

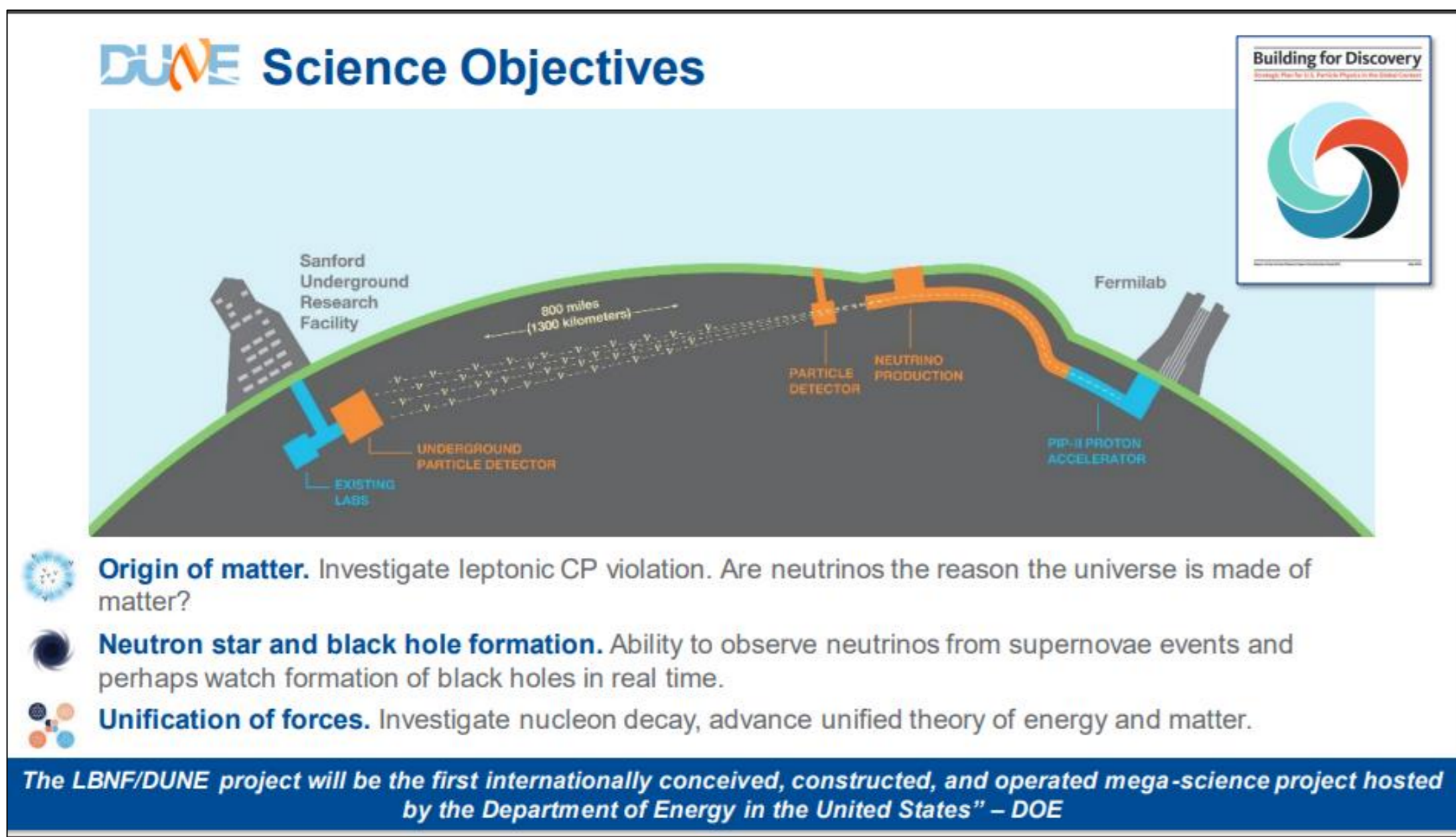


Approach to achieving 'Fast Cool-Down' for PIP-II High Beta SRF cavities during vertical tests at the UKRI-STFC Daresbury Laboratory



Ayomikun Akintola, Andrew Blackett-May, Shrikant Pattalwar, Ivan Skachko, Mitchell Kane, Anna Shabalina, Mark Pendleton, Dave Mason, Jon Lewis, Paul Smith, Mark Pendleton.

