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DESIGN AND ANALYSIS OF REINFORCEMENT PAD OF NOZZLE JUNCTION IN PRESSURE VESSEL

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Abstract: The goal is to gain a better understanding of how a geometric gap between a cylindrical or spherical shell and a reinforcing pad affects the stress intensity at the nozzle penetration while the pressure vessel is under internal pressure. Nozzles are used as intake and outlet for process fluid and cooling fluid in a variety of tanks, pressure vessels, heat exchangers, and other applications. The shell strength may be reduced to establish the Nozzle hole to shell. A reinforcement pad is utilized at the nozzle junction to improve strength and reduce failure. So, the nozzle to shell junction is analyzed, and whether or not a pad is required, is determined by taking into account a variety of elements that influence the strength of a junction. If a pad is required, the thickness and diameter are calculated according to ASME guidelines. In addition, a finite element analysis (FEA) of the junction is performed to calculate the stress generated at the junction. As a result, the magnitudes and distributions of the local stresses caused by the geometric discontinuity and internal pressure loading are unknown. Perfect contact between the shell and the pad cannot be maintained for a variety of reasons, resulting in a gap. Both designers and manufacturers are interested in the influence of the gap on the stresses in the nozzle reinforcement region.

Keywords: Shell, Nozzle Junction, Pressure Vessel, Reinforcement Pad, Meshing, Finite Element Analysis

I. INTRODUCTION

In terms of structural design, pressure vessels, pipe tees, boilers, and reactors are typical examples of applications where safe and economical design requirements must be employed. In many technical applications, nozzle connections subjected to internal pressure and external loads are the most typical types. One of the issues with nozzle connection design is the application of appropriate stressrelieving reinforcements. Different types of connections are utilised to assure the safety of nozzle connections. Welded pad reinforcement, self-reinforced nozzles, and internally protruded connections and toros transitions are examples of these connections. Because of the importance of pressure vessels in engineering applications and the risk of safety issues in the event of an accident, a number of studies have been done to assess pressure vessel safety under various loading conditions. There are numerous codes that outline the rules and regulations that must be followed to guarantee that equipment is designed safely. The tensions near nozzle connections have been the subjectof extensive research. Stresses at cylindrical junctions can be accurately assessed to guarantee a safe and cost-effective design. Traditional pressure vessel design codes, such as ASME Section VIII, are unable to cover all design scenarios. External loads on nozzles, for example, are not addressed in the Code. Engineers must step outside of the Code in such instances and use acknowledged design processes such as (FEA) finite element analysis. WRC 107/297 and other simplified calculation methods used in the PVP sector arebased on limited test data and have geometric restrictions. When these geometric constraints are not adhered to, the results become erroneous. Finite element analysis has no restrictions and can deliver accurate results in any situation.

II. METHODOLOGY

Process of the work:

• The provided Pressure Vessel data sheets are thoroughly examined, and all required standard dimensions, such as WRNF 150, are taken as dimensional references, along with NPS numbers as reference numbers.

• Parts are generated in 2D (line diagrams) using Auto-CAD utilizing standard measurements and data from data sheets, and part drawings are put together to make a full drawing.

• In Siemens NX 11.0, 3D modelling is done on the pieces, and then the parts are linked to complete the assembly.

• Ansys software is used to simulate the pressure vessel analysis, and the results are observed.





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III.DESIGN OF PRESSURE VESSEL

All of the parts were modelled in NX 11.0 using the same technique with minor adjustments to the design parameters. Pressure Vessel data sheets take into account design parameters and design standards.



Fig3.01: 3D sketch of Shell 1 in NX



Fig3.04: 3D sketch of Dishend 1 in NX in NX



Fig3.02: 3D sketch of Shell 2 in NX



Fig3.05: 3D sketch of Nozzle 1 & 2 in NX



Fig3.03: 3D sketch of Skirt in NX



Fig3.06: 3D sketch of Nozzle 4,5,6,7



Fig3.07: 3D sketch of Nozzle 8 in NX in NX



Fig3.10: 3D sketch of Manhole in NX Blank in NX



Fig3.13: 3D sketch of MH RF Pad



Fig3.08: 3D sketch of Reinforcement Pad 1 &2 in NX



Fig3.11: 3D sketch of Dishend 2 in NX



Fig3.14: 3D sketch of ReinforcementPad 8 in NX



Fig3.09: 3D sketch of Nozzle 3



Fig3.12: 3D sketch of Manhole



Fig3.15: 3D sketch of RF Pad 1 in NX



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IV.ANALYSIS

Following the technique, all of the parts were analyzed using ANSYS 16.0. With Pressure Vessel data sheets, the analysis parameters are compared to design specifications.



