





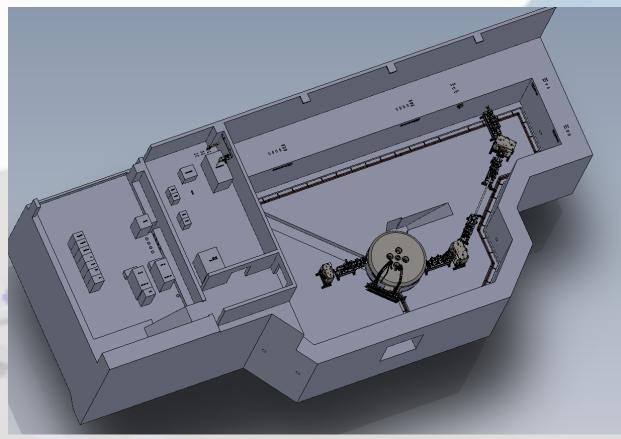
WORK PACKAGE #5 CYCLOTRON AND BEAMLINE

SPES MEETING OCTOBER 10TH 2016







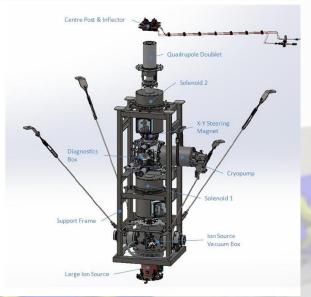


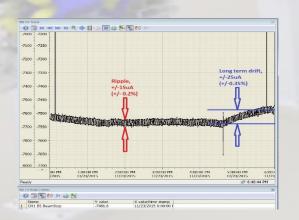
The Mission:

- the cyclotron
- one complete beam line
- the first part of the second beam line
- the "turn key system"
 - Ancillary systems
 - Control system
 - Safety system
- The integration
- The training for the operation
- Operation and maintenance team building



Laboratori Nazionali di Legnaro



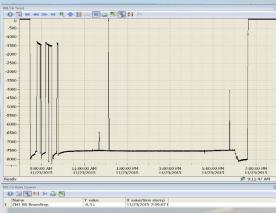






Source and injection line test **November 2015**







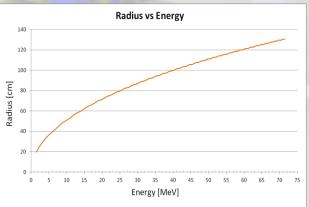


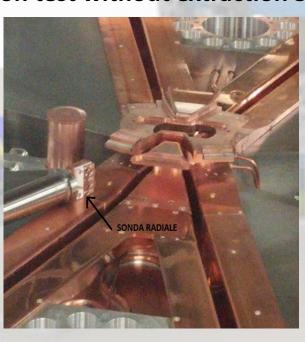




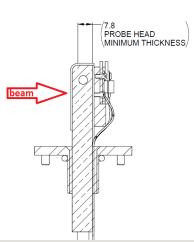
Feb. 26th 2016 First acceleration test without extraction 3μA @70 MeV







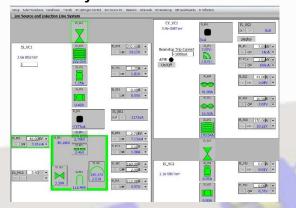




A. Lombardi

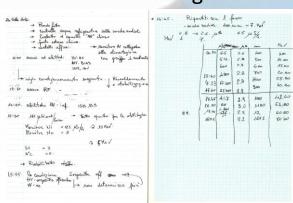


Injection Line



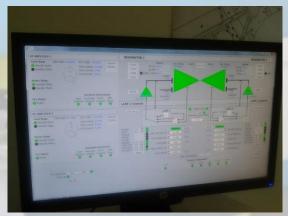


Old fashion logbook



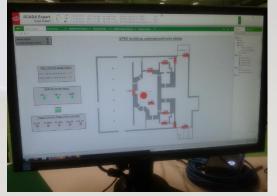


Cyclotron control system HMI



Machine control system and safety system integration



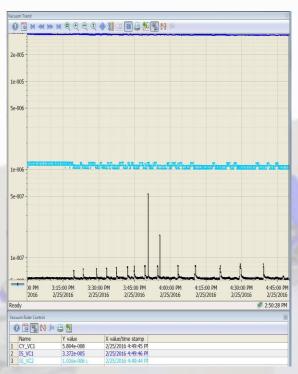




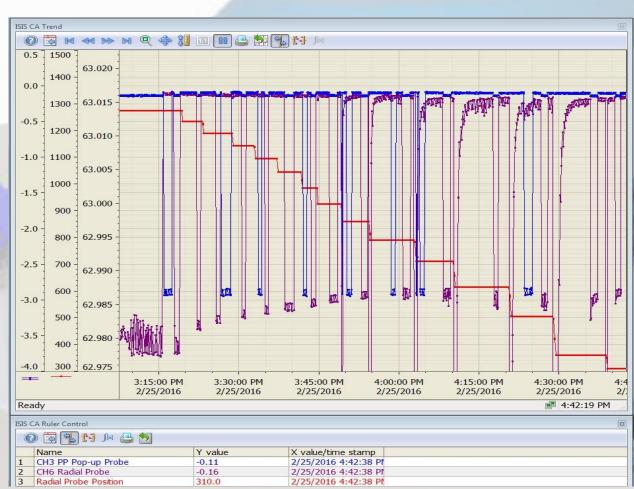








Vacuum level inside the Cyclotron:
5.8 e-8 Torr (7.7 e-8 mbar)



