RECENT ACHIEVEMENTS REGARDING MEASURING OF TIME-HEAT AND TIME-TEMPERATURE DEVELOPMENT IN TUNNELS

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ABSTRACT

The paper presents an overview of the latest available information about heat release rate (HRR) and gas temperature development in tunnels. Results from major fire test series in tunnels are presented, as well as fire tests with vehicles in other type of applications. The time-heat (HRR) and temperature development from the recently performed Runehamar test series is presented [1,2]. These tests included four tests with different HGV trailer fire loads. Heat release rate over 200 MW and gas temperatures over 1300 ^{o}C were measured.

1. INTRODUCTION

A number of tunnel fires have occurred throughout Europe with catastrophic outcome. In these fires the production of heat, smoke and toxic fumes played a major role for the outcome. The main reason being that the vehicles contain a very high fire load and the fire could easily spread. The heat production, or the heat release rate (HRR) and the gas temperature in the vicinity of the fire, is used for design of safety systems and tunnel linings. This involves time dependent curves of HRR and gas temperatures, respectively, but these curves are not always interconnected in the designing process. In this paper we give an overview of available experimental data on HRR for vehicles and peak gas temperatures in the vicinity of the fire source.

2. OVERVIEW OF LARGE-SCALE TUNNEL EXPERIMENTS

The first extensive large-scale test series where the HRR and gas temperatures from various large vehicles (passenger cars, train wagons, subway cars and HGV trailer) were measured was in the EUREKA 499 –FIRETUN test series in 1990 to 1992 [3]. The peak HRRs measured varied between 6 and 128 MW and the gas temperatures at ceiling above the vehicles between 200 and 1100 ^{o}C. The final results and all the detailed information from the project were presented in a technical report published in 1995 [3]. Another major series of fire test in tunnels was performed in the Memorial Tunnel in Massachusetts in 1995 [3]. However, the fire load consisted not of vehicles. It consisted of liquid pool fires of different sizes varying between 20 and 100 MW and gas temperatures at the ceiling did not exceed 1100 ^{o}C. The main purpose was to investigate the effects of different ventilation systems on the smoke control in tunnels.

Other important test series include the one in the Offenegg tunnel (Switzerland,1965) using petrol pools from 6.6 to 95 m^2 [3], the Zwenberg tunnel (Austria, 1975) [3] using petrol pool fires from 6.8 to 13.6 m^2, and the P.W.R.I. experiments (Japan, 1980) using pool fires of 4 and 6 m^2, passenger cars and buses. No HRR measurements were performed in these tests. In the Ofenegg tunnel tests gas temperatures up to 1200 ºC were measured. In the Netherlands, small-scale tests using petrol pans were performed in an 8 m long tunnel, 2 m high and 2 m wide [3]. In these tests gas temperatures in the range of 900 – 1360 ºC were measured. The Rijkswaterstaat Tunnel Curve (the RWS Curve) in the Netherlands is based on these tests. The RWS curve represents a worst-case scenario of a 300 MW petrol tanker burning in a tunnel for two hours.
In year 2002 a test series was performed in the in the Second Benelux tunnel [3] in the Netherlands. HRR and temperatures from pan fires (5, 20 MW), vehicle fires such as passenger cars, vans and semi-trailer fire load were measured. The measured peak HRR varied between 4.5 and 26 MW and the maximum gas temperatures in the ceiling did not exceed 600 ºC.
In 2003 large-scale tunnel tests were carried out with semi-trailer cargos in the Runehamar tunnel in Norway [1,2]. The tunnel is a two-way-asphalted road tunnel that was taken out of use and is 1600 m long, 6 m high and 9 m wide, with a slope varying between 1-3 %. In total four tests were performed with fire in a semi-trailer set-up. In three tests mixtures of different chosen cellulose and plastic materials were used, and in one test "real" commodity consisting of furniture and fixtures was used. In all tests the mass ratio was approximately 80 % cellulose and 20 % plastic. A polyester tarpaulin covered the cargo. The maximum heat release rates varied between 70 MW and 203 MW. The maximum gas temperatures varied between 1250 ºC and 1365 ºC.