Project PIP-II through International Collaboration⁵

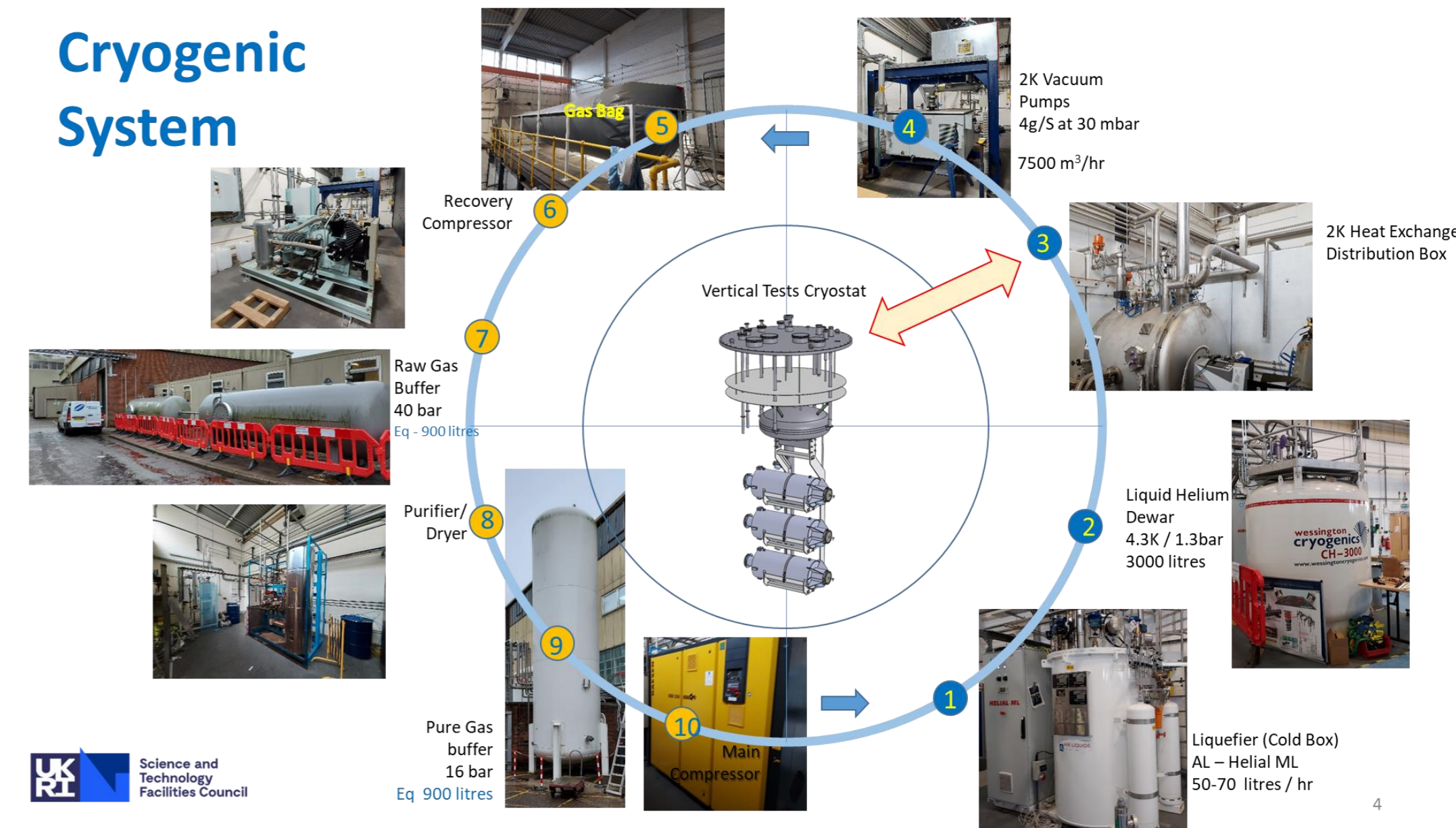


The Challenge

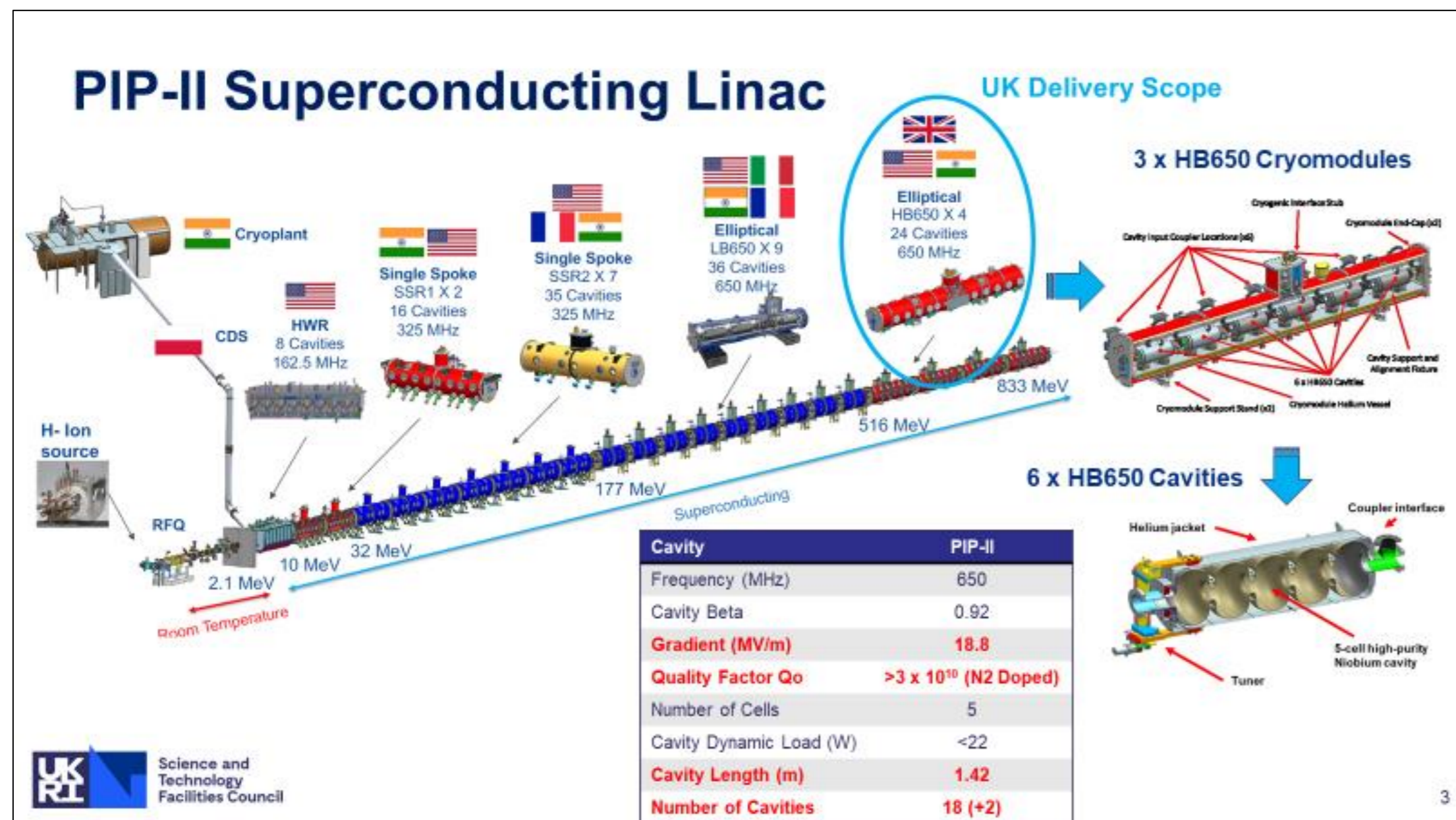
PIP-II HB650 SRF cavities have a very ambitious performance specifications of achieving a Q factor of 3×10^{10} at 20 MV/m. Each cavity must undergo vertical tests and demonstrate its performance before it can be qualified for assembly into a cryomodule.

The Cryogenic System for the Vertical Tests at Daresbury Laboratory

The vertical tests are conducted at 2K, in very low residual magnetic field less than $0.5 \mu T$.



