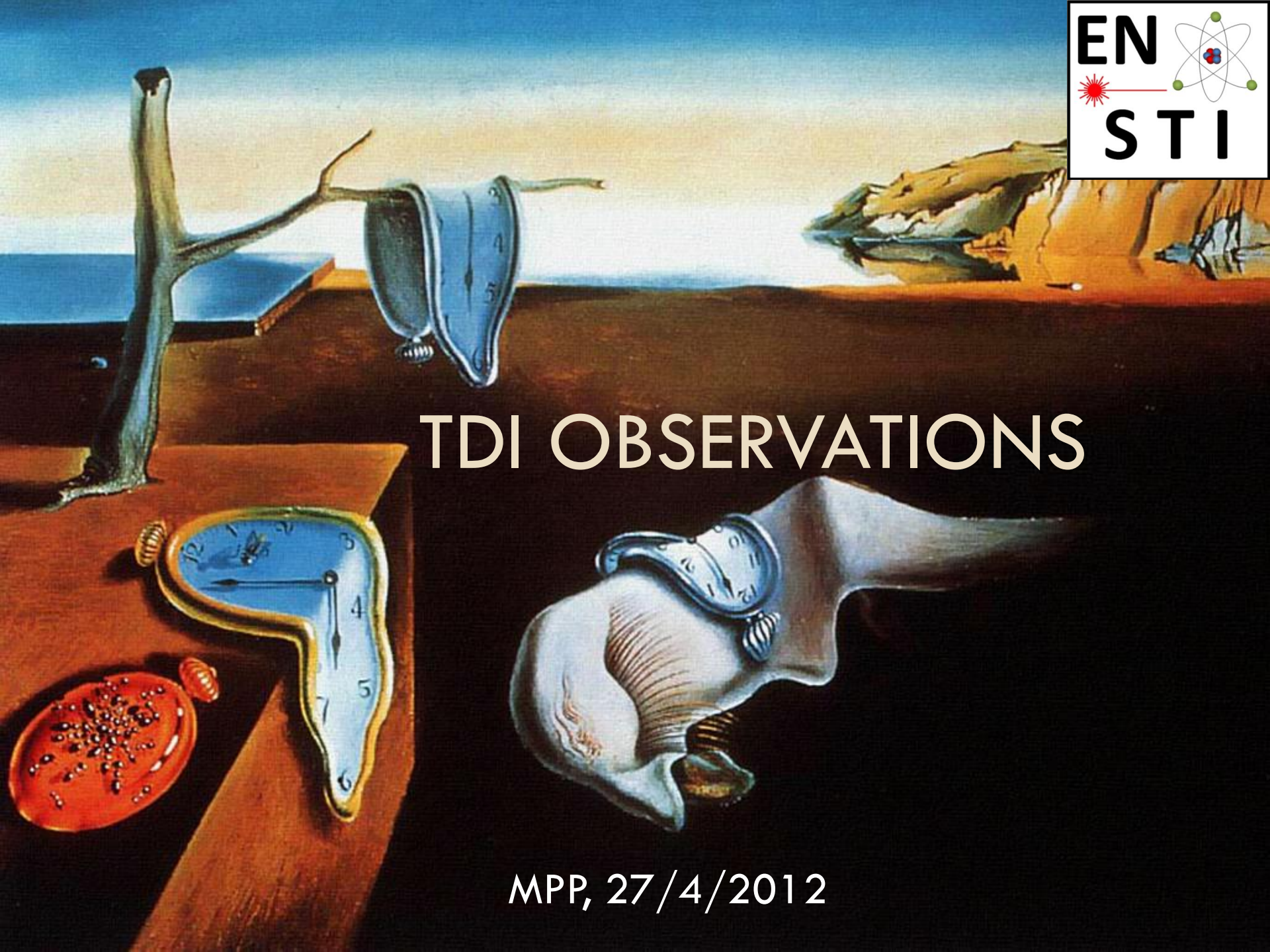


TDI OBSERVATIONS

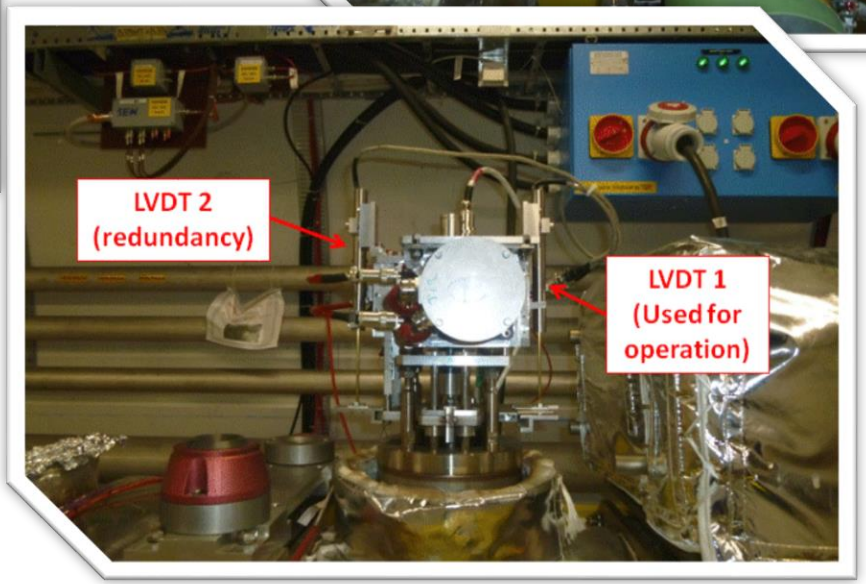
MPP, 27/4/2012

Modification of LVDT holding supports on TDI.4L2 and TDI.4R8 (TS Nov 2011)