3. OVERVIEW OF EXPERIMENTAL DATA

3.1 Heat release rate

Road vehicles
The literature describes a number of measurements of HRRs of road vehicles. In Table 1 a summary of these tests is given.
The HRRs for single passenger car (small and large) vary from 1.5 to 8 MW, but the majority of the tests show HRR values less than 5 MW. When two cars are involved we find that the peak HRR vary between 3.5 to 10 MW. There is a great variety in the time to reach peak HRR. It varies between 10 and 55 minutes. Based on the data presented here we observe a tendency that peak HRR increase linearly with total calorific value of the passenger cars involved in the fire. An analysis of all data available shows that the average increase is about 0.7 MW/GJ. This is an interesting observation since a French study has showed an increase of cars calorific potential versus years [12]. As there appears to be a trend for new cars to release more energy than older ones, designers of tunnel safety must consider this when deciding on a design fire rating. The number of passenger cars involved is also an important factor to consider in the design.
There are not many bus tests performed. The two tests shown in the Table 1 indicate that the peak HRR is in the order of 30 MW and the time to reach peak heat release rate is less than ten minutes.

Type of vehicle, test series, test nr, u=longitudinal ventilation m/s	Calorific value (GJ)	Peak HRR (MW)	Time to peak HRR (min)	Reference
Passenger Cars				
Three tests with ordinary passenger cars manufactured in the late 1970s	4	1.5, 1,8 and 2	12, 10 and 14	Mangs and Keski-Rahkonen [9]
Renault Espace J11-II manufactured in 1988, EUREKA 499, u= 0.4 m/s	7	6	8	Steinert [10]
Citroën BX 1986	5	6	15	Shipp and Spearpoint [11]
Austin Maestro 1982	NA	8.5	16	Shipp and Spearpoint [11]
Opel Kadett 1990 ; Second Benelux tests, test 6 and 7, u = 0 and 6 m/s	NA	4.8 and 4.7	11 and 38	Lemair et al [8]
Tests with single cars manufactured in the 80s and 90s (Peugeot, Renault, Citroen, Ford, Opel, Fiat, VW)	2.1, 3.1, 4.1 and 6.7	3.5, 2.1, 4.1 and 8.3	10, 29, 26 and 25	Joyeux [12]
Tests with one car (Trabant, Austin and Citroen)	3.1, 3.2 and 8	3.7, 1.7 and 4.6	11, 27, 17	Steinert [13]
Tests with two cars manufactured in the 80s and 90s (Peugeot, Renault, Citroen, Ford, Opel, Fiat, VW)	8.5, 7.9, 8.4 and NA	1.7, 7.5, 8.3 and 10	NA, 13, NA, NA	Joyeux [12]
Test with two cars (Polo+Trabant, Peugeot+Trabant, Citroen+Trabant, Jetta+Ascona)	5.4, 5.6, 7.7 and 10	5.6, 6.2, 7.1 and 8.4	29, 40, 20 and 55	Steinert [13]
Tests with three cars (Golf + Trabant+Fiesta)	NA	8.9	33	Steinert [13]
Buses				
A 25-35 year old 12 m long Volvo school bus with 40 seats, EUREKA 499, u=0.3 m/s	41	29	8	Ingason et al [14]
A bus test in the Shimizu Tunnel, u=3-4 m/s	NA	30 *	7	Kunikane et al [15]
HGV trailers				
A trailer load with total 10.9 ton wood (82%) and plastic pallets (18%), **Runehamar** test series, Test 1, u=3 m/s	240	203	18	Ingason and Lönnermark [1]
A trailer load with total 6.8 ton wood pallets(82%) and PUR mattrasses (18%), **Runehamar** test series, Test 2, u=3 m/s	129	158	14	Ingason and Lönnermark [1]
A Leyland DAF 310ATi – HGV trailer with 2 tons of furniture, EUREKA 499, u= 3-6 m/s	87	128	18	Grant and Drysdale [16]
A trailer with 8.5 ton furnitures, fixtures and rubber tyres, **Runehamar** test series, Test 3, u=3 m/s	152	125	10	Ingason and Lönnermark [1]
A trailer mock-up with 3.1 ton corrugated paper cartons filled with plastic cups (19%**), **Runehamar** test series, Test 4, u=3 m/s	67	70	14	Ingason and Lönnermark [1]
A trailer load with 72 wood pallets, Second Benelux tests, Test 14, u=1-2 m/s	19	25	12	Lemair et al [8]
A trailer load with 36 wood pallets, Second Benelux tests, Test 8, 9 and 10, u=0, 4-6 m/s and 6 m/s	10	13, 19 and 16	16, 8 and 8	Lemair et al [8]
A Simulated Truck Load (STL), EUREKA 499, u=0.7 m/s	65	17	15	Ingason et al [14]

