Aneutronic Fusion

as a Driver for

Technology Innovation

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Who we are

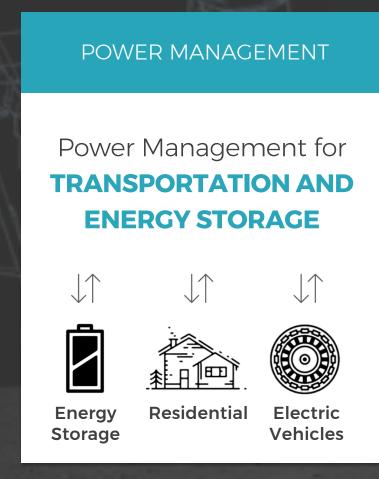
- Founded in 1998
- Span out of UC Irvine
- Funded by visionary investors
- 200+ scientists and engineers
- National lab-scale fusion device
- Technology spin-offs
- tae.com/research-library/



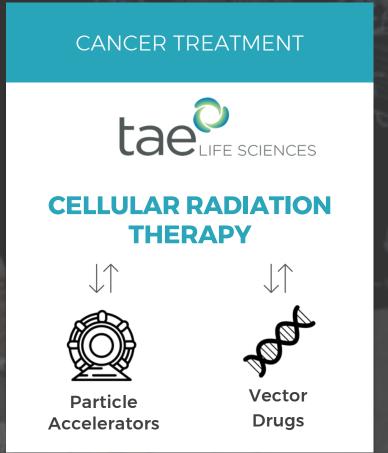




As with the Space Race, Fusion is the genesis of numerous pillars of technological innovation



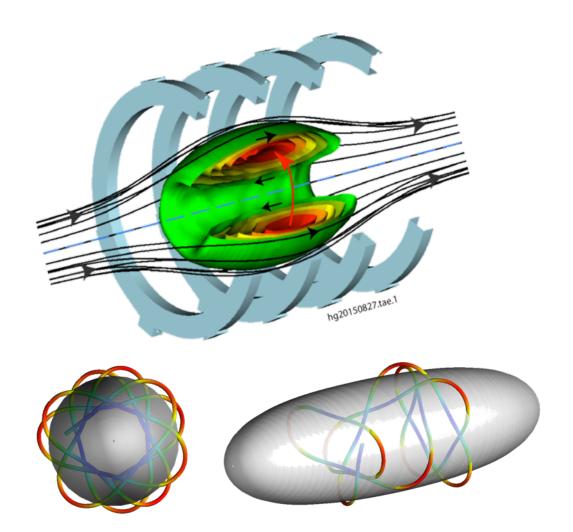




Agenda

- TAE Fusion Concept, Motivation and History
- Key Program Accomplishments
- Technology spin-offs

TAE's concept -beam-driven Field Reversed Configuration



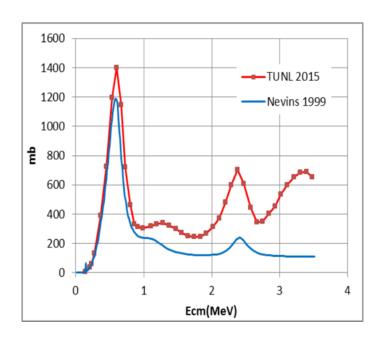
Large orbit ions via Neutral Beam injection

- High plasma $\beta \sim 1$ (plasma pressure / B^2)
 - Compact and high power density
 - Aneutronic fuel capability
 - Indigenous large orbit particles
- Tangential Neutral Beam Injection
 - Large orbit ion population
 - Increased stability and reduced transport

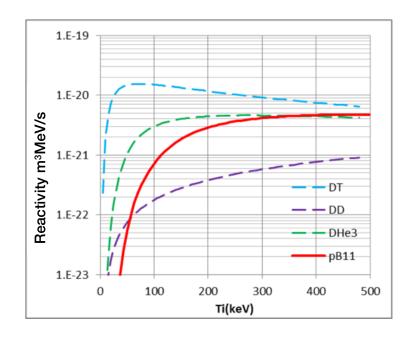
 Significant engineering advantages that translate to viable reactor economics



