



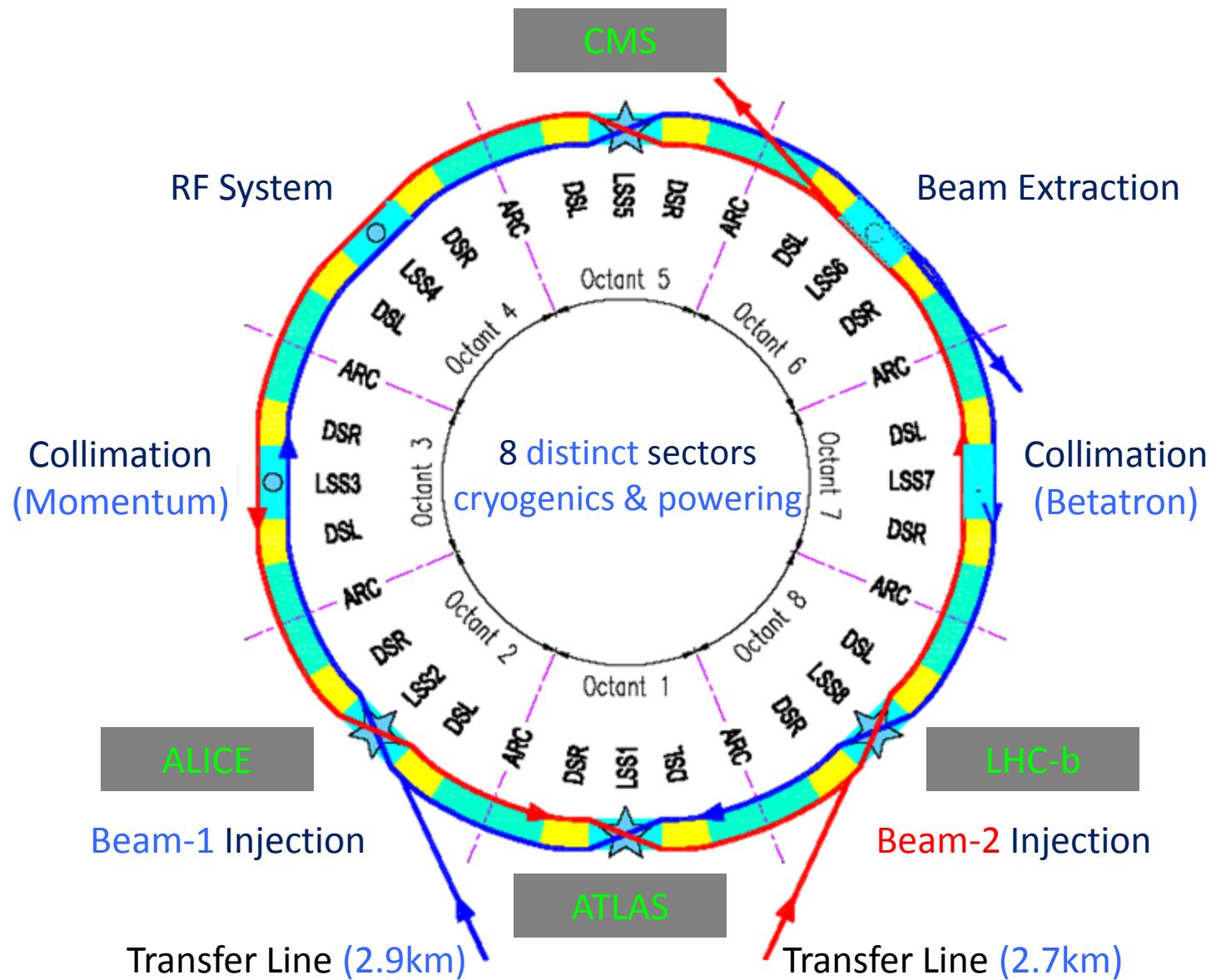
LHC Beam Preparation

R. Giachino

CERN

WAO 2010

1. Introduction
2. Timeline of the LHC
3. Hardware Commissioning
4. Dry run and Machine Checkout
5. Conclusions





LHC Timeframe



LHC Timeframe

Tunnel:

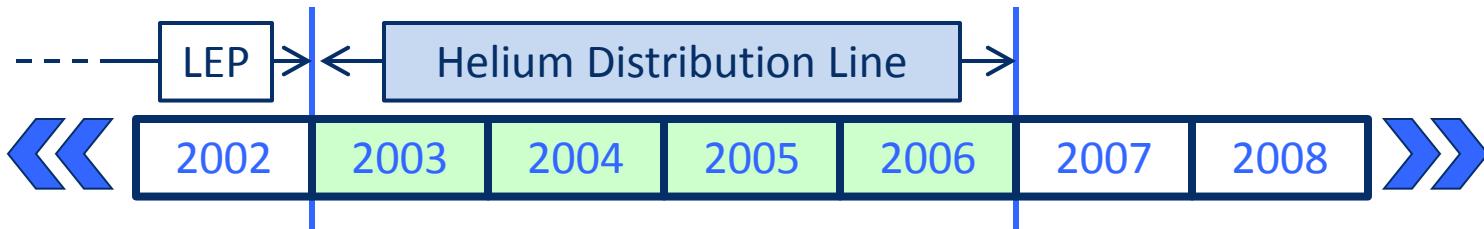


Decommissioning of the LEP machine



LHC Timeframe

Tunnel:



27kms of helium line installed by supplier,

Significant problems with:

- Geometry • Leaks • Welds • Procedures ...



LHC Timeframe

Tunnel:

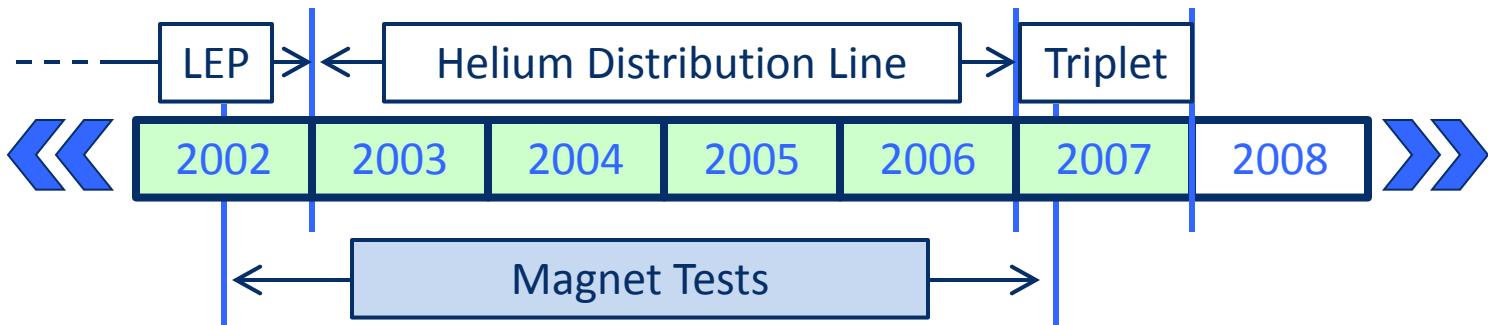


Inner Triplets – Either side of each experiment
Three superconducting magnet assemblies



LHC Timeframe

Tunnel:



Magnets put into Cryostats

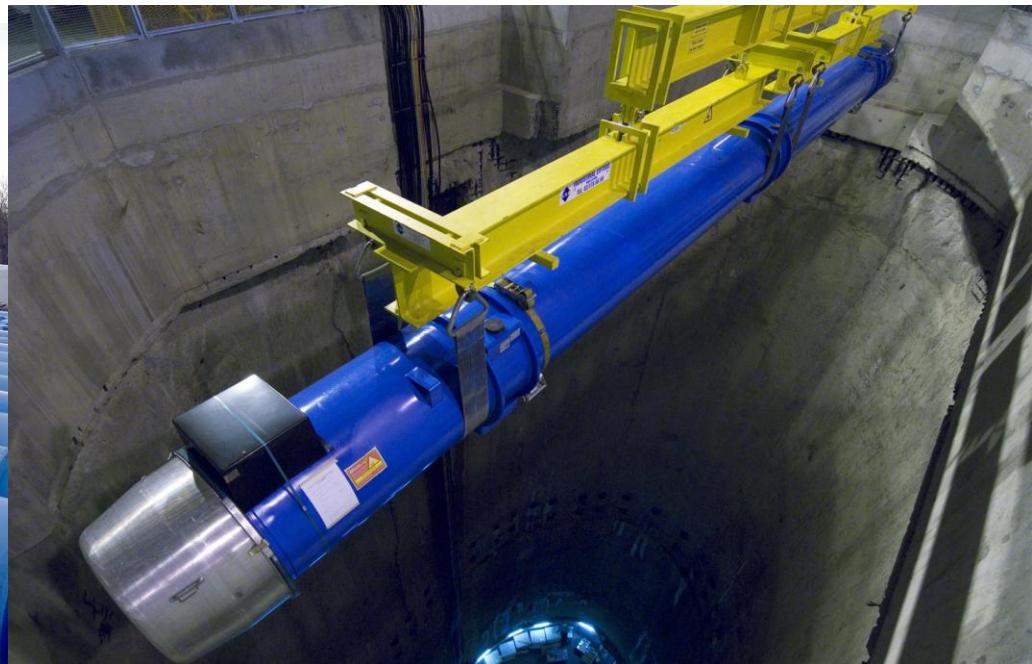
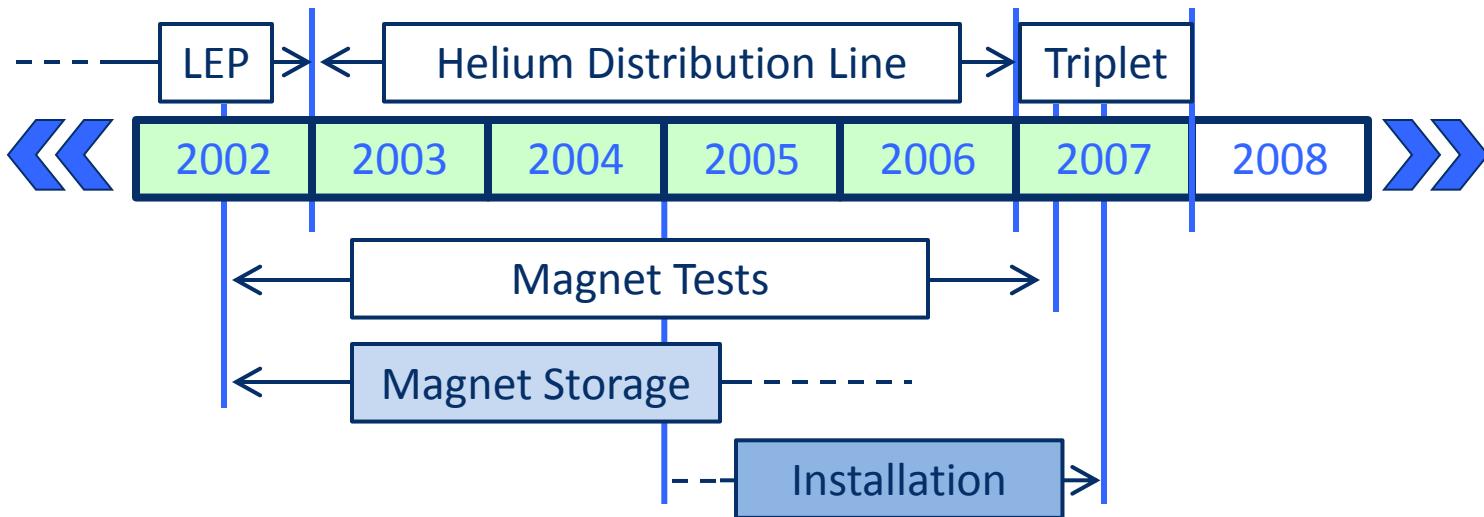


Magnets Tested and Characterised



LHC Timeframe

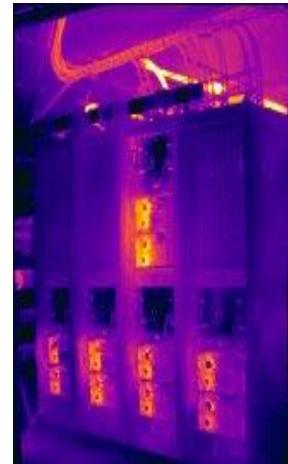
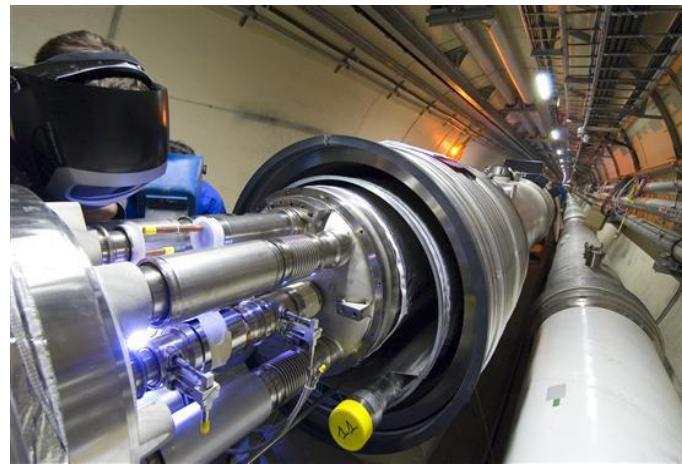
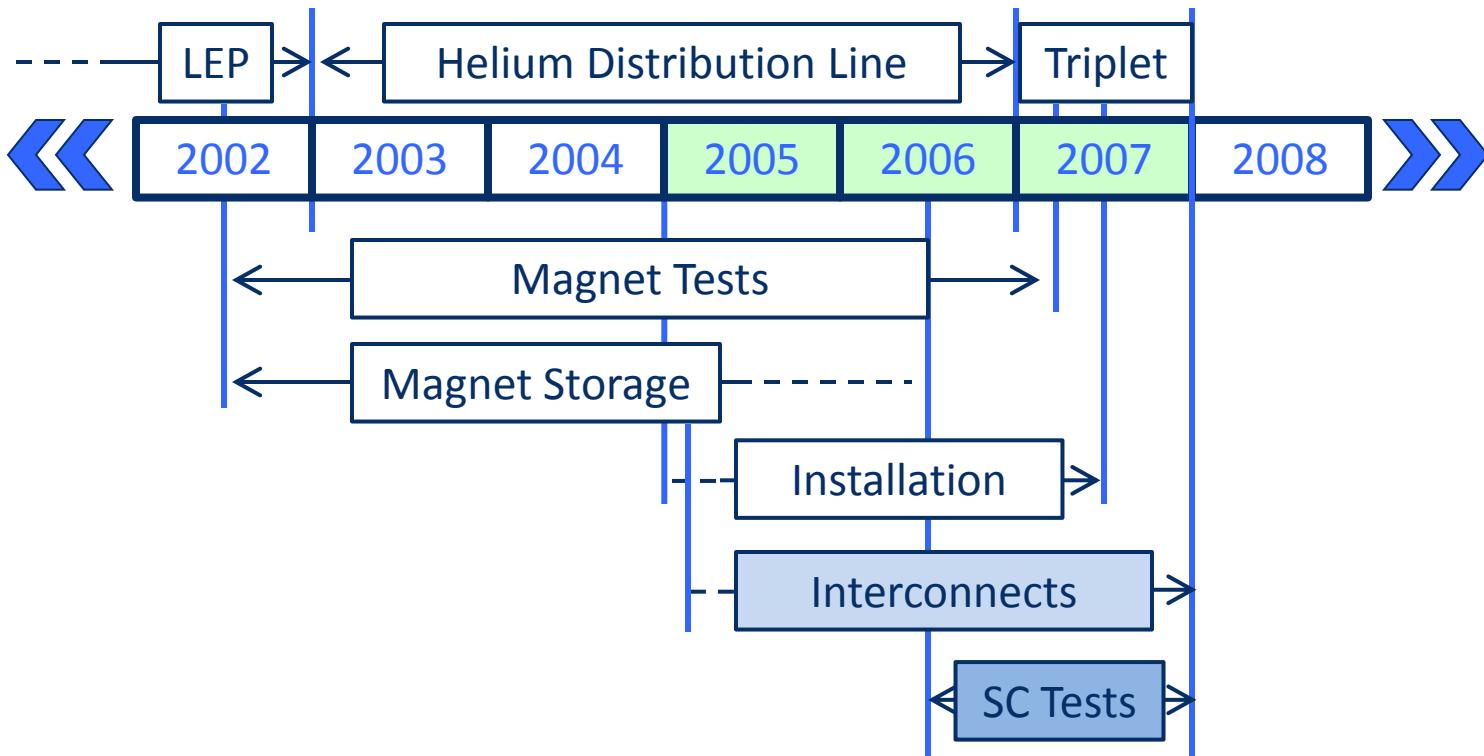
Tunnel:





