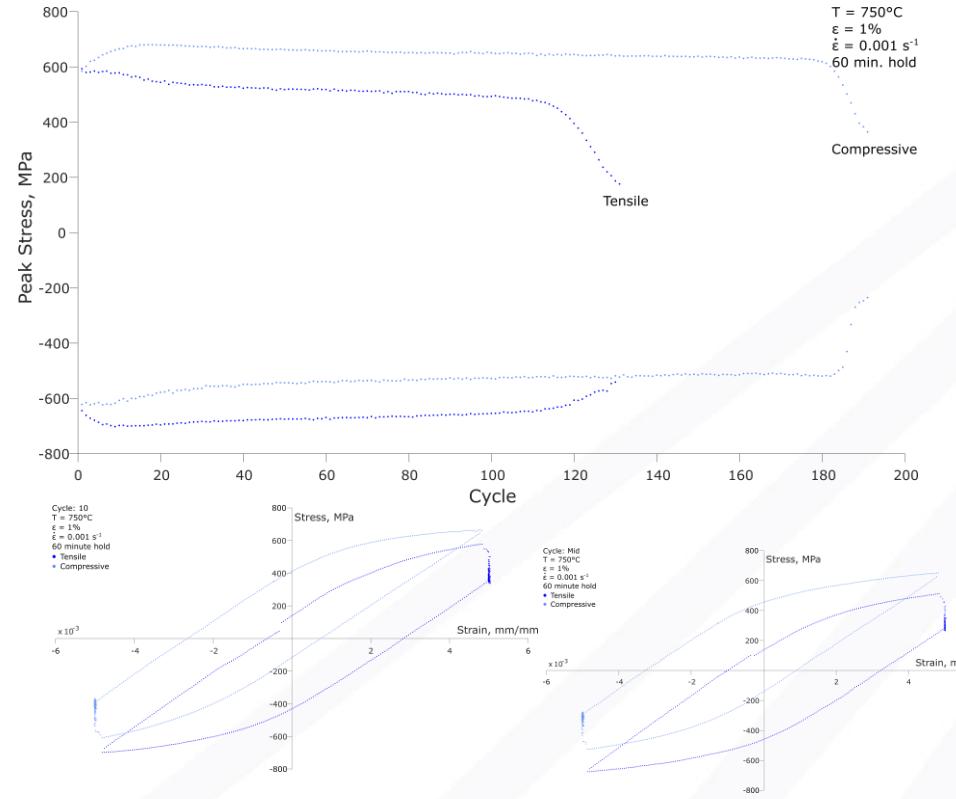
$\varepsilon = 1\%$
 $\dot{\varepsilon} = 0.001 \text{ s}^{-1}$
0 min. hold