UKRI's in-kind Contribution⁶

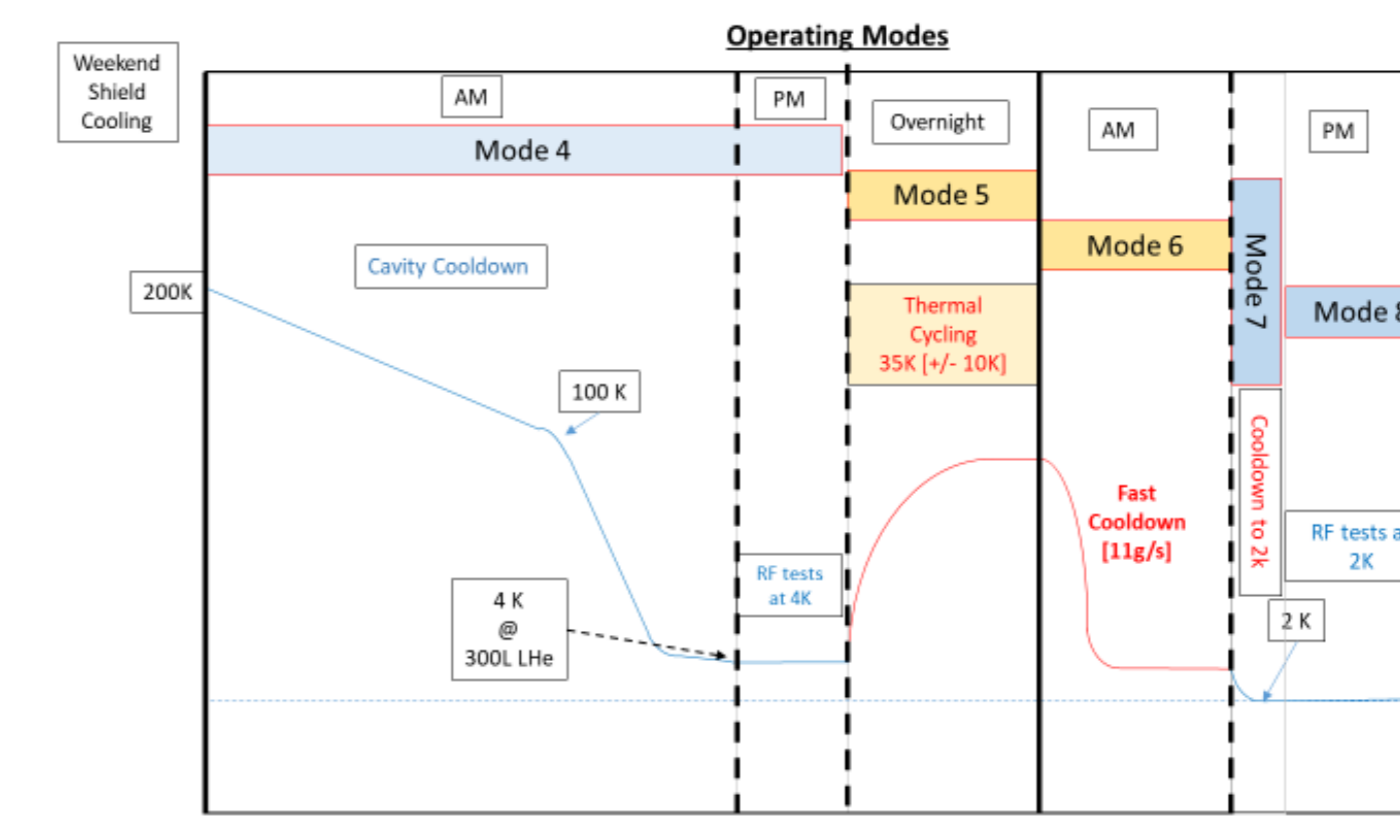


In order to expel the magnetic field trapped inside the cavity it must be cooled at a very fast rate exceeding $20 \text{ K/min}^{1,2,3}$ in the temperature range between 45K and 4K .