LVDT Modification TDI.4R2 for jaw deformation study

Previous situation

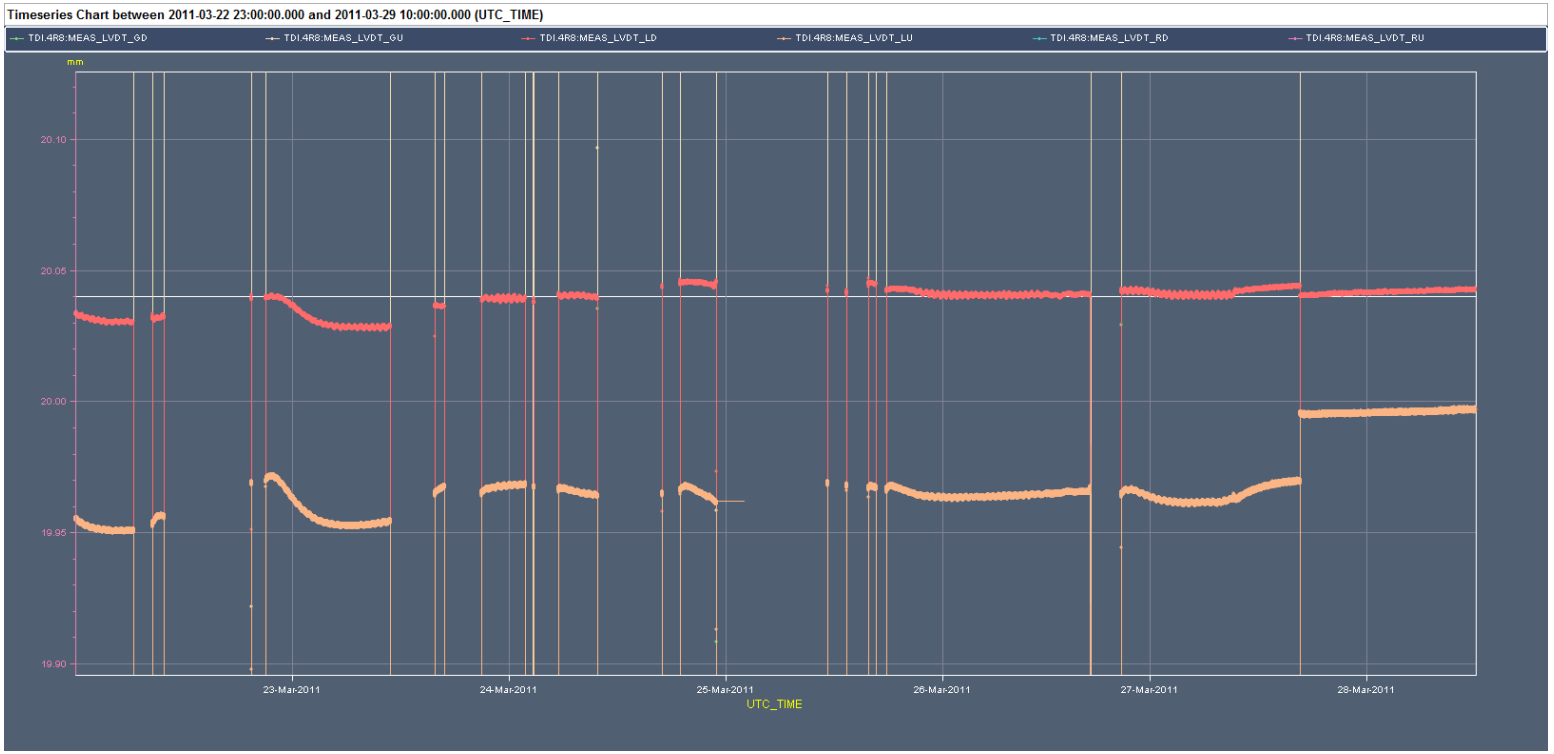
TDI.4R2



After intervention during last TS: The LVDT 2 has been moved in a measurement point symmetric with respect to the motorization