NA=Not Available
* This is estimated from the convective HRR of 20 MW derived by Kunikane et al [15] because a sprinkler system was activated when the convective HRR was 16.5 MW. We assume that 67 % of the HRR is convective and thereby we can estimate the HRR = 20/0.67=30 MW.
** mass ratio of the total weight

Table 1 Large scale experimental data on road vehicles

The highest peak HRRs are obtained for the HGV trailers. It is found to be in the range of 13 to more than 200 MW depending on the fire load. The time to reach peak HRR is in the range of 10 to 20 minutes. The fire duration is less than one hour for all the HGV trailer tests presented in Table 1. In figure 1 complete HRR curves are given for the tests presented in Table 1.

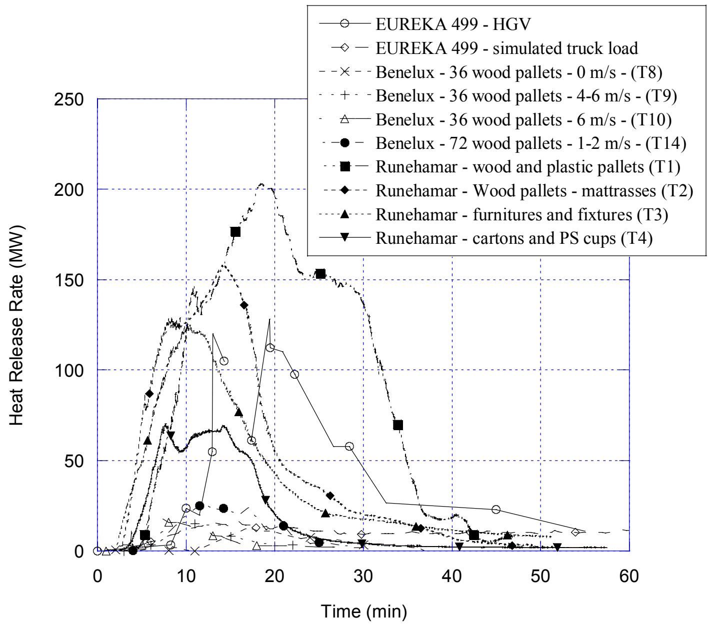

Figure 1 The HRR for the HGV trailer tests presented in Table 1

The interaction between the ventilation flow and HRR of HGV trailer fire loads has been investigated by Carvel et. al. [3]. They found that the heat release rate of a HGV could increase in size by a factor of four for a ventilation flow rate of 3 m/s and by factor of ten at 10 m/s. They also found that the fire growth rate could increase by a factor of five for 3 m/s and by factor of ten for 10 m/s. A Bayesian probabilistic approach was used to refine estimates, made by a panel of experts, with data from experimental fire tests in tunnels. Their conclusions were based on rather limited experimental data and there is still a need for experimental work to validate these results.

The Second Benelux tests with the 36 wood pallet fire load show that the fire development rate with ventilation was 1.7 to 2 times faster than the fire development without ventilation. The peak heat release rate was 13.5 MW without ventilation, 19 MW with 4-6 m/s ventilation and 16.5 MW with 6 m/s, which corresponds to 1.4 and 1.2 times higher, respectively. The peak heat release rate with 72 wood pallets was 26 MW and the fire growth rate was about 1.5 times faster than the 36 wood pallet fire load and no ventilation. In conclusion we can say that the fire growth rate was not more the 2 times higher and the peak heat release rate not more than1.4 times higher compared to test with no longitudinal ventilation. These results do not comply very well with the results obtained by Carvel et al [17].

Rail and metro vehicles
The literature describes very few measurements of HRRs for rail and metro vehicles. The only tests available are from EUREKA 499 test series. In Table 2 a summary of these tests is given.