LHC Timeframe

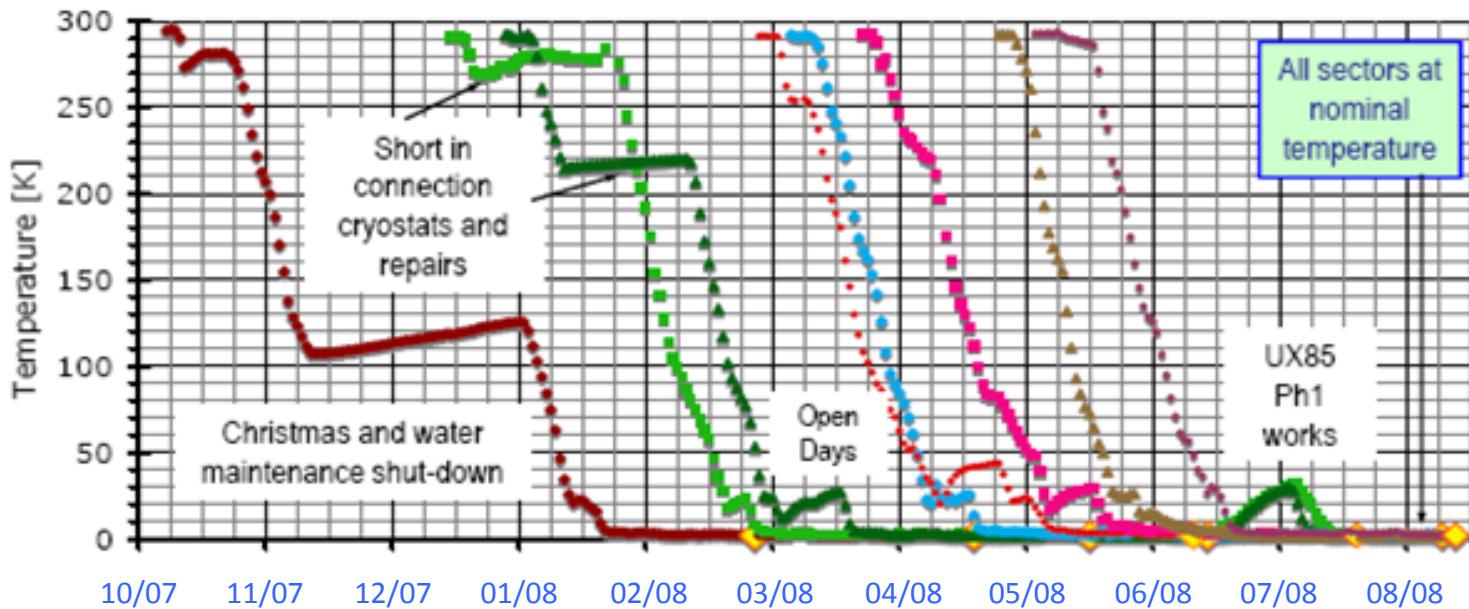
Tunnel:



Tunnel:



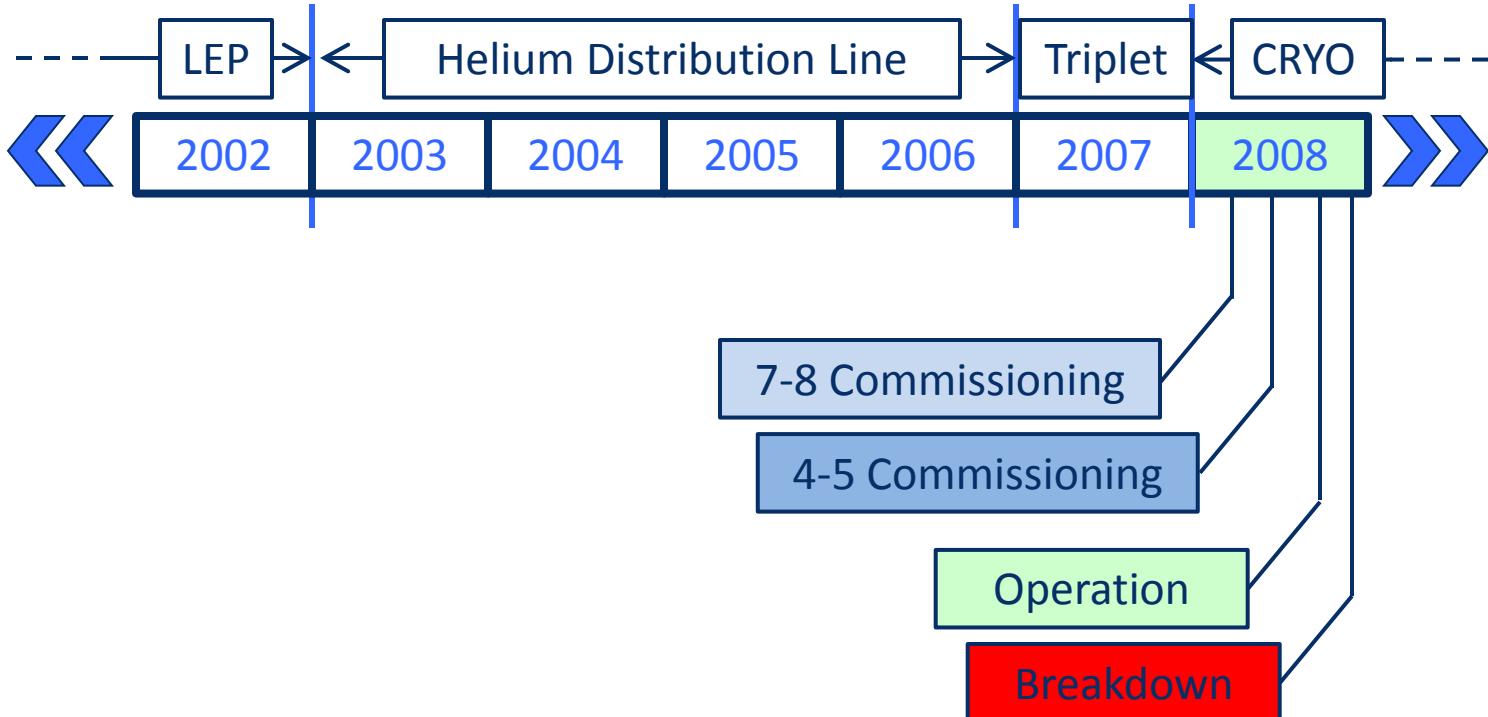
Cool down the machine for operation





LHC Timeframe

Tunnel:



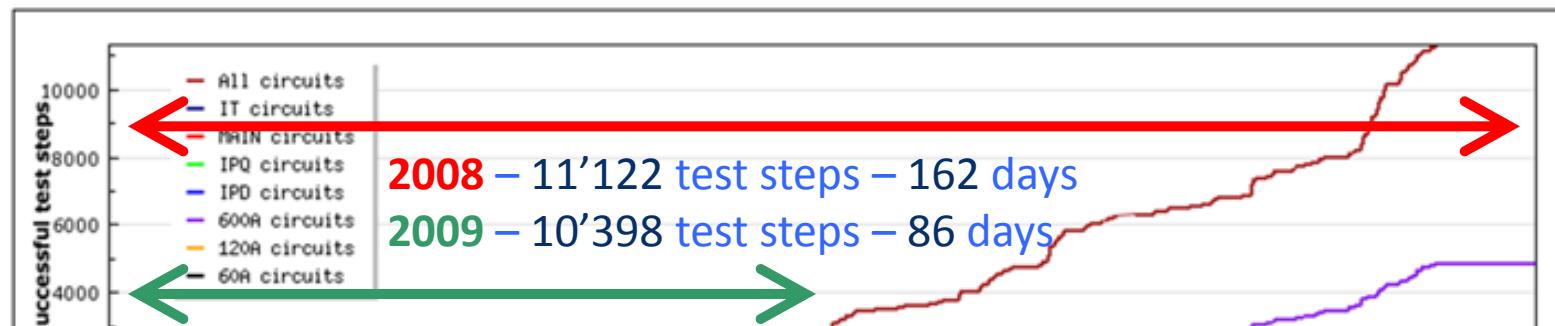
LHC Hardware Commissioning

Commissioning of the magnets & circuits follows predefined test steps.
(power converter, quench protection, interlocks..)