TAE's ultimate goal – p-11B fusion



- $p + {}^{11}B \rightarrow {}^{4}He + {}^{4}He + {}^{4}He$
- Cross section larger than previously believed



- Advantages
 - (Almost) no neutrons
 - Benign, readily available fuel
 - Little radioactive waste
 - Viable economics



Key accomplishments

- Established beam-driven high-β FRC physics test bed with unmatched operating flexibility
- Demonstrated high-temperature FRC sustainment via Neutral Beam Injection and edge biasing up to 30 ms (limited by the energy storage on-site)
 - Edge biasing provides plasma MHD stabilization and sheared-flow suppression of turbulence
 - Favorable transport scaling observed
- Developed engineering knowhow to facilitate reactor design
- Established collaboration with academia and industry to accelerate progress
 - PPPL, UCI, UCLA, LLNL, ORNL, Univ. of Pisa, Univ. of Wisconsin, Nihon Univ., Univ. of Washington, Budker Institute, Google, industrial partners



TAE experimental device evolution

Major development platforms integrate then best design

 Incremental steps for rapid innovation TAE's current machine Copernicus entering phased sequence of reactor • First plasma July 2017 One year construction performance experiments • On time, on budget Scaling studies ongoing Copernicus Norman (C-2W) Reactor Plasma **C-2 C-2U** A, B, C-1 Collisionless Confinement Performance operating Early development First full-scale machine Scaling Plasma Sustainment on hydrogen plasma 1998 - 2000s 2009-2012 2013-2015 2016-2021 2022+

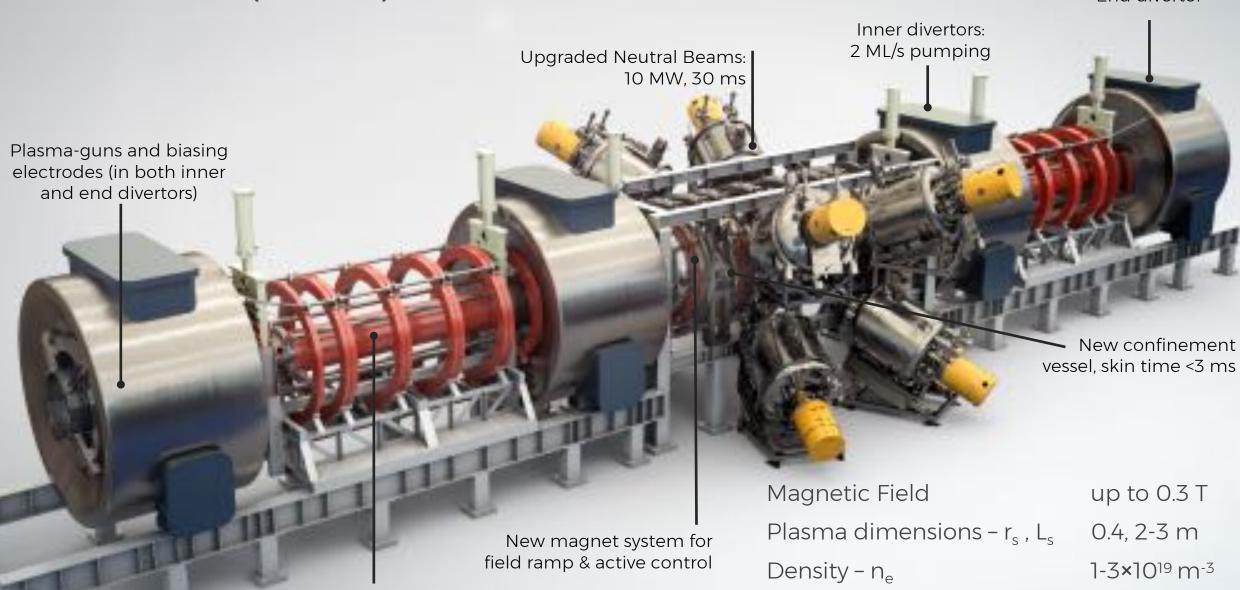


NORMAN (C-2W) — current device

Upgraded formation sections:

~15 mWb trapped flux

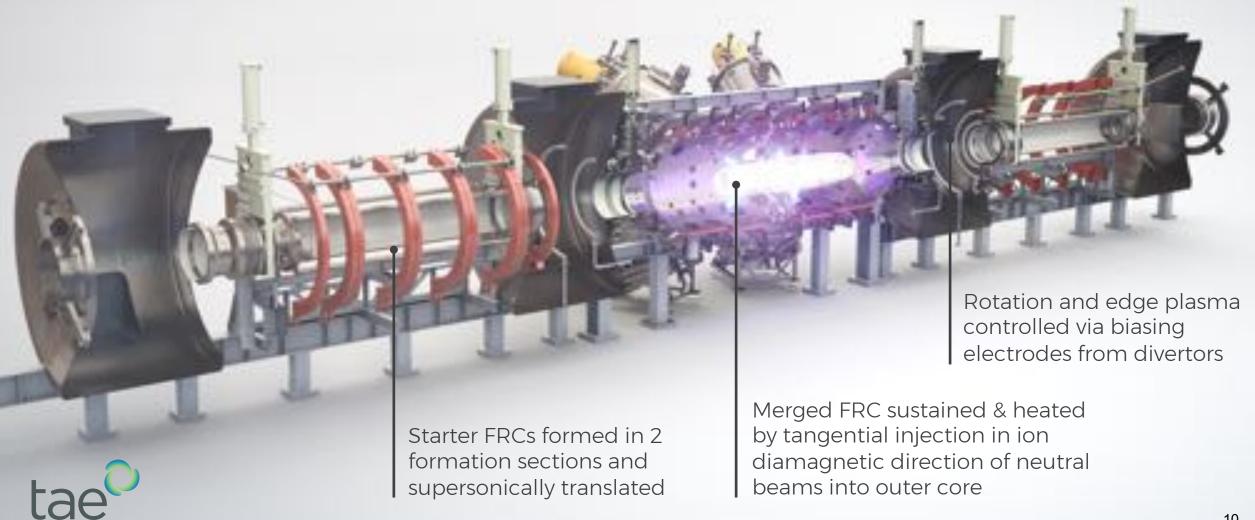
End divertor



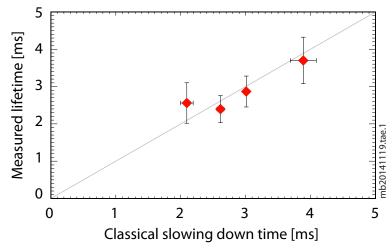
over 4 keV

Temperature - T_{tot}

Typical experimental setup

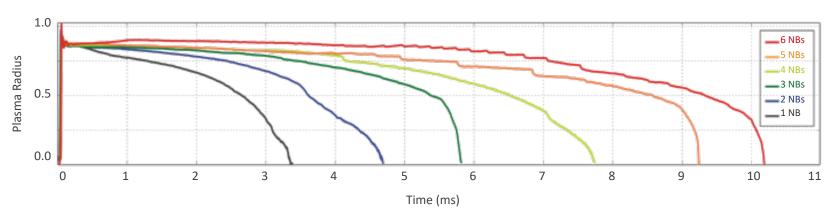


Advanced beam driven FRC enabled by fast ions



1.5 Last Ion / Plasma Pressure and a second second

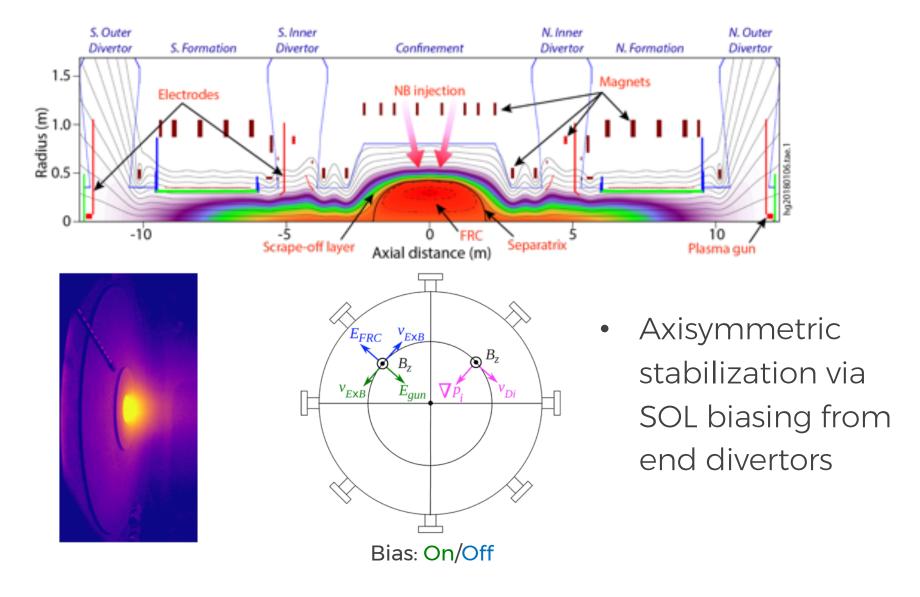
- Fast ion confinement near classical limit $\chi_i \sim (1-2) \chi_{icl}$