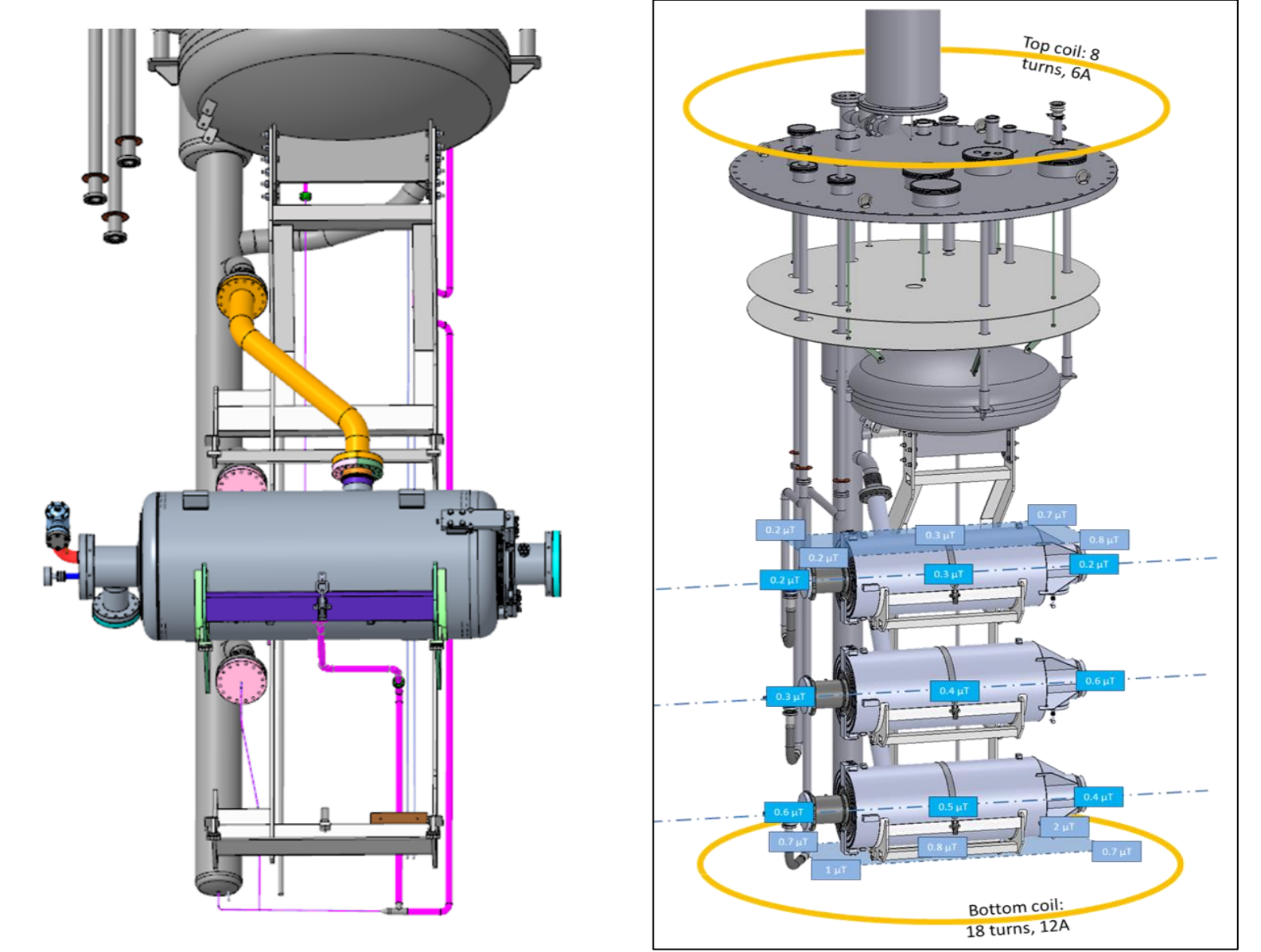
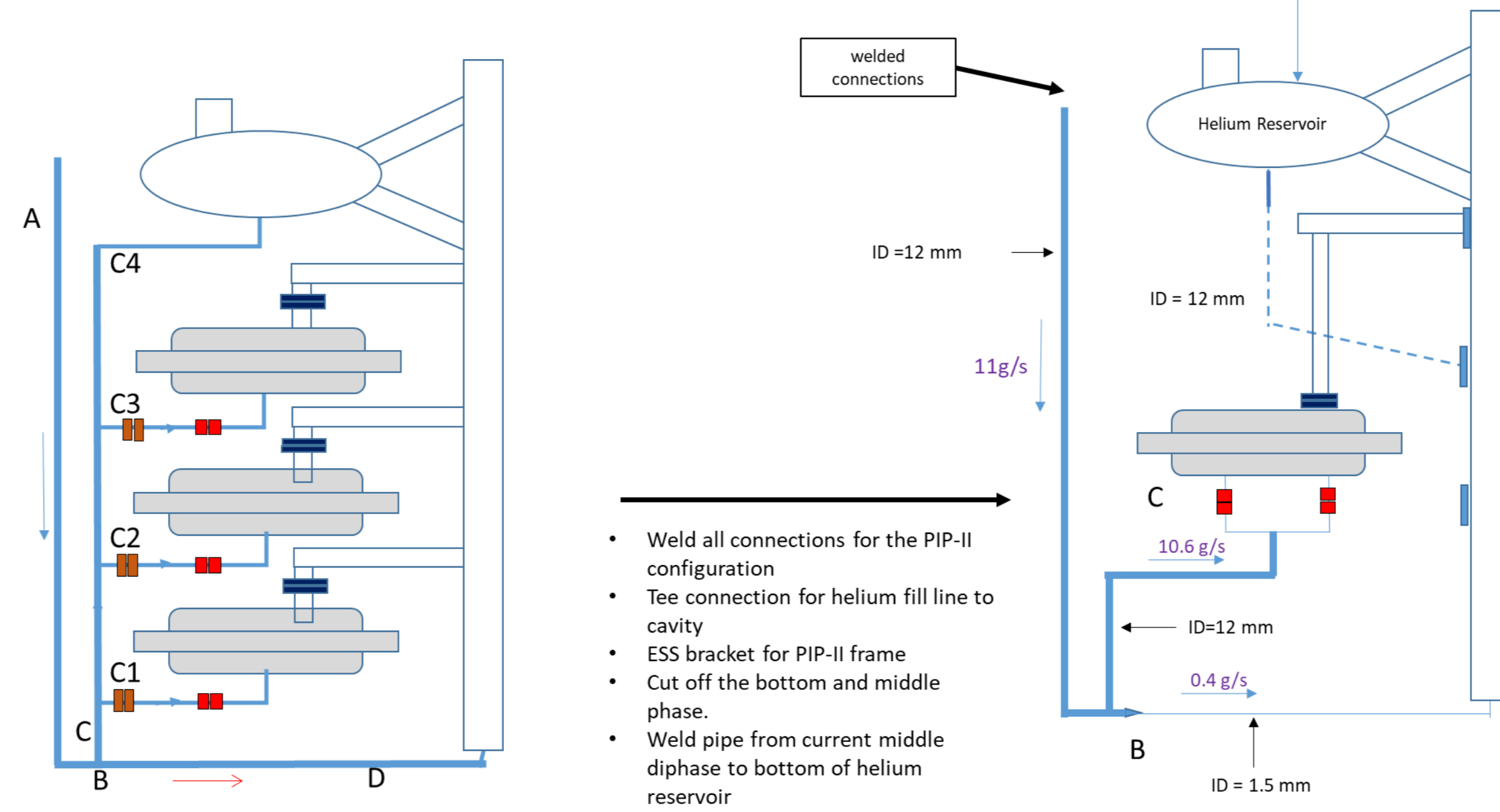
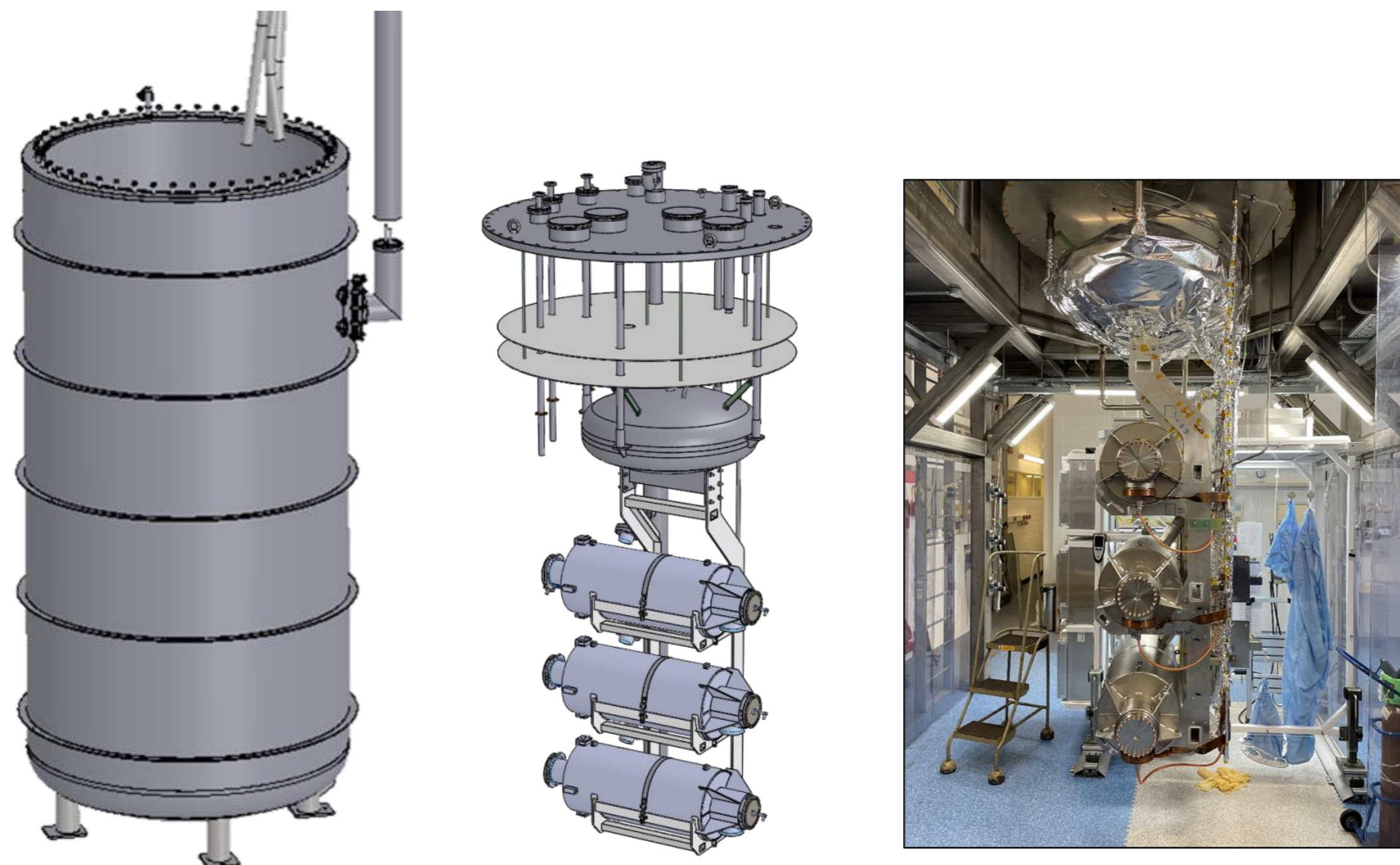
In terms of managing the process this requires a liquid helium flow rate of higher than $\sim 13 \text{ g/s}$ which is challenging to achieve in a small vertical cryostat.