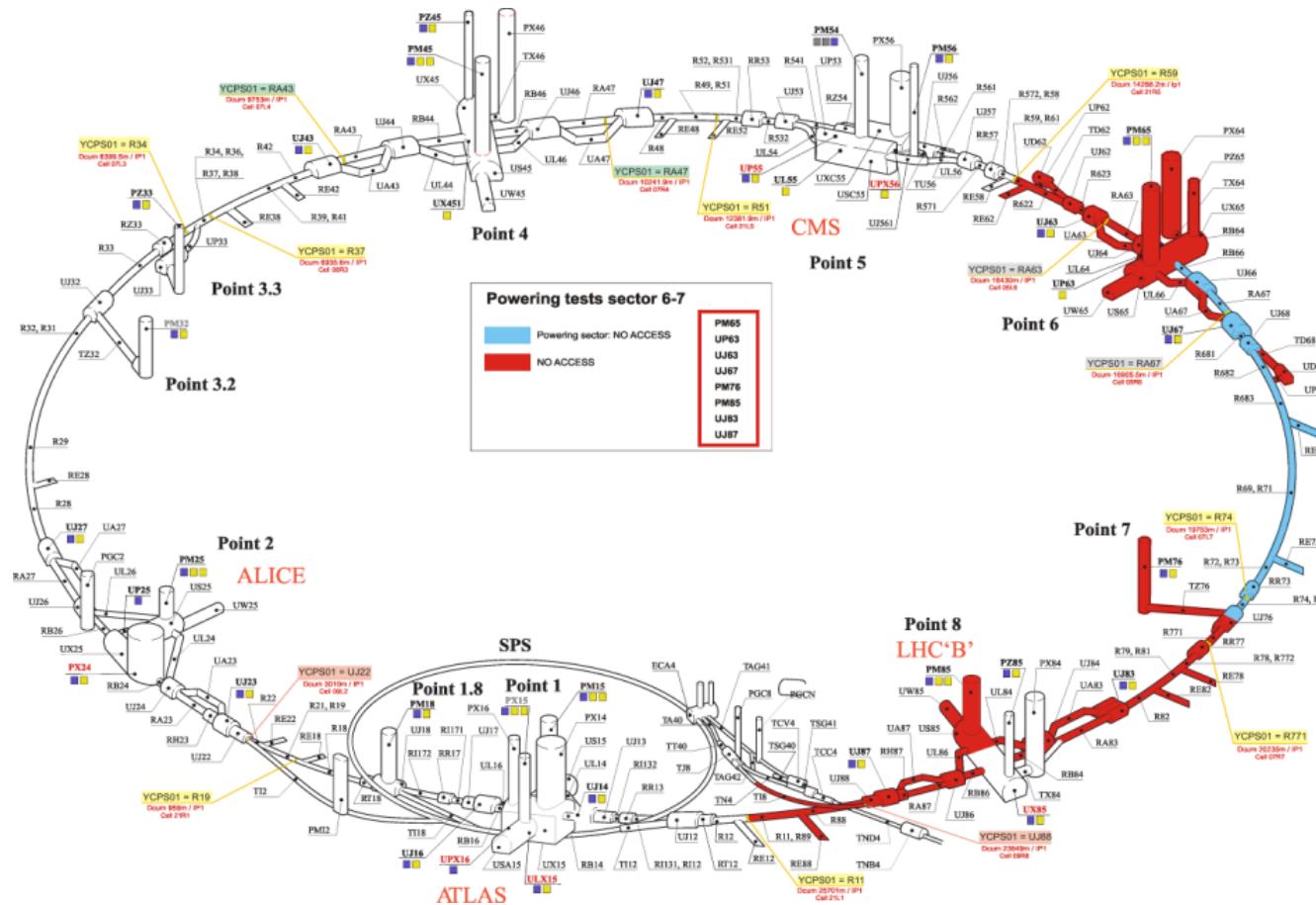
1'700 circuits, 10'000 magnets Commissioning time ~5 months

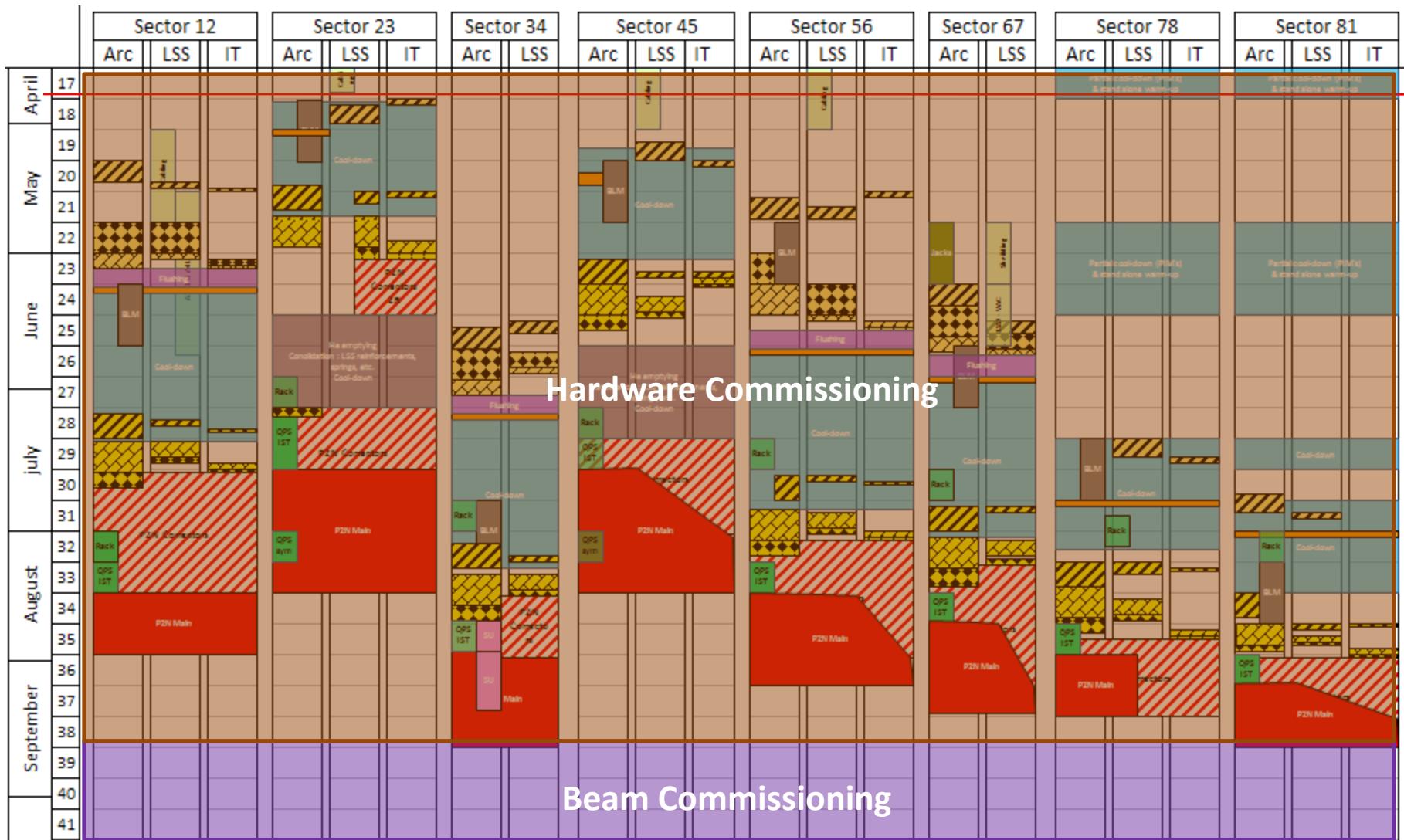
LHC commissioned for a beam energy of:

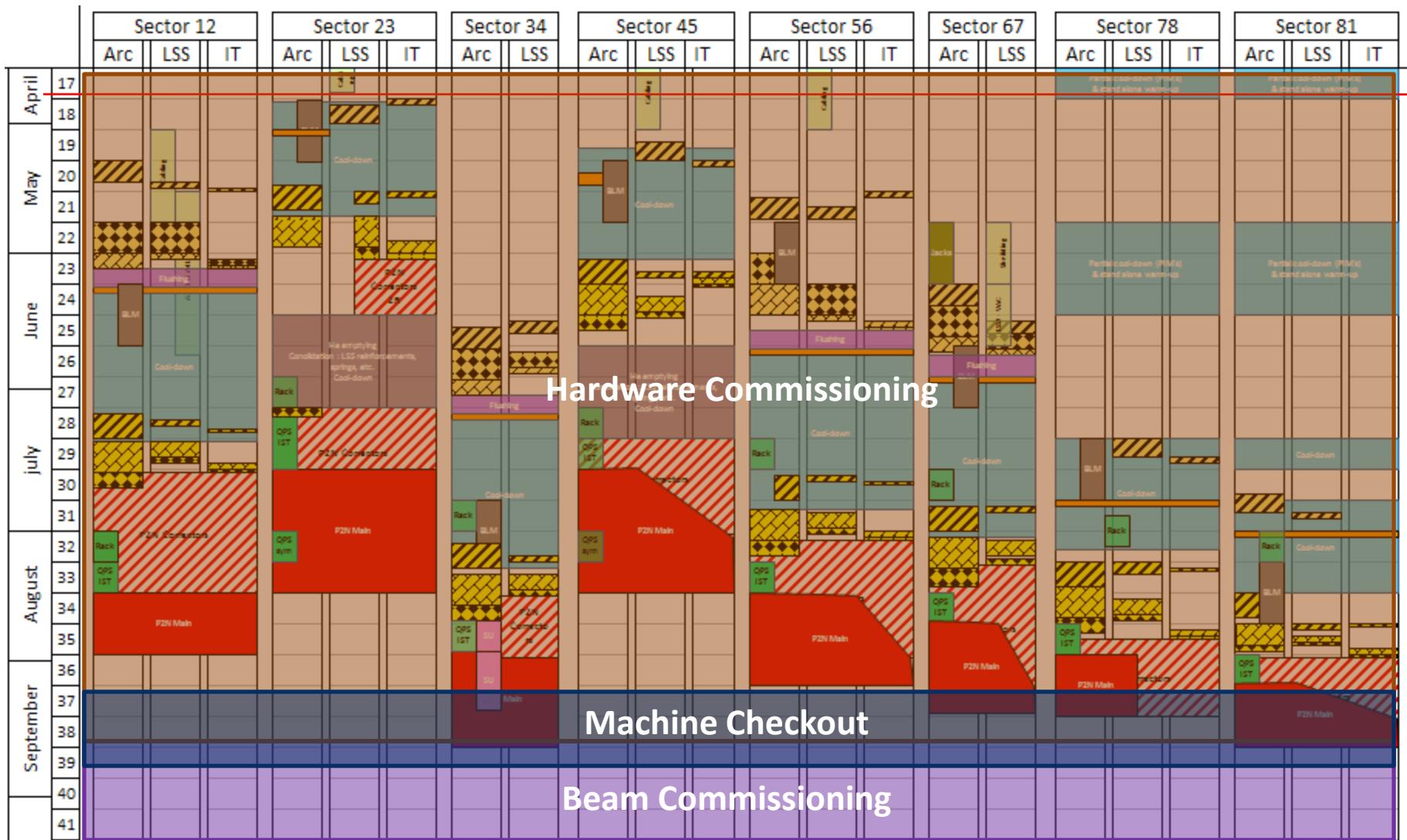
- 2008: 5.5 TeV (5 TeV target for physics).
Issue with Magnet re-training required above ~6 TeV.
- 2009: 1.2 TeV (incident, commissioning delays).
- 2010: 3.5 TeV (limited by joint quality).

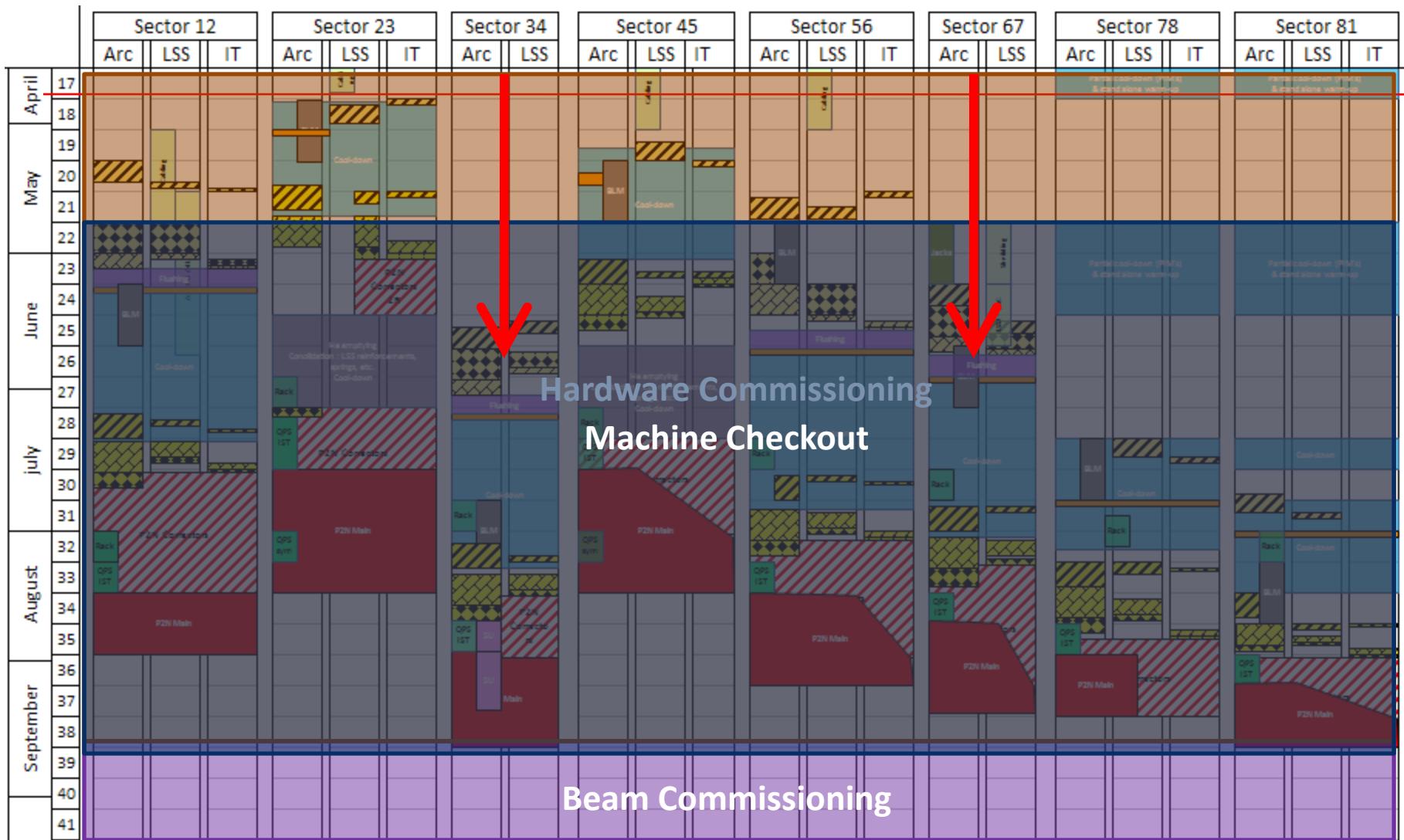


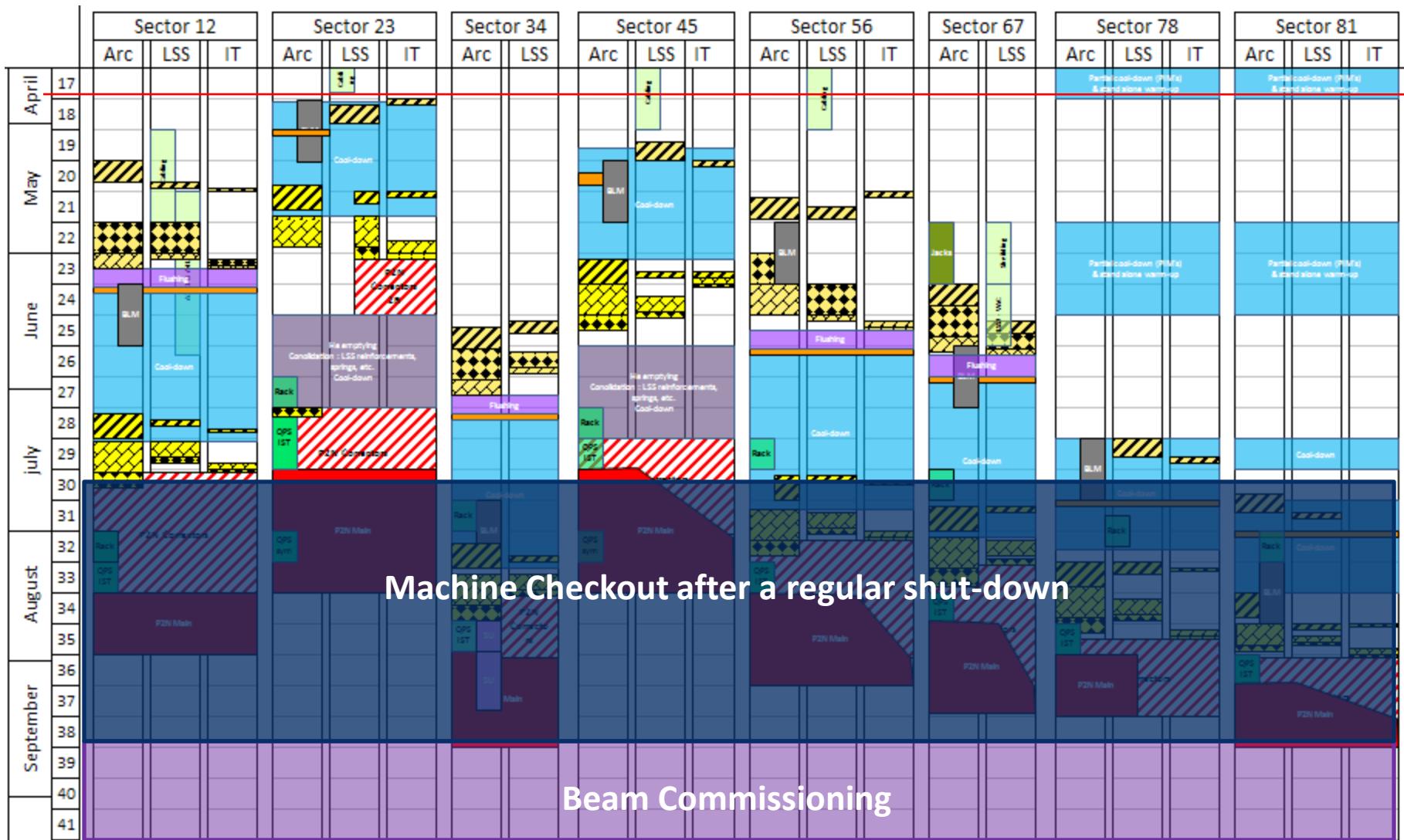
IF hardware intervention NO possible power on the adjacent sectors