axis along the jaw. A jaw deformation should give an opposite drift on the two LVDTs if the drift is caused by a real jaw deformation

March 22nd - April 9th 2011 :

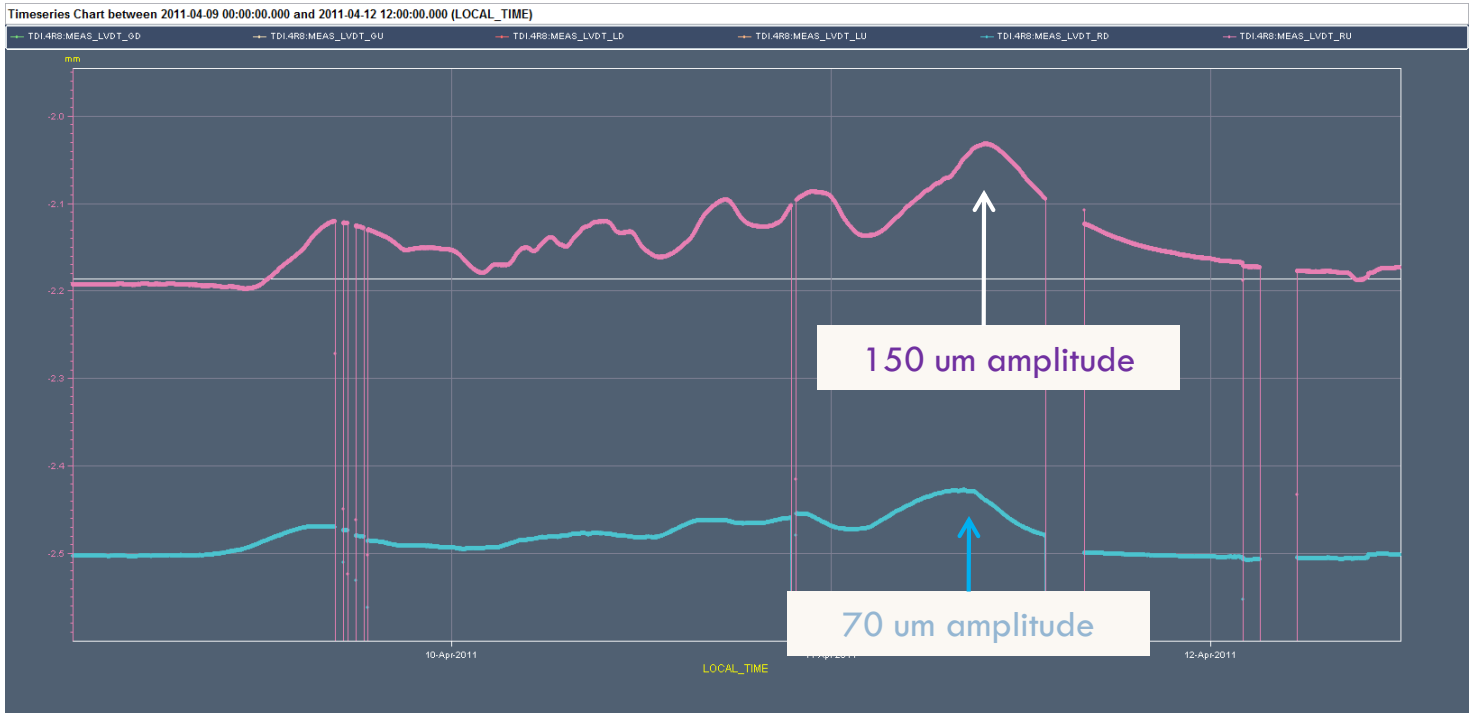
- Drift below 20 um on TDI.4R8 and TDI.4L2