$\dot{\varepsilon} = 0.001 \text{ s}^{-1}$

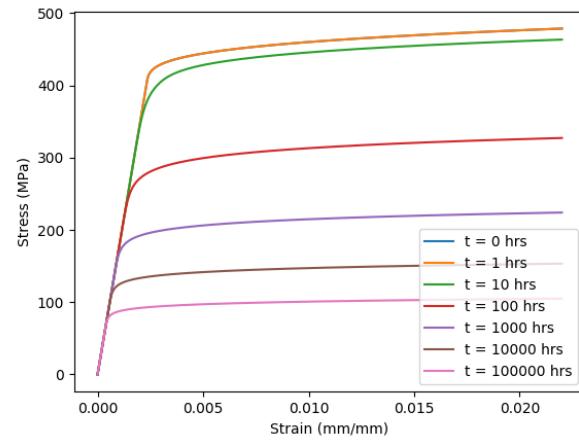


Creep-fatigue testing

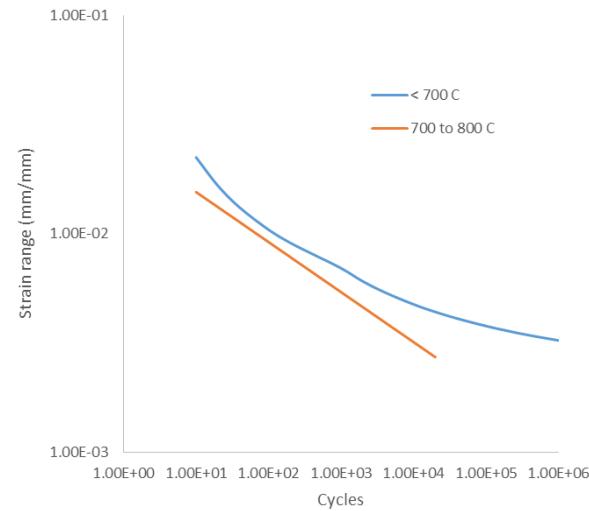


Design curves

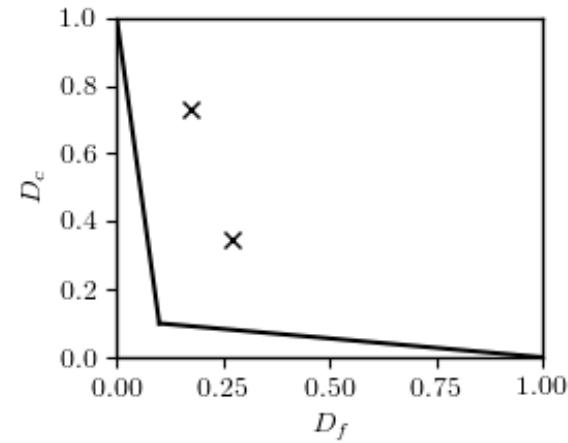
Isochronous (750°C)