Machine Preparation for Beam

Dry runs

- Started in 2003 (injection lines)
- Individual system tests conducted by the equipment groups
- Blocks of few days spaced by few weeks for analysis and correction of the problems
- In Cern Control Centre using operational software
- Driven by System Experts, System Commissioners and EiCs

Machine check-out

- Test of the different circuits/sectors in unison and in operational conditions (acceleration rates, settings) once released by Hardware Commissioning
- Integration of the various accelerator systems (injection, beam dump, RF, collimators, beam interlocks, alarms, etc.) once debugged in Dry Runs.
- In Cern Control Centre using operational software
- Driven by the “users” (EiCs, Operators)

verifying the operation of several systems, mimicking different operational phases (e.g. Injection, ramp, squeeze, beam dump, interlocks tests, etc.)

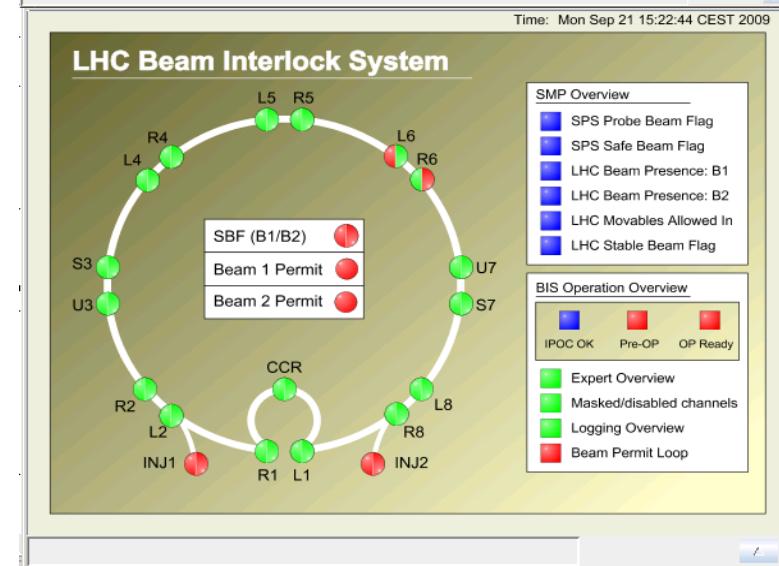
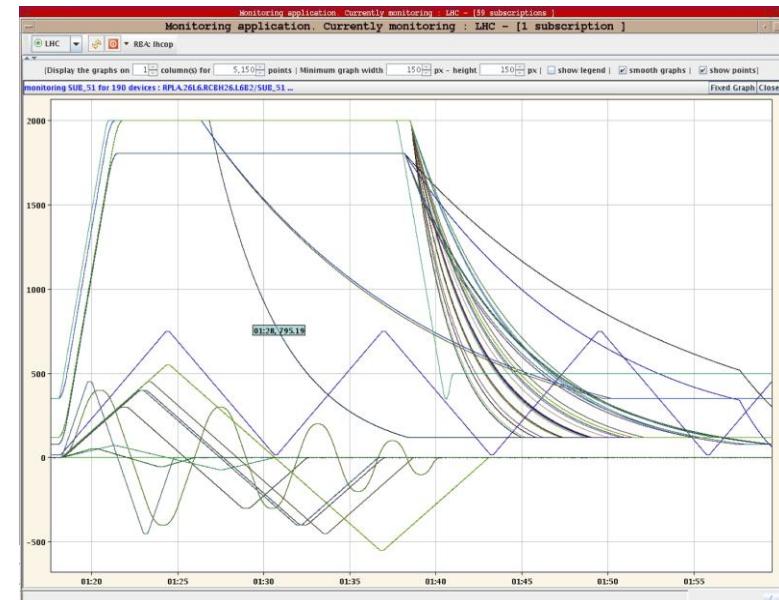
Verification of the remote control functionalities for the various systems as they became available from Hardware Commissioning:

- Magnetic circuits
- Injection & extraction elements
- Beam instrumentation

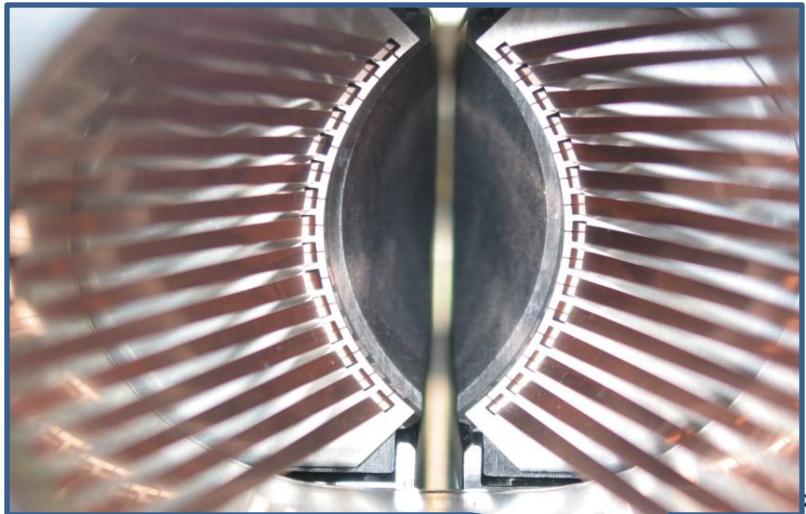
Synchronous powering of circuits together with other systems (e.g. collimators, RF)

Validation of the Beam Interlocks

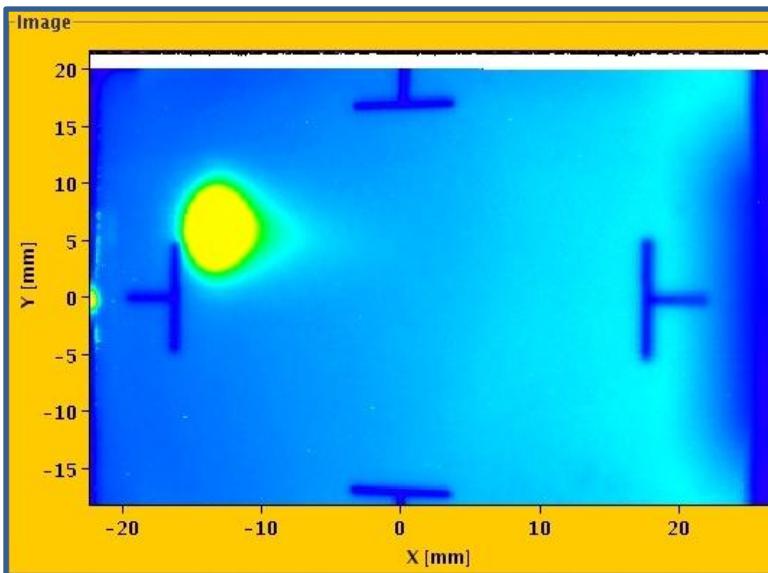
- Vacuum valves
- Power converters
- Beam Loss Monitors
- Experiments



1st Beam Injection Test (8-10 Aug.)