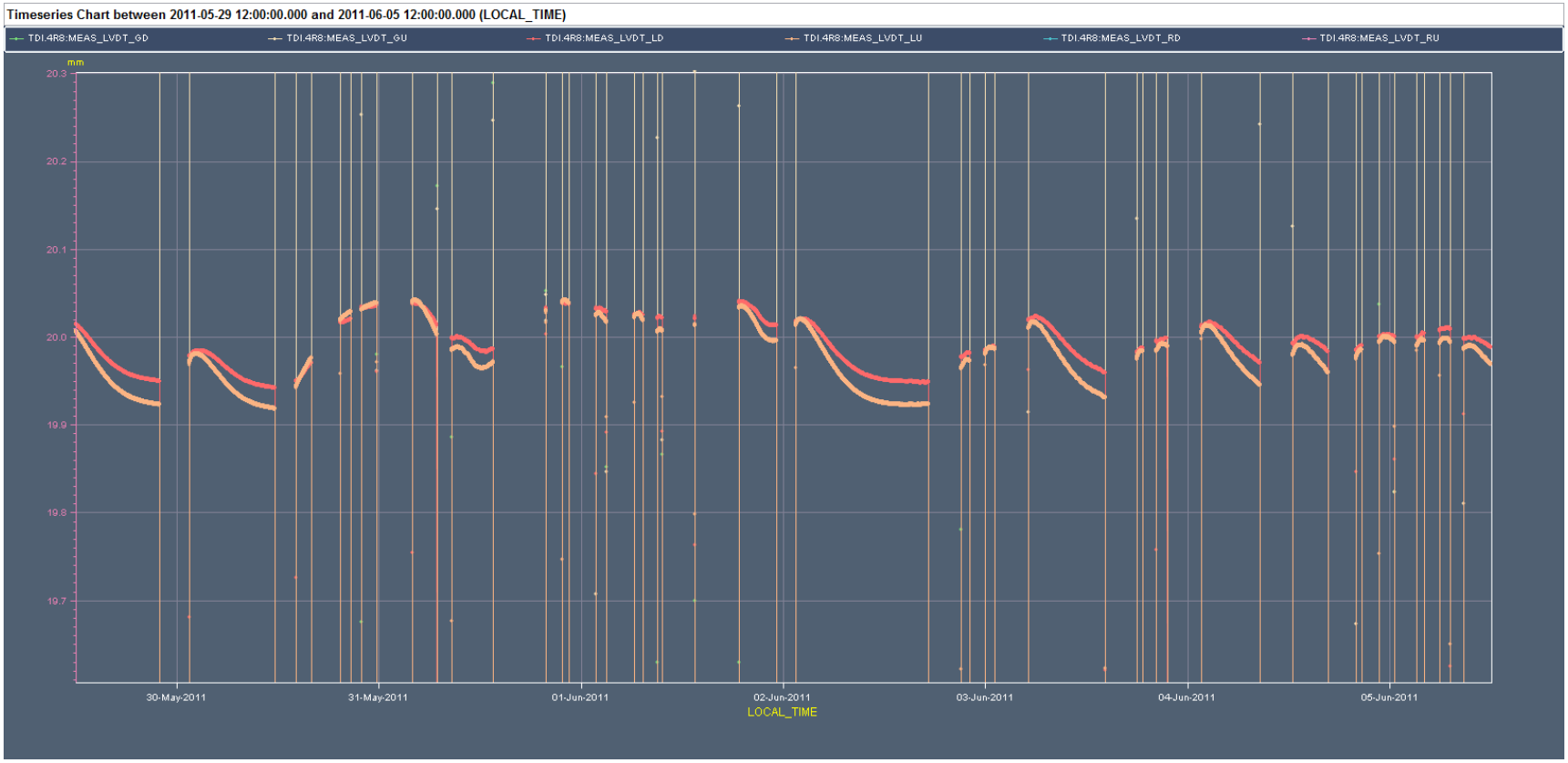
20 um drift on TDI.4R8 left upstream LVDT, march 23rd