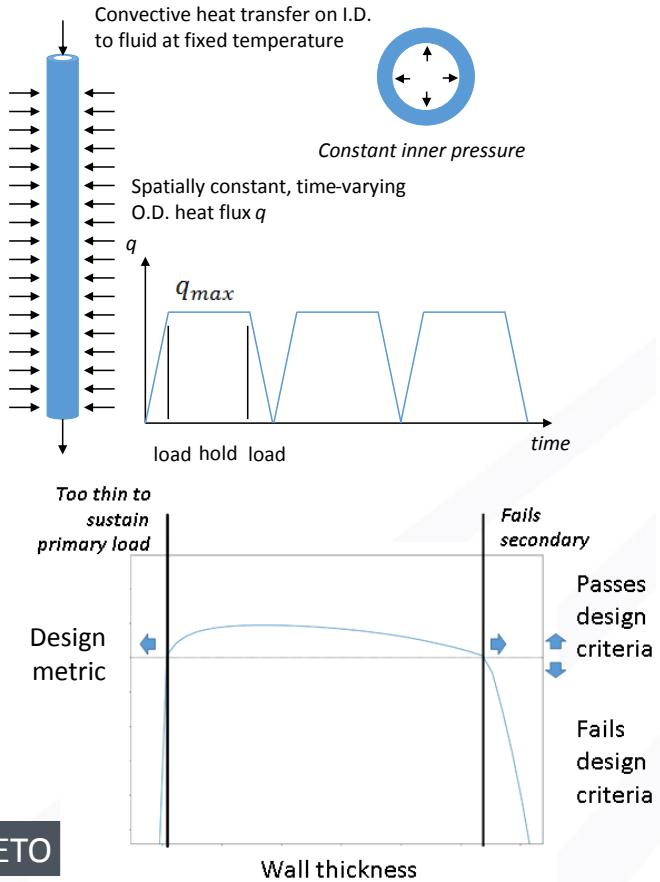
Fatigue



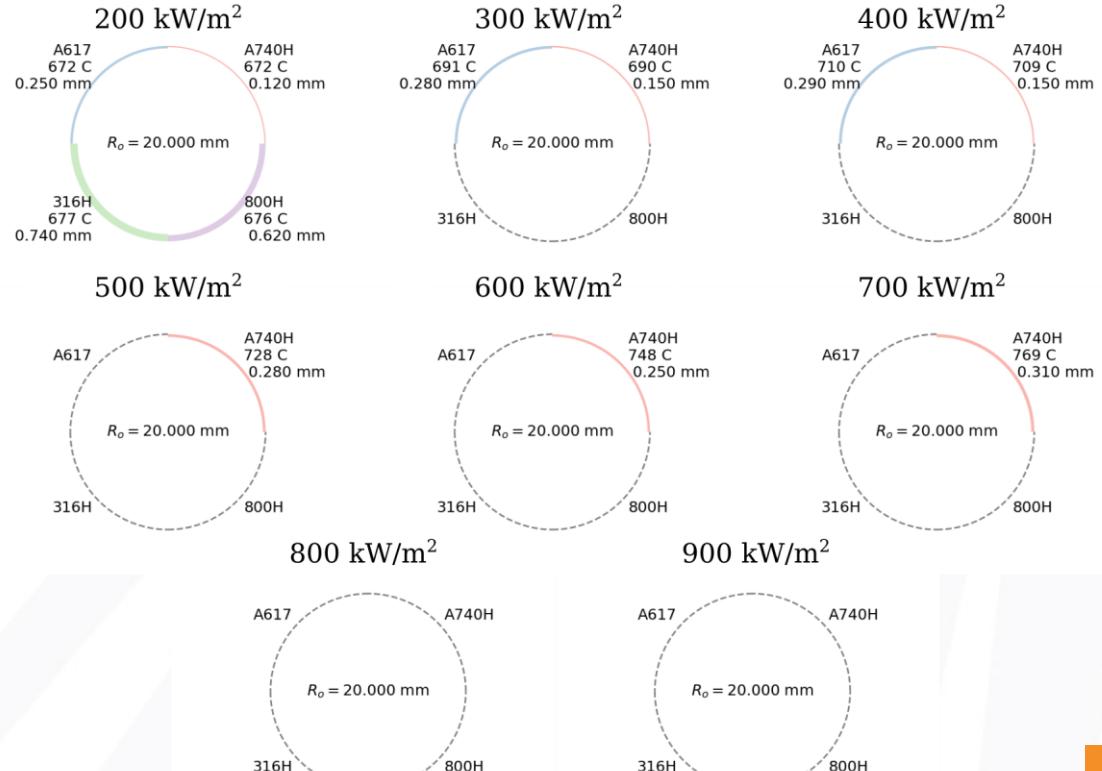
Creep-Fatigue



Simplified design case



15 year design life



Summary

- Mechanical testing is still underway, so design models do not have sufficient data
 - Limited creep testing will provide basic understanding of creep above 750°C
 - Creep-fatigue testing to determine if 0.3, 0.3 is an appropriate interesting in the D diagram
 - Additional fatigue testing at to fill out fatigue design curves above 700°C
- Current design curves show improvement over other materials currently allowed by the ASME BPVC for high temperature application
- While not a high temperature ASME Code Case, these results will provide information for receiver design engineers critical for ensuring safety and proper function of components at elevated temperatures.

Summary of fatigue and Creep-fatigue testing

| Temp. (°C) | Strain Rate (/s) | Hold time ¹ (min) | $\Delta\varepsilon_t$ (%) | At Cycle 10 | | | | Midlife | | | | Cycles to Initiation (N ₀) | Cycles to Failure (N ₂₅) | |
|-----------------------|------------------------|------------------------------------|------------------------------|--------------------------|--------------------------|------------------------------------|----------------------------------|---------------------------------------|--------------------------|--------------------------|------------------------------------|---|---|-------|
| | | | | σ_{\max} (MPa) | σ_{\min} (MPa) | $\sigma_{h\text{-start}}$ (MPa) | $\sigma_{h\text{-end}}$ (MPa) | cycle used (N ₂₅ /2) | σ_{\max} (MPa) | σ_{\min} (MPa) | $\sigma_{h\text{-start}}$ (MPa) | $\sigma_{h\text{-end}}$ (MPa) | | |
| Fatigue testing | | | | | | | | | | | | | | |
| 850 | 0.001 | 0 | 0.4 | 313 | -301 | - | - | 10000 | 305 | -305 | - | - | 18619 | 19969 |
| 850 | 0.001 | 0 | 1.0 | 516 | -540 | - | - | 200 | 413 | -428 | - | - | 398 | 409 |
| 850 | 0.001 | 0 | 1.0 | 514 | -535 | - | - | 200 | 409 | -417 | - | - | 370 | 402 |
| 800 | 0.001 | 0 | 1.0 | 554 | -583 | | | 350 | 436 | -450 | | | 637 | 653 |
| 750 | 0.001 | 0 | 0.6 | 508 | -500 | - | - | 4000 | 420 | -425 | - | - | 7827 | 7950 |
| 750 | 0.001 | 0 | 1.0 | 610 | -650 | - | - | 550 | 479 | -496 | - | - | 1038 | 1095 |
| 750 | 0.001 | 0 | 1.0 | 620 | -656 | - | - | 900 | 484 | -508 | - | - | - | - |
| 750 | 0.001 | 0 | 1.0 | 616 | -654 | - | - | 900 | 487 | -498 | - | - | 1541 | 1767 |
| Creep-Fatigue testing | | | | | | | | | | | | | | |
| 750 | 0.001 | 60 T | 1.0 | 578 | -698 | 578 | 352 | 61 | 513 | -676 | 513 | 274 | 111 | 122 |
| 750 | 0.001 | 60 C | 1.0 | 665 | -607 | -607 | -355 | 94 | 652 | -527 | -526 | -275 | 181 | 187 |
| 850 | 0.001 | 600 T | 1 | 311 | -390 | 310 | 82 | | | | | | Test Ongoing | |

Notes

- 1) In the case of hold times, T refers to a hold at peak tension stress and C refers to a hold at peak compressive stress
- 2) Testing using alternative methods of heating were found to vary the results and the data was not used in developing the design models
- 3) These cycles to failure are the total number of cycles performed by the test frame rather than the calculated 25% load drop from N₀)