In this paper we describe our solution by modifying the existing VTF design and associated cryogenic processes to meet the requirements.

Typical Test Cycle – 10 days

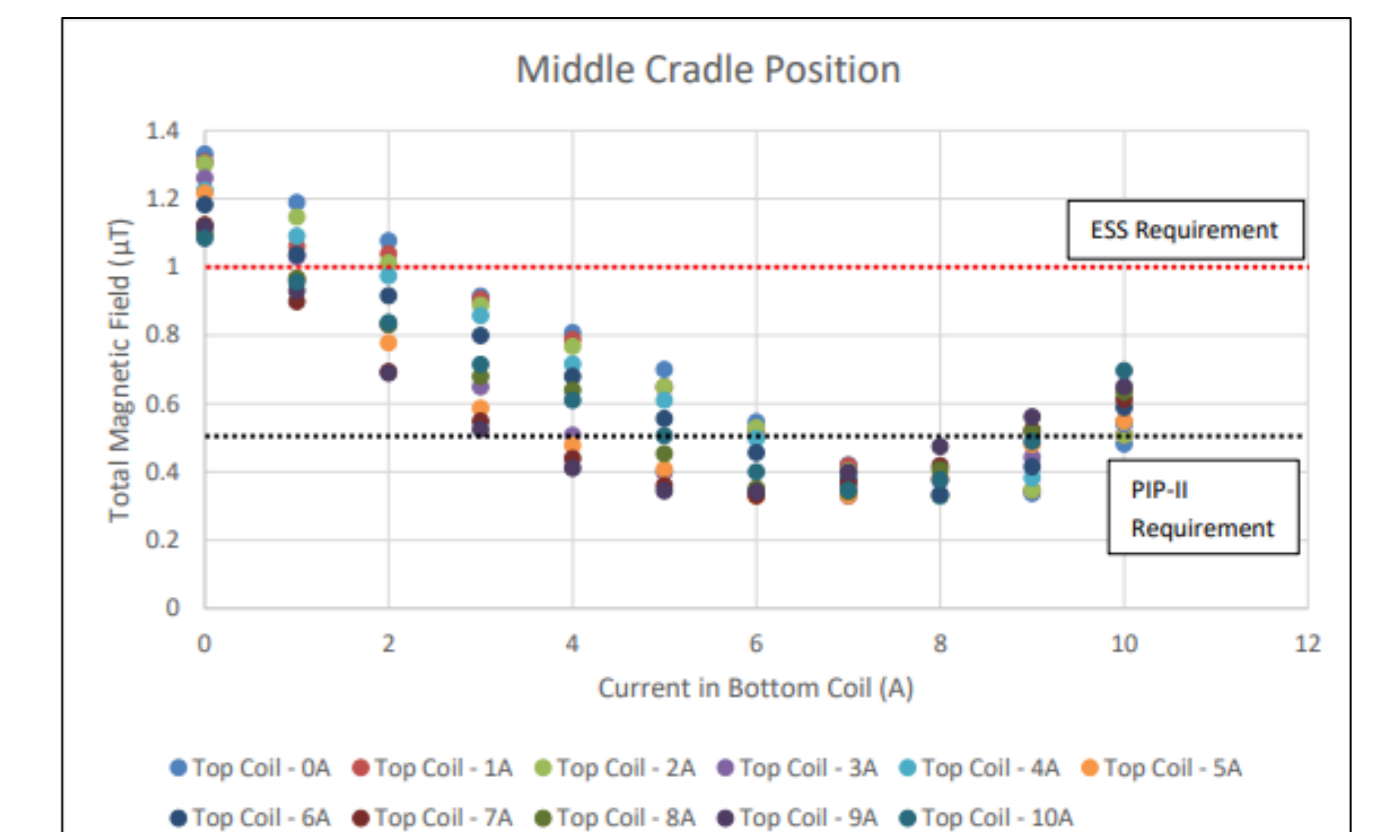


BLM N	Mode	InW/Day	Day	Task	Hours	Op- Type
1	Wed	1	Load the Cavity	2	Manual	
2	Thu	2	Make Cryo Connections	2	Manual	
3	Fri	3	Install Thermometry	2	Manual	
4	Sat	4	RF Checks	2	Manual	
5	Sun	5	Cryo-Leak Checks	3	Manual	
6	Mon	6	Install MJ	1	Manual	
7	Tue	7	Move to Bunker	1	Manual	
8	Wed	8	RF Tests - Day 1	2	Manual	
9	Thu	9	RF Tests - Day 2	2	Manual	
10	Fri	10	RF Tests - Day 3	2	Manual	
11	Sat	11	CS1 Cooldown / 4K	4	Manual	
12	Sun	12	RF Cable Cal and Thermal Cycling	Auto	Auto	
13	Mon	13	Fast Cooldown	Manual	Manual	
14	Tue	14	Top up and Cool down to 2h	Auto	Auto	
15	Wed	15	RF Tests - Day 4	6	Manual	
16	Thu	16	RF Tests - Day 5	6	Manual	
17	Fri	17	RF Tests - Day 6	6	Manual	
18	Sat	18	Warm up	5	Auto	
19	Sun	19	Warm up	5	Auto	
20	Mon	20	Warm up	5	Auto	
21	Tue	21	Warm up	5	Auto	
22	Wed	22	Warm up	5	Auto	
23	Thu	23	Warm up	5	Auto	
24	Fri	24	Warm up	5	Auto	
25	Sat	25	Warm up	5	Auto	
26	Sun	26	Warm up	5	Auto	
27	Mon	27	Warm up	5	Auto	
28	Tue	28	Warm up	5	Auto	
29	Wed	29	Warm up	5	Auto	
30	Thu	30	Warm up	5	Auto	
31	Fri	31	Warm up	5	Auto	
32	Sat	32	Warm up	5	Auto	
33	Sun	33	Warm up	5	Auto	
34	Mon	34	Warm up	5	Auto	
35	Tue	35	Warm up	5	Auto	
36	Wed	36	Warm up	5	Auto	
37	Thu	37	Warm up	5	Auto	
38	Fri	38	Warm up	5	Auto	
39	Sat	39	Warm up	5	Auto	
40	Sun	40	Warm up	5	Auto	
41	Mon	41	Warm up	5	Auto	
42	Tue	42	Warm up	5	Auto	
43	Wed	43	Warm up	5	Auto	
44	Thu	44	Warm up	5	Auto	
45	Fri	45	Warm up	5	Auto	
46	Sat	46	Warm up	5	Auto	
47	Sun	47	Warm up	5	Auto	
48	Mon	48	Warm up	5	Auto	
49	Tue	49	Warm up	5	Auto	
50	Wed	50	Warm up	5	Auto	
51	Thu	51	Warm up	5	Auto	
52	Fri	52	Warm up	5	Auto	
53	Sat	53	Warm up	5	Auto	
54	Sun	54	Warm up	5	Auto	
55	Mon	55	Warm up	5	Auto	
56	Tue	56	Warm up	5	Auto	
57	Wed	57	Warm up	5	Auto	
58	Thu	58	Warm up	5	Auto	
59	Fri	59	Warm up	5	Auto	
60	Sat	60	Warm up	5	Auto	
61	Sun	61	Warm up	5	Auto	
62	Mon	62	Warm up	5	Auto	
63	Tue	63	Warm up	5	Auto	
64	Wed	64	Warm up	5	Auto	
65	Thu	65	Warm up	5	Auto	
66	Fri	66	Warm up	5	Auto	
67	Sat	67	Warm up	5	Auto	
68	Sun	68	Warm up	5	Auto	
69	Mon	69	Warm up	5	Auto	
70	Tue	70	Warm up	5	Auto	
71	Wed	71	Warm up	5	Auto	
72	Thu	72	Warm up	5	Auto	
73	Fri	73	Warm up	5	Auto	