- Total pressure is maintained, while thermal pressure is replaced by fast ion pressure, up to $P_{\text{fast}}/P_{\text{th}} \sim 1$
- Lifetime increases with NBI





Binderbauer, et. al, Phys. Plasmas 22, 056110 (2015)

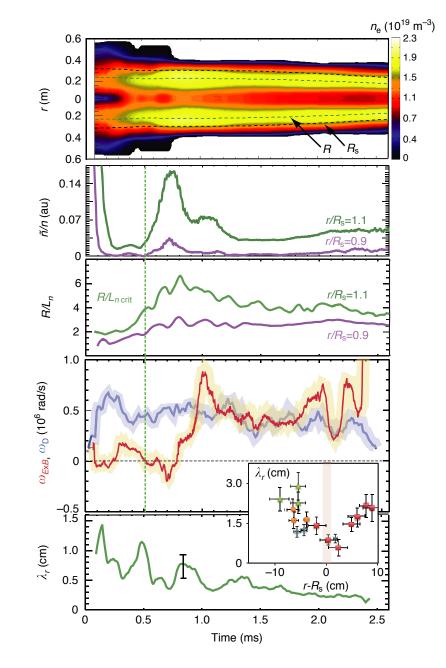
Global modes suppressed by edge biasing





Fluctuation suppression via E×B sheared flow

- Strong E×B shearing rate due to plasma gun biasing
- Sheared E×B flow upshifts critical gradient and reduces turbulence via eddy shearing/decorrelation
- Radial transport barrier at/outside the separatrix