POINT 4
RF



POINT 2
Alice

Beam 1

TI2

Beam 2

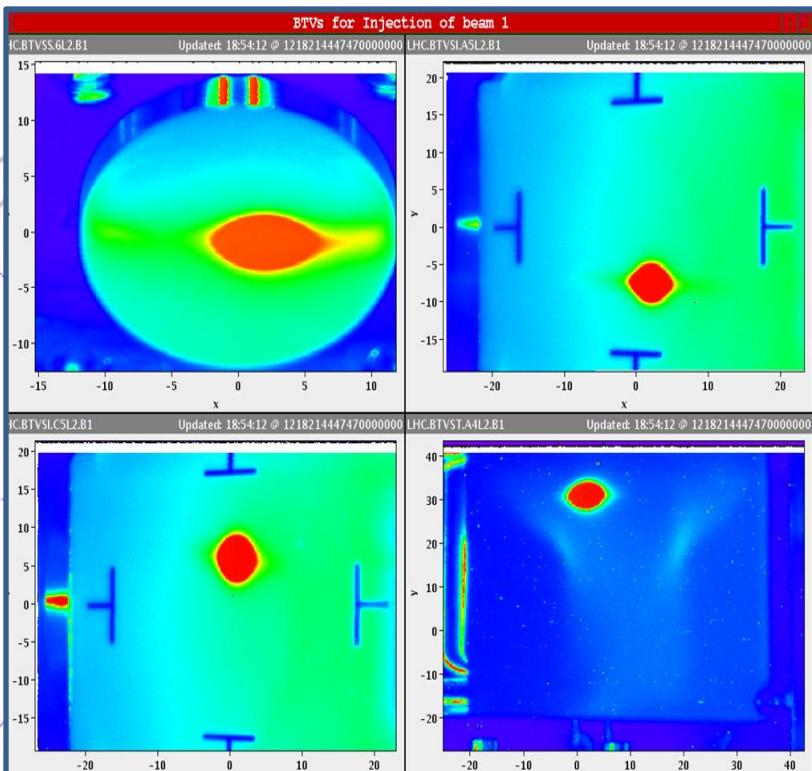
TI8

POINT 1
Atlas

POINT 8
LHCb

15 Sep 2008 15:37

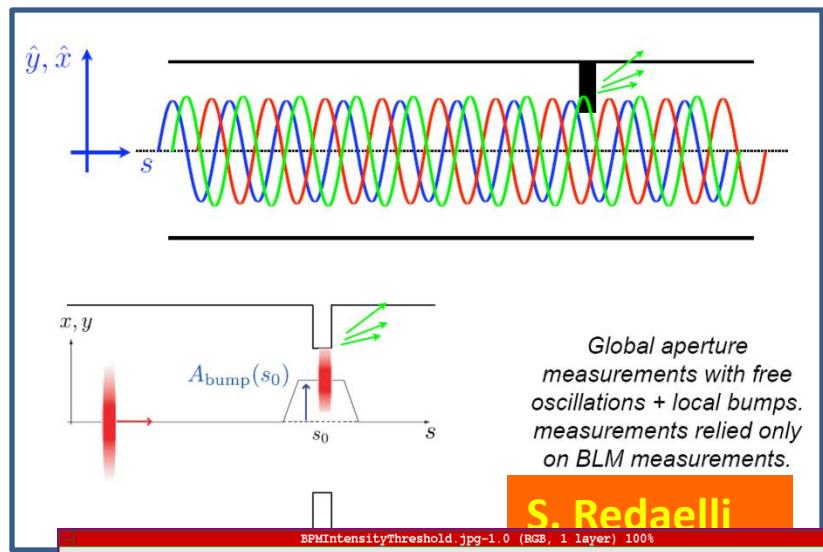
Updated by Roger Bailey



1st Beam Injection Test (8-10 Aug.)

What we did:

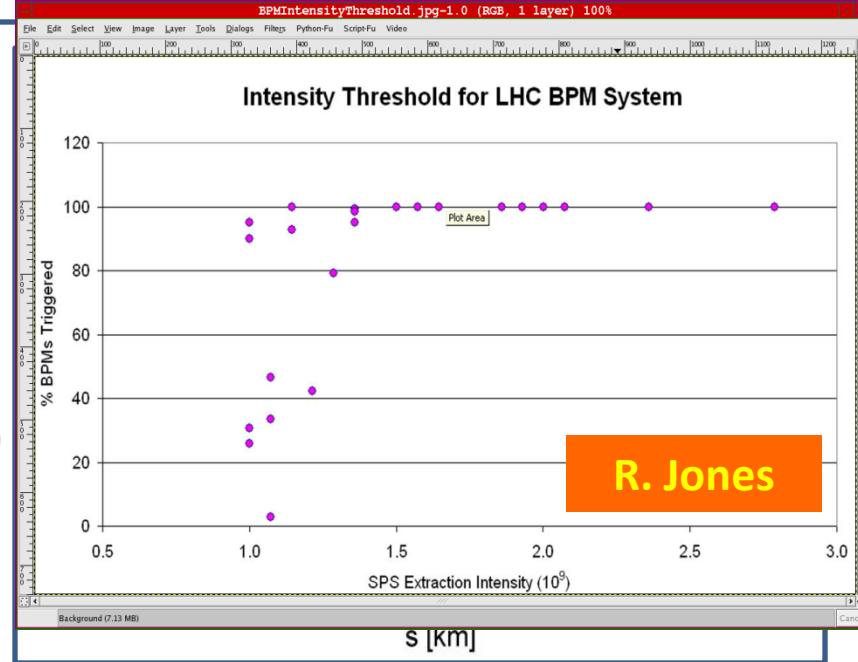
- Trajectory correction
- Optics measurements
- Physical aperture measurements
- Instrumentation setup



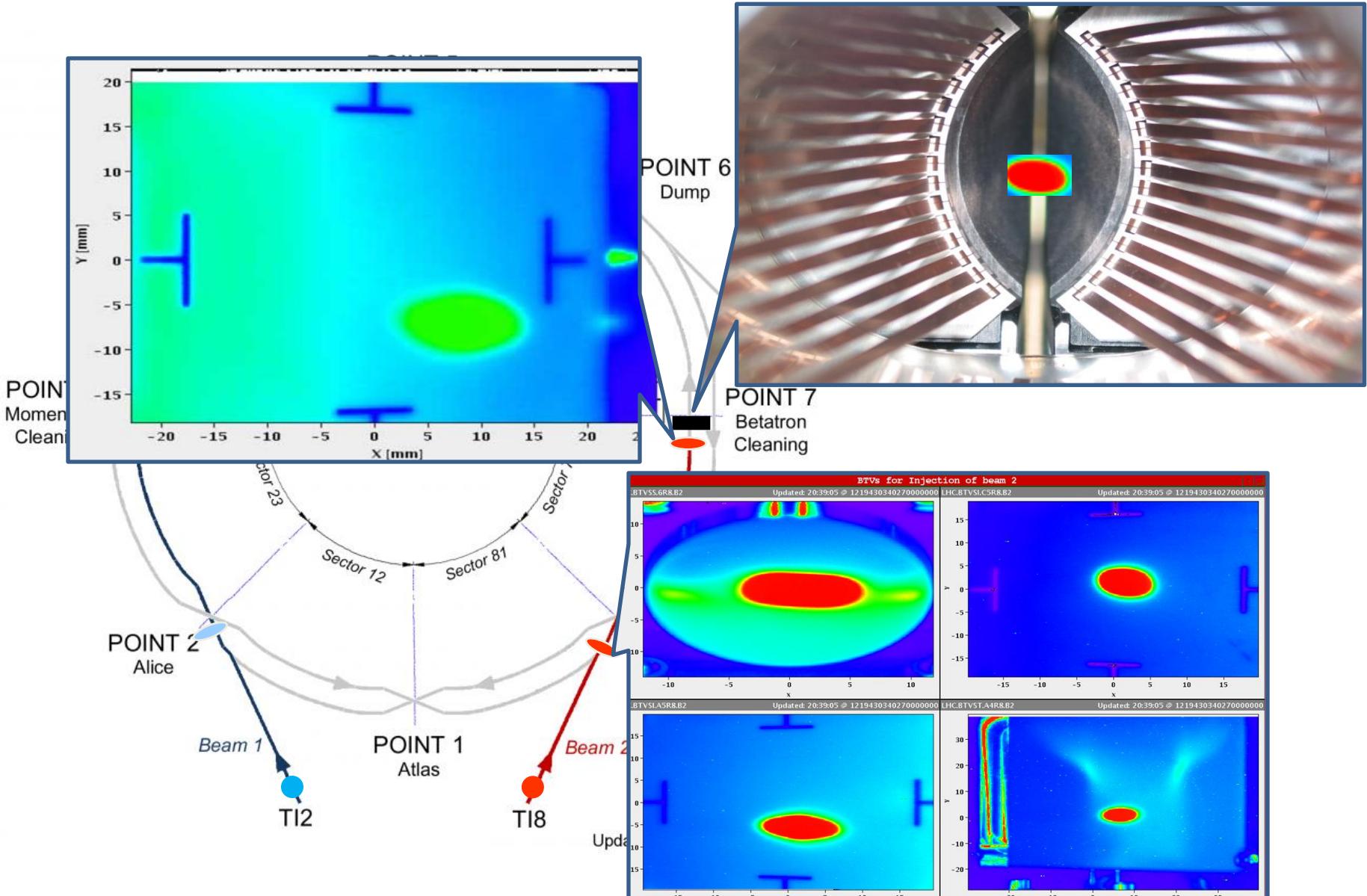
S. Redaelli

What we found:

- Quench limit: $\sim 4 \times 10^9$ p (as expected)
- BPM sensitivity (excellent)
- Injection aperture restriction
misaligned vacuum port (corrected)
- Optics problem point 3
trim quadrupole polarity errors (corrected)



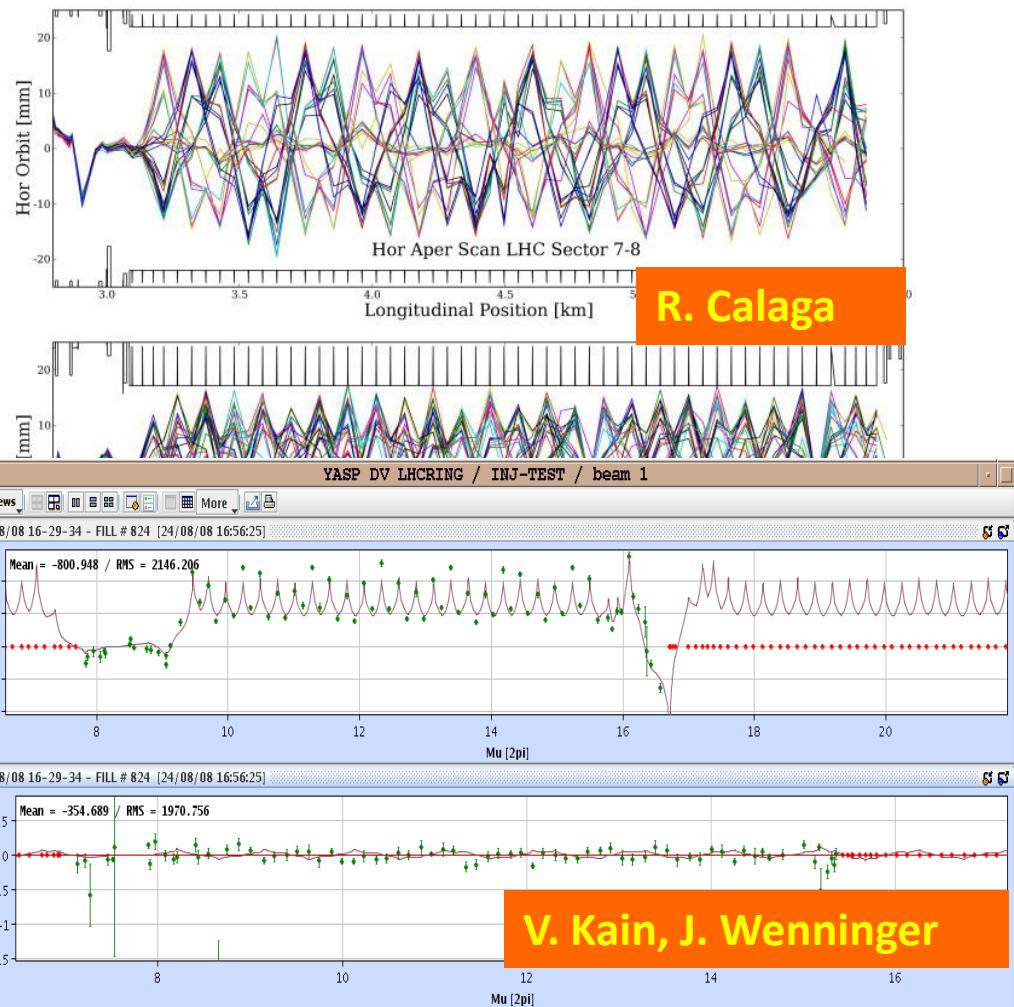
2nd Beam Injection Test (22-24 Aug.)



2nd Beam Injection Test (22-24 Aug.)

What we did (Beam1 & Beam2):

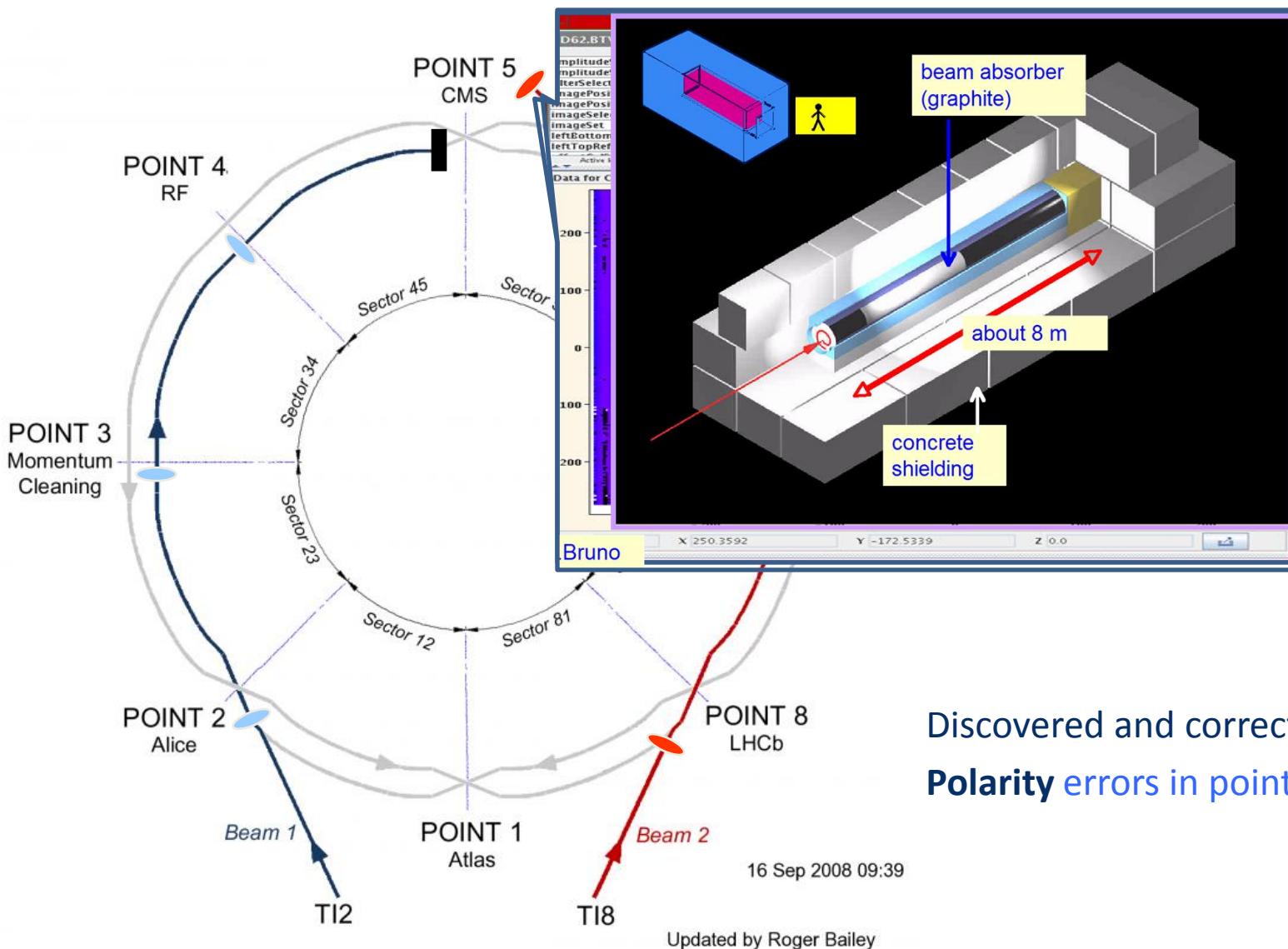
- Trajectory correction
- Optics measurements some polarity corrections
- Physical aperture measurements injection aperture OK
- Optic ok after polarity correction



What we found:

- Optical Problem at end of TI8 line being investigating.

3rd Beam Injection Test (5-7 Sep.)



Discovered and corrected:
Polarity errors in points 7 and 4

September 10th



The rapid progress of Beam commissioning:
Injection, circulate, ramp, collision at 450 GeV and 3.5 TeV
without hindrance show the importance of the
Machine Check Out.