Fig4.01: Meshing of total assembly

Define By	Normal To		
Magnitude	13789 Pa (ramped)		

Fig4.04: Pressure



Static Structural Fig4.08: Total Deformation



Fig4.11: Total Heat Flux (Steady State Thermal)



Fig4.05: Hydrostatic Pressure

Fig4.09: Equivalent Elastic Strain



Fig4.12: Directional Heat Flux (Steady State Thermal)



Fig4.03: Standard Earth Gravity



Fig4.07: Fixed Support

343.3 °C
343.3 *C

Fig4.10: Temperature



Fig4.13: Total Heat Flux (Transient Thermal)

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TOTAL ASSEMBLY - ANALYSIS

Statistics	
Bodies	26
Active Bodies	26
Nodes	376354
Elements	182514

Fig4.0 2: Nodes and elements

A SUBBER



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Fig4.14: Directional Heat Flux (Transient Thermal)



Fig4.15: Design Temperature

Definition	
Туре	Temperature
Magnitude	343.3 °C (ramped)

Fig4.16: Design Temperature

Static Structural

REINFORCEMENT PAD – ANALYSIS







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		MESH	IING		TOTA DEFORM	AL ATION	DIREC DEFOR	TIONAL MATION	EQUIVALE	NT STRESS	EQUIVALE	NT ELASTIC AIN
RF PADS	MESHING TYPE	ELEM ENTS	NODE S	DESIGN PRESSURE	MAXIMU M	MINIM UM	MAXIMU M	MINIMUM	MAXIMU M	MINIMUM	MAXIMUM	MINIMUM
K1 & N8	QUADRILATE RAL	94	858	345 KPa	1.4105e- 008 mm	0. mm	0. mm	-1.1893e- 008 mm	3.2489e-004 MPa	1.2785e- 004 MPa	1.6245e-009 mm/mm	6.7759e-010 mm/mm
MH	QUADRILATE RAL	62	624	345 KPa	2.5939e- 007 mm	0. mm	2.3089e- 007 mm	-1.2586e- 007 mm	2.9766c-004 MPa	1.2016e- 004 MPa	1.5723e-009 mm/mm	6.8324e-010 mm/mm
Nl	QUADRILATE RAL	88	816	345 KPa	2.0008e- 008 mm	0. mm	5.9495e- 009 mm	-1.6671e- 008 mm	2.9522e-004 MPa	1.2461e- 004 MPa	1.4761e-009 mm/mm	б.2347e-010 mm/mm
N2	QUADRILATE RAL	680	1720	345 KPa	2.7177e- 008 mm	0. mm	2.268e-008 mm	-2.2681e- 008 mm	4.4978e-004 MPa	1.2021e- 004 MPa	2.2489e-009 mm/mm	6.148e-010 mm/mm

ANALYSIS OF ALL REINFORCEMENT PADS AND THEIR RESULTS

RESULTS

ASSEMBLY - ANALYSIS

Model (A4, B4, C4) > Steady-State Thermal (B5) > Solution (B6) > Results Object Name Total Heat Flux Directional Heat Flux Temperature



State	Solved					
	Scop	e				
Scoping Method	Geometry Selection					
Geometry		All Bodies				
	Definit	ion				
Type	Total Heat Flux	Directional Heat Flux	Temperature			
By	and and below the second s	Time	and the second			
Display Time		Last				
Calculate Time History		Yes				
Identifier						
Suppressed		No				
Orientation		X Axis				
Coordinate System		Global Coordinate System				
	Integration Poi	int Results				
Display Option	A	Averaged				
Average Across Bodies	No					
	Resul	ts:				
Minimum	1.909e-011 W/m ^a	-4.7848e-006 W/m²	343.3 °C			
Maximum	4.8107e-006 W/m ²	4.4359e-006 W/m ²	343.3 °C			
Minimum Occurs On	Part 21	Part 24	Part 1			
Maximum Occurs On	Part 24	Part 4	Part 1			
	Informa	tion				
Time	1.5					
Load Step	1					
Substep	1					
Iteration Number		1				



	Definition	
Type	Tempe	rature
Suppressed	No	
	Scope	
Scoping Method	Głobał Maximum	Global Minimum
	Results	
Minimum	343.3 °C	-587.63 °C
Maximum	540.86 °C	-140.76 °C



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REINFORCEMENT PAD – ANALYSIS

RF PAD – K1,N8

Directional Heat Flux

X Axis



Equivalent Stress



RF PAD – MH (MANHOLE)

b.