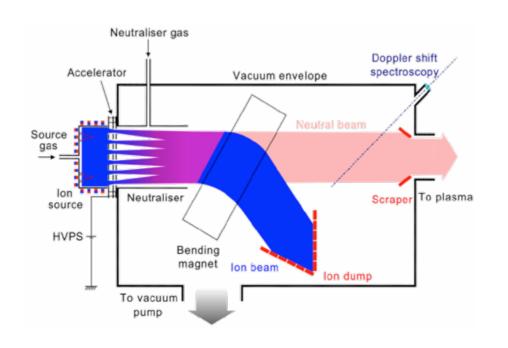


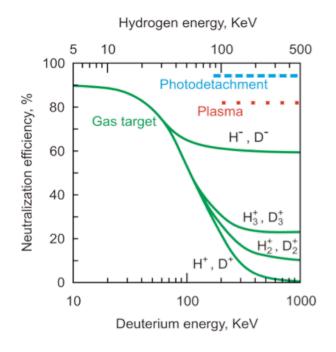


Accelerator Technology



Positive and negative-ion-based neutral beams for fusion

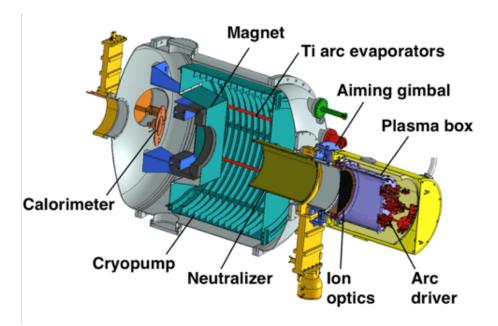




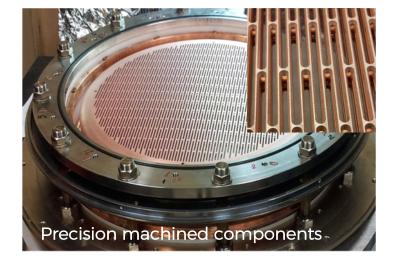
- Low-energy beams (< 150 keV) → Positive-ion-based (PNBI)
 - Mature technology, ~ 100 beams built mostly btw 1970-90's
 - Presently, TAE and Budker Institute (Russia) are the only commercial suppliers
- High-energy beams (> 150 keV) → Negative-ion-based (NNBI)
 - Active R&D area; conventional design faces severe challenges
 - TAE and Budker developed and tested breakthrough solutions

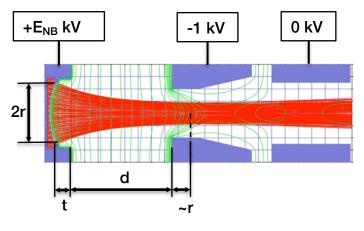


TAE PNBI system is highly modular and flexible



Parameter	Short pulse	Long pulse
Plasma Source	Arc	RF
Pulse duration, s	0.03	1
Beam energy, keV	15 - 40	40
Ion current, A	150	45
NB power, MW	1.6 - 3	1
Proton fraction	0.85	0.65
Beam half-size, cm	4 x 16	8 x 8
Ion current density, mA/cm²	300	260



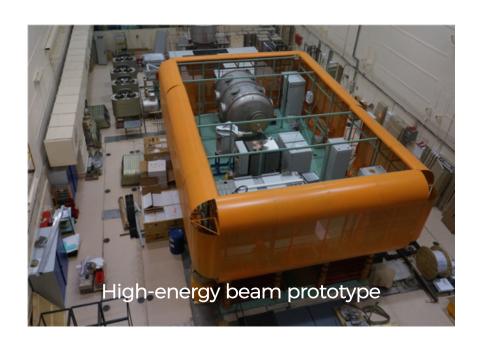


$$I_{NB} \sim \frac{j_0 E_{NB}^{3/2} A}{\left(d+t+r\right)^2} K(r) \eta_n(E_{NB})$$

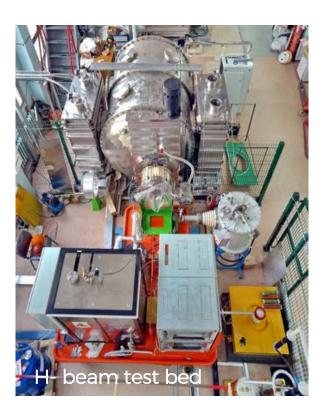


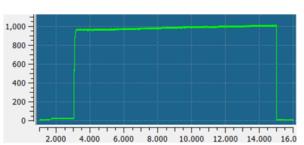


Reactor NNBI system tests and validation underway



- 1 A / 400 keV / 12 s achieved
- Plasma neutralizer ~ 80% efficiency
- Photon neutralizer ~ 95% efficiency
- Recuperator tests staring