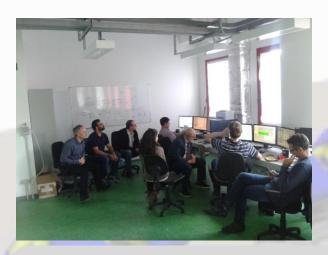
Test results with 3 microA on the radial probe



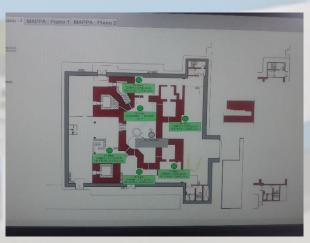




May 31st 2016: first test for the beam extraction. Successful 3 microA total dual extraction









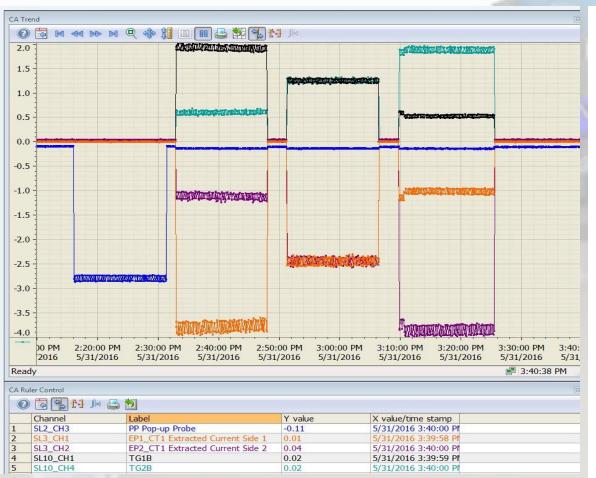








Experimental results and paper signed



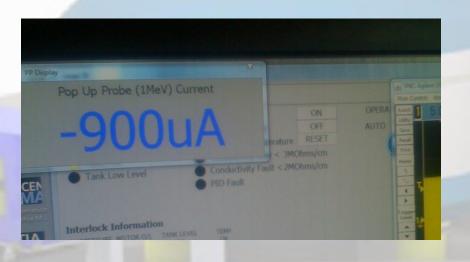
TEST RESULTS

Test Description • performance specified • measured value	BCSI (signature and date)	(signature and date)
Beam current to 1MeV probe: Measured 2.80 ± 0.04 µA Date and time MAY 31, 2016 2:16pm	No signature required	No signature required
Beam current ratio 80/20: Faraday cup 1 current 193 2003 μA Faraday cup 2 current 10.601 002 μA Ratio as measured: 76:24	PMD MM 31,2016	Shuli
Beam current ratio 50/50: Faraday cup 1 current 1.25/2002 μA Faraday cup 2 current 1.25/2002 μA Ratio as measured: 50:50		18
Beam current ratio 20/80: Faraday cup 1 current 0.53 ±0.02 μA Faraday cup 2 current 1.88 ± 0.05 μA Ratio as measured: 22; 78		

Beam commissioning

Acceleration to 1MeV:

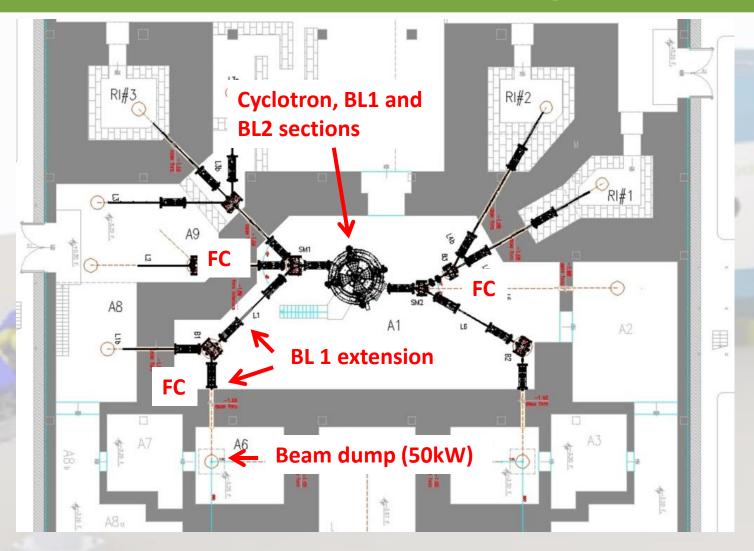
- ➤900µA for 8.5mA (source) (max source output 15mA)
- ➤ Injection efficiency 10.3%
- ➤ Beam ripple within ±1% of the average value
- ➤ Stability better than 5µA