Type of vehicle, test series, test nr, u=longitudinal ventilation m/s	Calorific value (GJ)	Peak HRR (MW)	Time to peak HRR (min)	Referens
Rail				
A Joined Railway car; two half cars, one of aluminium and one of steel, EUREKA 499, u=6-8/3-4 m/s	55	43	53	Steinert [10]
German Intercity-Express railway car (ICE), EUREKA 499, u=0.5 m/s	63	19	80	Steinert [10]
German Intercity passenger railway car (IC), EUREKA 499, u=0.5 m/s	77	13	25	Ingason et al [14]
Metro				
German subway car, EUREKA 499, u=0.5 m/s	41	35	5	Ingason et al [14]

Table 2 Large scale experimental data on rail vehicles

The test results presented in Table 2 are mainly based on single coaches. The peak HRR is found to be in the range of 13 to 43 MW and the time to reach the peak HRR varies from 5 to 80 minutes. If the fire were to spread between the train coaches, the total HRR and the time to reach peak HRR would be much higher than the values given here although we cannot sum up the HRR for each coach. This is because the first coach would not necessarily reach the peak HRR at the same time as the later ones. The EUREKA 499 tests show that there are many parameters that will affect the fire development in a train coach. These include, e.g., the body type (steel, aluminium etc), the quality of the glazed windows, the geometry of the openings, the amount and type of combustible interior and its initial moisture content, the construction of wagon joints, the air velocity within the tunnel and the geometry of the tunnel cross-section. These are all parameters, which needs to be considered in a design process of a rail- or metro tunnel.

3.2 Temperatures

There are number of time temperature curves available for design of load bearing constructions in buildings and underground constructions. The most common is the standard curve used in laboratory testing, e.g. ISO 834. This curve represent materials found in buildings and is not really relevant for tunnels, mainly because of slower temperature rise that has been found from tunnel experiments. ISO 834 has been used in many countries for tunnels, but rather soon it was clear that it did not represent all materials, e.g. petrol, chemicals etc. and therefore a special curve, the hydrocarbon curve (the HC-curve) was developed in the 1970s. It has been mainly used in the petrochemical and off-shore industries but it has also started to be used for tunnels.

The main difference between these two curves is the faster development and peak temperature rise. Special temperature curves have been developed in some countries to simulate hydrocarbon fires in tunnels.

Type of fuel, test series, test nr, u=longitudinal ventilation m/s, A=cross-section m^2	HRR (MW)	Peak gas temperature (ºC)	Referens
Liquid pan			
Pans with petrol (appr 4 m^2 - 1500 litre), TNO small scale tests, A=4 m^2	NA	1360	TNO report [7]
Pans with petrol (47.5 m^2), Ofenegg tunnel serie, u=0 – 1.7 m/s, A=23 m^2	NA	1200	Haerter [5]
Liquid pans, Memorial tunnel tests, u=0 m/s, A=36 m^2	50	1090	Test report Memorial Tunnel [4]
Pans with petrol (95 m^2), Ofenegg tunnel serie, u=0-1.7 m/s, A=23 m^2	NA	900	Haerter [5]
Liquid pans (45 m^2), Memorial tunnel tests, u=0 m/s, A=60 m^2	100	870	Test report Memorial Tunnel [4]
Pans with petrol (6.6 m^2), Ofenegg tunnel serie, u=0-1.7 m/s, A=23 m^2	NA	700	Haerter [5]
Liquid pans (45 m^2), Memorial tunnel tests, u=3 m/s, A=60 m^2	100	700	Test report Memorial Tunnel [4]
Pans with 60% heptane and 40% toluene (7.2 m^2), Second Benelux tests, Test 3a and 3b, u=0 and 1.7 m/s, A=50 m^2	12	210 and 110	Lemair et al [8]
Passenger cars			
Renault Espace J11-II manufactured in 1988, EUREKA 499, u= 0.4 m/s, A=25 - 35 m^2	6	480	Eureka report [3]
Opel Kadett 1990 ; Second Benelux tests, test 6 and 7, u = 0 and 6 m/s, A=50 m^2	4.8 and 4.7	210 and 110	Lemair et al [8]
HGV trailer			
A trailer load with total 10.9 ton wood (82%) and plastic pallets (18%), **Runehamar** test series, Test 1, u=3 m/s, A=50 m^2	203	1365	Lönnermark and Ingason [2]
A trailer load with total 6.8 ton wood pallets(82%) and PUR mattrasses (18%), **Runehamar** test series, Test 2, u=3 m/s,A=50 m^2	158	1282	Lönnermark and Ingason [2]
A trailer with 8.5 ton furnitures, fixtures and rubber tyres, **Runehamar** test series, Test 3, u=3 m/s, A=50 m^2	125	1281	Lönnermark and Ingason [2]
A trailer mock-up with 3.1 ton corrugated paper cartons filled with plastic cups (19%**), **Runehamar** test series, Test 4, u=3 m/s, A=50 m^2	70	1305	Lönnermark and Ingason [2]
A Leyland DAF 310ATi – HGV trailer with 2 tons of furniture, EUREKA 499, u= 3-6 m/s, A=25-35 m^2	128	970	Eureka report [3]
A trailer load with 72 wood pallets, Second Benelux tests, Test 14, u=1-2 m/s, A=50 m^2	25	600	Lemair et al [8]
A trailer load with 36 wood pallets, Second Benelux tests, Test 8, 9 and 10, u=0, 4-6 m/s and 6 m/s, A=50 m^2	13, 19 and 16	400, 290 and 300	Lemair et al [8]
A Simulated Truck Load (STL), EUREKA 499, u=0.7 m/s, A=25-35 m^2	17	400 ºC 10 m from the fire source	Eureka report [3]