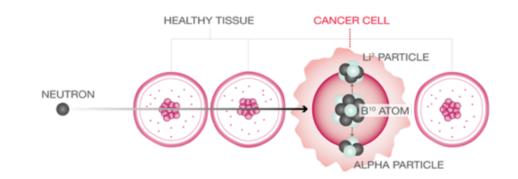




Accelerator technology for transformative cancer therapy

TAE Life Sciences

- Boron neutron capture therapy
 - TAE accelerator-based neutron source
 - Vector drug
- Can treat millions of patients with harshest cancers
- First clinical system is being commissioned
- Clinical trials to start in 2021

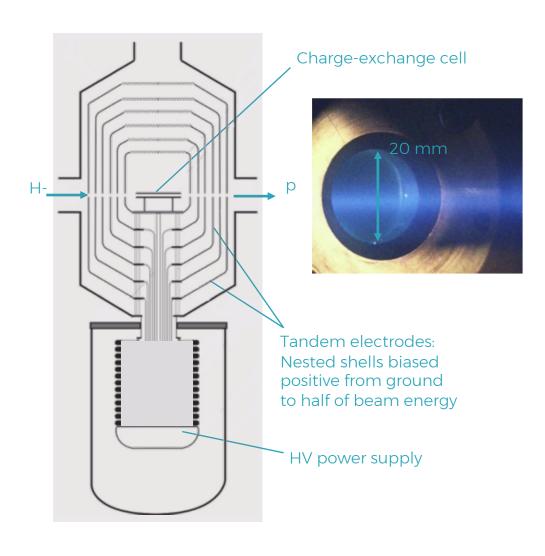






Electrostatic tandem accelerator is optimal for BNCT

- Tunable energy ~ 2.5 MeV at ~10 mA
- Cs-free 15 mA H- ion source
- Neutron-producing target: ⁷Li + p → n + ⁷Be
- Neutron yield ~ 10¹³ n/s
- Offers an optimal therapeutic neutron beam
- Compact, simple, robust, and reliable
- Relatively inexpensive



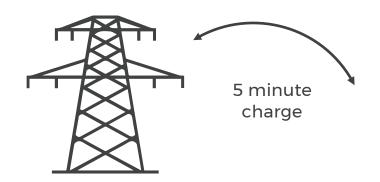


Power Management



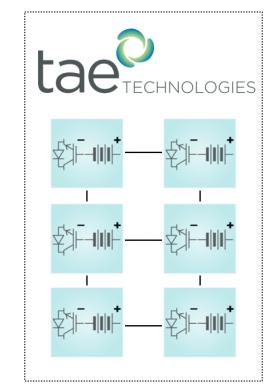
Power management technology spin-off

Derived from Norman power supply development

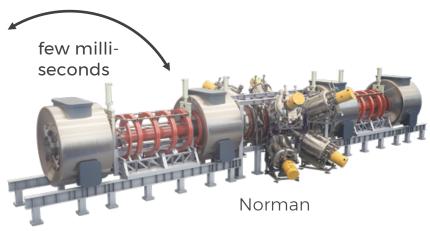


Modular distributed energy topology with advanced

control algorithm



550 MW (500 kA, 1+ kV)



- High energy storage
- High power demand
- Flexible load matching
- Excellent energy efficiency & utilization
- Critical reliability & uptime capability





Storage, Control and Converter autonomous module for distributed energy & control network



TAE power management

Efficient solutions for energy storage and electric vehicles

- Decarbonization of economy requires efficient solutions at scale for
 - Energy storage
 - Grid infrastructure
 - Electric vehicles

 TAE ACi-Power Pack consolidates the powertrain by eliminating the need for all other power electronics components used in conventional battery-electric powertrains