Acceleration to 70MeV and extraction:

- Radial Probe has been used, beam monitored in 5MeV steps
- ► Beam extracted, tune optimised at 100µA on target

Installation at INFN LN Legnaro

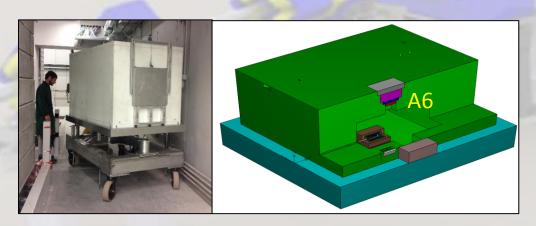


Cyclotron and Commissioning

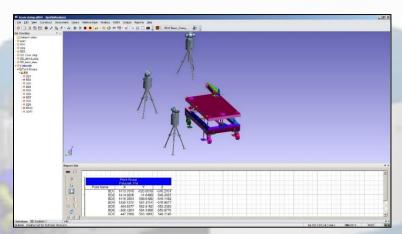
Alignment Strategy

Beam Dump system was aligned with laser track instrumentation. Alignment Procedure steps of the entire device were defined:

- Fiducialization of BD;
- Network Measurements in A6;
- Beam line fiducialization;
- BD placement and alignment;

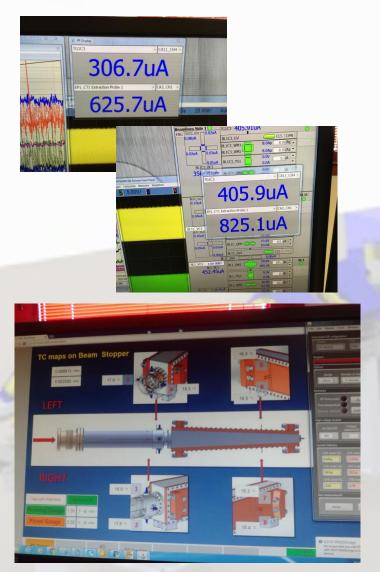


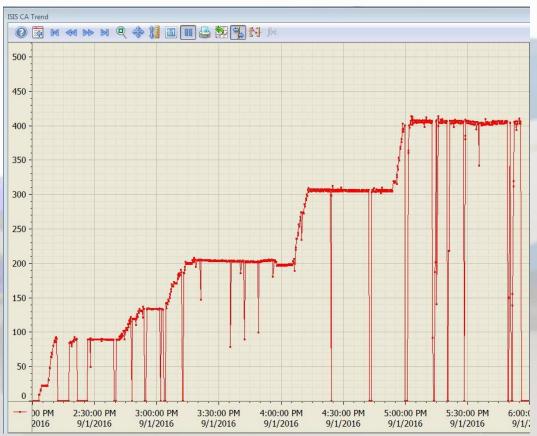
It's ready for alignment in A6 room!





Tuned in 100μA increments: 100, 200, 300 and 400μA.









Proposal



Based on the 70p Second Contract Amendment executed on January 29th 2016, Best proposes the following revised milestone schedule.

Milestone	Target		
MSO: Contract effective date	Complete		
MS1: Submitting technical docs to INFN-LNL for approval	Complete		
MS2: Start of development and manufacturing	Complete	Complete	
MS3: Start of cyclotron factory tests	Complete		
MS4: Delivery of cyclotron to INFN-LNL (leaving Ottawa)	Complete		
MS5: Beginning of installation at INFN-LNL	Complete		
MS6: End of installation and start of on-site test	Complete		
MS7: Cyclotron subsystems commissioning	done		
MS8: Beam acceleration at 70MeV inside the cyclotron	done		
MS9: Dual beam operation test	done		
MS10: End of Site Acceptance Test	End of October beginning of november		
MS11: Completion of minor activities highlighted during the			
commissioning.	Beginning of 2017		

This memorandum is official when approved by one of the following:

Vasile Sabaiduc

Director of Operations Best Cyclotron Systems Inc.







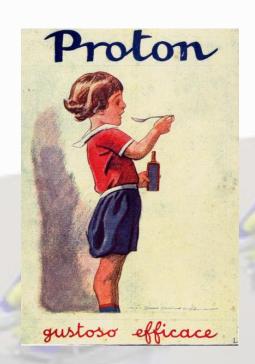
What to do list

- Complete the Site Acceptance Test
- Follow the training made by BEST
- Operate the machine by ourselves
- Organize the workshop(s) for the maintenance
- Organize the storage for the spare parts, new and used stock house
- Organize the hardware refurbishing











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L. Calabretta, C. De Martinis
LNL infrastructures personnel