Table 3 Peak gas temperatures measured in large scale road tunnel fire experiments

Examples of such curves are the RABT/ZTV Tunnel Curve in Germany, modified HC_{inc} in France and the Rijkswaterstaat Tunnel Curve (the RWS Curve) in the Netherlands. These tunnel curves are often used, but are not required by all authorities or tunnel owners. One reason for this situation is that these extreme situations often are thought to be found only in connection with for example a tanker fire; another reason is the lack of measurements in real scale fires, e.g. in fires in HGV trailer. There are number of large-scale tests available with gas temperatures in the vicinity of the fire source. In Table 3 we find a summary of the peak ceiling gas temperatures in the vicinity of the fire source for different tunnel tests. This summary includes only large fires such as petrol fires, diesel fires and large vehicle fires in tunnels.

The highest gas temperatures obtained are from the Runehamar test series and from petrol liquid fire tests in small-cross sections (<23 m^2). These fires resulted in gas temperatures in the range of 1200 – 1365 ^oC. These high temperatures are in agreement with the high levels of RWS and HC curves for tunnel fires as can been seen in figure 2 where a comparison is made between the results of the Runehamar tests and different time-temperature curves for engineering design (ISO, HC, RWS, RABT/ZTG). In figure 2 (left graph) we see that the gas temperatures from the Runehamar tests have steeper temperature rise than all the engineering curves presented although the RWS and HC curves comprises all the cases except for the furniture test (Test 3).

Type of vehicle, test series, test nr, u=longitudinal ventilation m/s	HRR (MW)	Peak gas temperature (^oC)	Reference
Rail			
A Joined Railway car; two half cars, one of aluminium and one of steel, EUREKA 499, u=6-8/3-4 m/s, A=25–35 m^2	43	980	Eureka report [3]
German Intercity-Express railway car (ICE), EUREKA 499, u=0.5 m/s	19	830	Eureka report [3]
German Intercity passenger railway car (IC), EUREKA 499, u=0.5 m/s	13	720	Eureka report [3]
Metro			
German subway aluminium car, EUREKA 499, u=0.5 m/s	35	1050	Eureka report [3]
German subway steel car, EUREKA 499, u=0.3 m/s	NA	680	Eureka report [3]