100 um drift on TDI.4R8 right jaw LVDTs from April 9th to April 11th

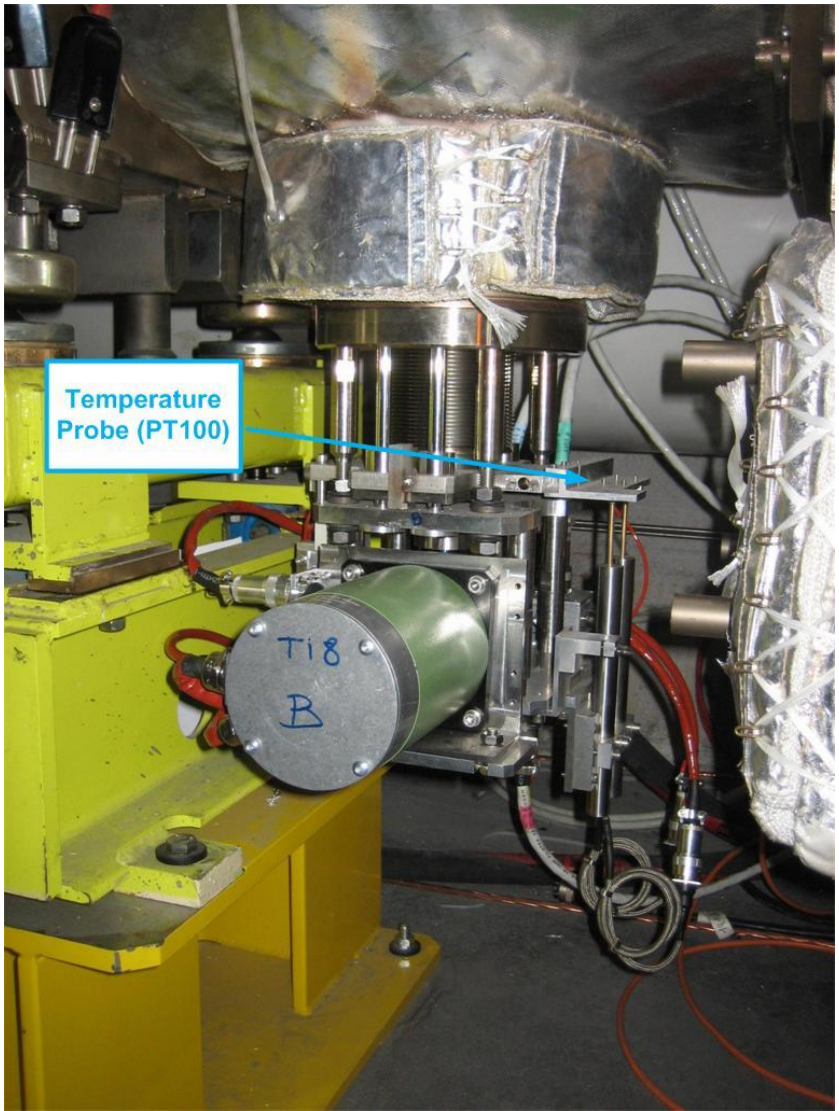
Effect is twice less important on RD LVDT