74	Sat	74	Warm up	5	Auto	
75	Sun	75	Warm up	5	Auto	
76	Mon	76	Warm up	5	Auto	
77	Tue	77	Warm up	5	Auto	
78	Wed	78	Warm up	5	Auto	
79	Thu	79	Warm up	5	Auto	
80	Fri	80	Warm up	5	Auto	
81	Sat	81	Warm up	5	Auto	
82	Sun	82	Warm up	5	Auto	
83	Mon	83	Warm up	5	Auto	
84	Tue	84	Warm up	5	Auto	
85	Wed	85	Warm up	5	Auto	
86	Thu	86	Warm up	5	Auto	
87	Fri	87	Warm up	5	Auto	
88	Sat	88	Warm up	5	Auto	
89	Sun	89	Warm up	5	Auto	
90	Mon	90	Warm up	5	Auto	
91	Tue	91	Warm up	5	Auto	
92	Wed	92	Warm up	5	Auto	
93	Thu	93	Warm up	5	Auto	
94	Fri	94	Warm up	5	Auto	
95	Sat	95	Warm up	5	Auto	
96	Sun	96	Warm up	5	Auto	
97	Mon	97	Warm up	5	Auto	
98	Tue	98	Warm up	5	Auto	
99	Wed	99	Warm up	5	Auto	
100	Thu	100	Warm up	5	Auto	



- The existing VTF is designed to test 3 x HB704 cavities for the ESS⁴. LHe flow is distributed in 5 parallel branches and each cavity is cooled very slowly ($< 1 \text{ g/s}$).
- The limiting flow of 11 g/s is primarily governed by the capacity of the helium recovery system.

- In the modified design we propose to flow liquid helium through one branch (with only one cavity) and maximise the LHe flow to 11 g/s .
- The cavity is positioned in the region of with the magnetic field below the required limit $0.5 \mu T$.
- The Earth's magnetic field is reduced firstly by using the Mu metal shield around the cryostat and secondly with 3 active field coils.



Contacts

ayo.akintola@stfc.ac.uk
andrew.blackett-may@stfc.ac.uk
shrikant.pattalwar@stfc.ac.uk

References

- Wu, G. et al., Achievement of Ultra-High Quality Factor in Prototype Cryomodule for LCLS-II <https://arxiv.org/pdf/1812.09368>
- Romanenko, A. et al., Dependence of the residual surface resistance of superconducting radio frequency cavities on the cooling dynamics around Tc <https://pubs.aip.org/aip/jap/article/115/18/184903/138836/Dependence-of-the-residual-surface-resistance-of>
- Posen, S. et al., Role of magnetic flux expulsion to reach Q0>3x10e10 in superconducting rf cryomodules <https://journals.aps.org/prab/abstract/10.1103/PhysRevAccelBeams.22.032001>
- May, A. J., et al., "Results and analysis of the first year of operation of the UKRI STFC Daresbury Vertical Test Facility", ICEC28-ICMC2022, Hangzhou, China, 2023
- <https://pip2.fnal.gov/how-it-works/introduction/>
- <https://gtr.ukri.org/projects?ref=ST%2FSS005773%2F1>