Table 4 Gas temperatures measured in large scale rail tunnel fire experiments

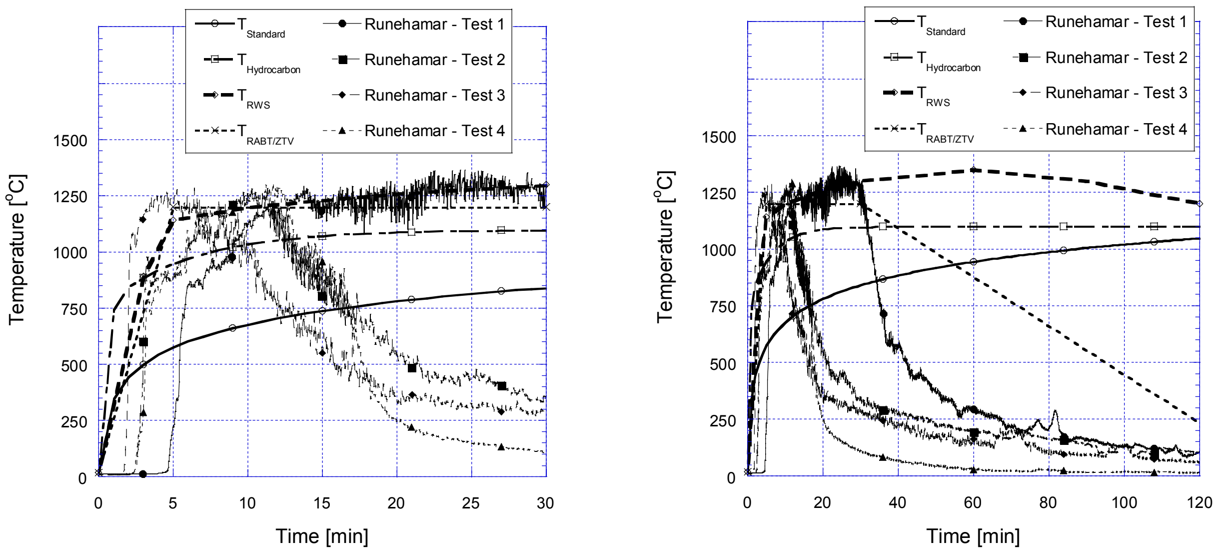

Figure 2 Comparison between the Runehamar tests and different time-temperature curves used by engineers. The graph to the left shows the first 30 minutes and the graph to the left the first 120 min [2].

The results in Tables 3 and 4 show that there is a correspondence between high HRR and high temperatures but it appears to be also related to the type of fuel, fuel geometry and size and cross-section of the tunnel (A). For high HRR (≥35 MW) the gas temperatures become high (≥900 °C), with exception of the tests in the Memorial tunnel test series with high ceiling height and 100 MW. This observation is applicable even when the ventilation rate is high (≥3 m/s). This can be explained by the fact that for high HRR the flames impinge on the ceiling and the combustion zone, where the highest temperatures are usually obtained, is situated close to the ceiling, even when the longitudinal ventilation deflects the flames. All together these results indicate that the type of fuel, its geometrical shape and size, the tunnel cross-section and the combustion efficiency are important parameters for the temperature level.

4. CONCLUSIONS

The HRRs for a single passenger car (small and large) vary from 1.5 MW to 8 MW, but the majority of the tests show HRR values less than 5 MW. When two cars are involved we find that the peak HRR vary between 3.5 to 10 MW. There is a great variety in the time to reach peak HRR. It varies between 10 and 55 minutes. The highest peak HRRs are obtained for the HGV trailers. It is found to be in the range of 13 to more than 200 MW depending on the fire load. The time to reach peak HRR is in the range of 10 to 20 minutes. The fire duration is less than one hour for all the HGV trailer tests presented.

The highest gas temperatures are obtained from HGV trailers and from petrol liquid fire tests in small-cross sections. These fires resulted in gas temperatures in the range of 1200 – 1365°C. These high temperatures are in agreement with the high levels of RWS and HC curves for tunnel fires.

5. ACKNOWLEDGMENT

We want to acknowledge TNO and SINTEF for their co-operation in performing the large-scale tunnel tests in Runehamar tunnel as well as Promat, Gerco, B I G Innovative and the Norwegian Road Administration for their help in making these tests possible. The Swedish Road Administration, the Swedish Rail Administration, the Swedish Rescue Services Agency, the Swedish Fire Research Board and the European Commission through the UPTUN project financed the large-scale tests. SP, TNO and SINTEF have also take part in financing the tests.

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