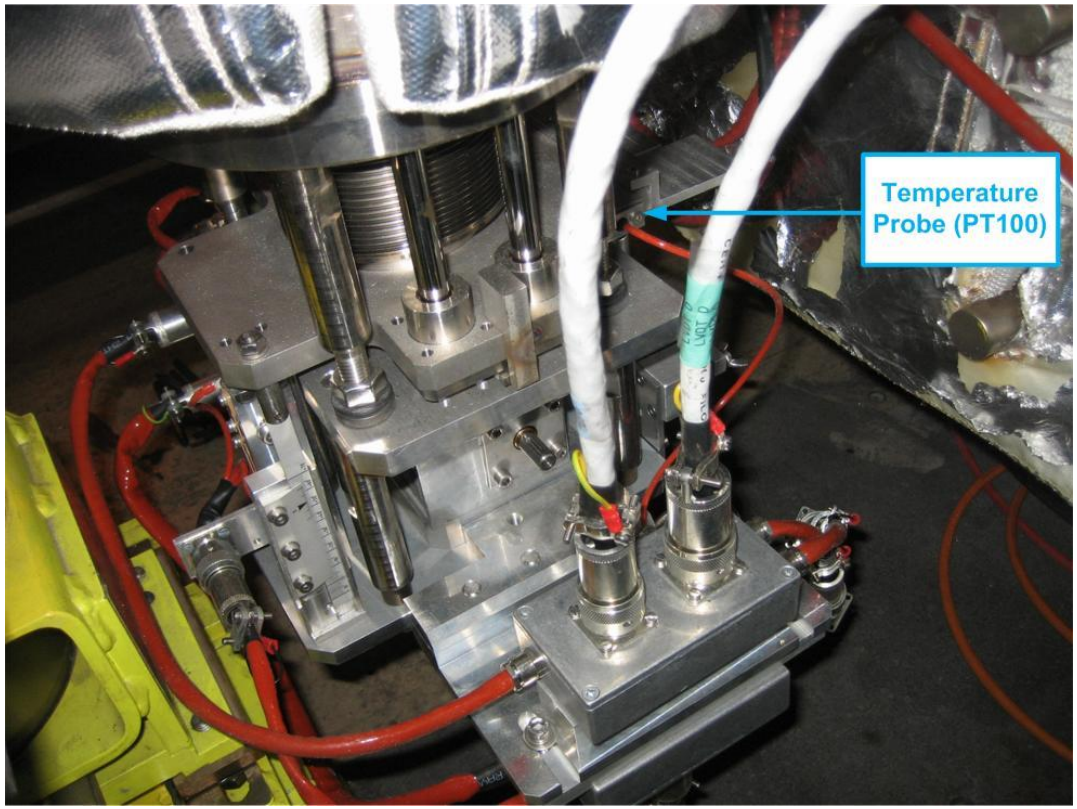


Position Instability



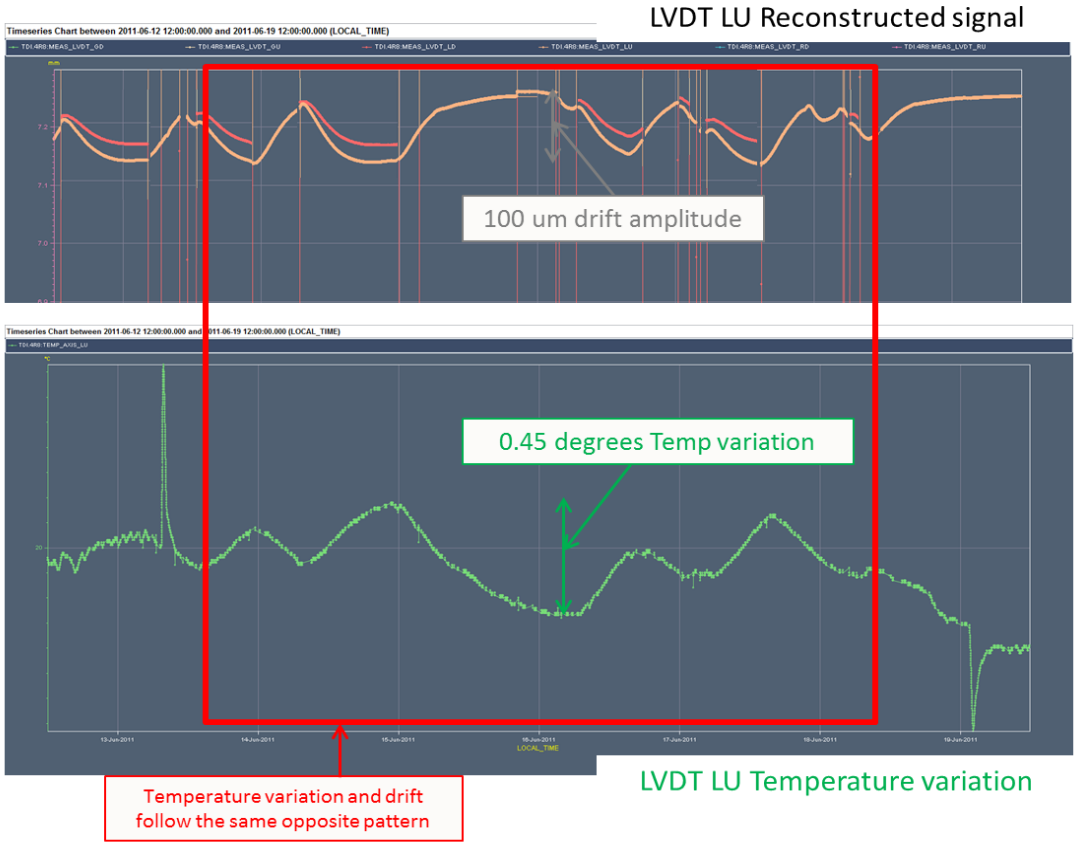
Temperature probes





TDI.4R8

- Drift observed on TDI.4R8 on axes Left Upstream and Left downstream on 17 June 2011



15 um drift on TDI.4R8 Right Upstream LVDTs
Temperature Variation : 0.5 °C