Model (A4, B4, C4) > Transient Thermal (C5) > Solution (C6) > Results Object Name Temperature Total Heat Flux Directional Heat Flux

Slate	Bolived			
		Scope		
Scoping Method		Geometry Se	ection .	
Geometry	Al Bodies			
	140 MA	Definition		
Type	Temperature	Total Heat Flux	Directional Heat Flux	
By		Time		
Display Time		Last		
Calculate Time History	-	Yes		
Identifier				
Suppressed		No		
Orientation			X Aais	
Coordinate System			Global Coordinate System	
		Results		
Minimum	289 °C	1.4224e-007 W/m ²	-2.2211e+005 W/m*	
Maximum	343.3 °C	2.2481e+006 W/mF	2.2211e+006 W/m²	
	Minimum	Value Over Time		
Minimum	-596.4 °C	1.4224e-007 W/m3	-2.8327e+007 W/m ²	
Maximum	289. 10	1.4224e-007 W/m ²	-2.2211e+006 W/m²	
	Maximum	n Value Over Time		
Minimum	343.3 °C	2.2481e+006 W/m ²	2.2211e+006 W/m2	
Maximum	343.3 'C	2.8439e+007 W/m²	2.832764007 W/m²	
_	ir.	formation		
Time		1.6		
Load Step		1		
Substep	13			
Iteration Number		13		
	Integrati	on Point Results		
Display Option	-	A.	weraged	
Average Across Bodies	No.			

Type Total Deformation Directional Deformation Equivalent (von-Mises) Stre Display Tim Las Calculate Time Histor Yes dentif Suppressed Orientation inale System No X Axis Results -010 m Minimu 20.16 P Minimum 0.m Maximum 2.5939e-010 m 2.3089e-010 m 297.66 Pa Time 1.5 Load Step Subslet ration Point Results Display Option rerage Across Bodies Averaged No

del (A4, B4, C4) > Static Structural (A5) > Solution (A6) > Results

Geometry Sele

AI Bo

Name Total Deformation Directional Deformation State

Object Na

Scoping Method

ometr

Model (A4, B4, C4) > Object Name 7 State

RF PAD - N1

Steady-State	Thermal (B5) > S	olution (B6) > Results	Model (A4, B4, 0
emperature	Total Heat Flux	Directional Heat Flux	Object Nam
	Solved		Stat
	Scope		Scoping Metho
		-	Contrate

		Scope		
Scoping Method		Geometry Se	ection	
Geometry	All Bodies			
	1	efinition		
Туре	Temperature	Total Heat Flux	Directional Heat Flux	
By		Time		
Display Time		Lasi		
Calculate Time History		Yes		
Identifier				
Suppressed		No		
Orientation	X Axis			
Coordinate System			Global Coordinate System	
		Results		
Minimum	343.3 °C	1.5039e-008 W/m ²	-1.496e-006 W/m2	
Maximum	343.3 °C	1.6267e-006 W/m ²	1.4946e-006 W/m ²	
	In	formation		
Time	e	1. s.		
Load Step	1			
Substep	1			
Iteration Number	1			
	Integratio	on Point Results		
Display Option		1	Averaged	
Average Across Bodies			No	



Model (A4, B4, C4) > Transient Thermal (C5) > Solution (C6) > Temperature

1 me s	Minimum	Maximum [C]
1.e+002	-254.81	
2.e-002	-238.44	
5.e-002	·193.14	
0.14	84.688	
0.24	9.3477	
0.34	82.73	343,3
0.44	139.99	
0.54	184.67	
0.64	219.54	
0.74	246.74	
0.84	267.97	



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RF PAD – N2



FUTURE SCOPE

Global Pressure Vessels Market 2020 by Manufacturers, Regions, Type, and Application, Forecast to 2025 is the most recent credible market research study that provides a deep analysis of the global market situation, providing several benefits and enhancing absorption adoption among several industrial users. A market overview, study objectives, product definition, and market concentration are all included in the report. Depending on the quantity of data and information presented, the report is beautifully characterised by the use of several charts, graphs, and tables. For the forecast period, the report includes critical data on market share, market size, and growth rate. It sheds light on global Pressure Vessels industry information, helping organisations to better understand the market and make critical business decisions.

CONCLUSIONS

These results can be followed as:

1) The internal design pressure, design temperature, and component dimension of a pressure vessel are all designed in compliance with ASME boiler and pressurevessel standards.

2) The examination of the blind flange, shell flange, eye boil, drain pipe, drain pipeflange, and junction region of the pressure vessel was carried out using FEA and ASME methods under the various loads.

3) The allowed stress of the material is less than the stress equivalent and stress classification lines of pressure vessel components.

4) The findings of the analysis for the usual operating condition were within acceptable limits. As a result, the present blind flange, shell flange, and eye bolt designs are strongenough to withstand the intended load circumstances.

5) The pressure vessels are designed to be safe. The level of safety that we consider acceptable and by which we judge the design to be safe. The bursting pressure is below the design's permissible stress, ensuring that it does not fail. And because the analysis is so near to the analytical design, both the data and the design are regarded safe. In addition, no pressure vessel failures have occurred.

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