

Developing and Testing the EPED Pedestal Model*

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The pressure at the top of the edge transport barrier (or “pedestal height”) strongly impacts global confinement and fusion performance, while large edge localized modes (ELMs) can significantly limit component lifetimes. The EPED model [1, 2] predicts the H-mode pedestal height and width based upon two fundamental and calculable constraints: 1) onset of non-local peeling-ballooning (P-B) modes at low to intermediate mode number, 2) onset of nearly local kinetic ballooning modes (KBM) at high mode number. The model calculates both constraints directly with no fit parameters, using ELITE to calculate the P-B constraint, and a “BCP” technique to calculate the KBM constraint [1]. EPED has been successfully compared to observed pedestal height for 259 cases on 5 tokamaks, finding agreement within $\sim 20\%$ [1, 2, 3, 4, 5]. As part of a 2011 US milestone, the EPED model was extensively tested in a set of dedicated experiments on Alcator C-Mod and DIII-D, in which the magnetic field, current, density and shape were varied, yielding pedestal pressures varying more than an order of magnitude, and pedestal widths which varied more than a factor of 3. On DIII-D, a new higher resolution Thomson system allowed very high accuracy measurements of both height and width. In these tests, very good agreement with the model was found in both pedestal height and width, with $\sim 20\%$ or better accuracy of the model, and very strong correlation ($r > 0.8$) between predictions and observations. In addition, EPED has been successfully compared to QH mode discharges, and used to develop a working model for suppression of ELMs by resonant magnetic perturbations (RMP). Predictions for ITER in a variety of regimes will also be discussed.

References

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