PS Booster

Machine Coordinator last week	M. Albert (EN-ACE) - F. Chapuis / A. Akroh (BE-OP)
Machine Coordinator this week	F. Chapuis / A. Akroh (BE-OP)

Beam Scheduled			
ISOLDE	No	***PS***	No
Beam Availability by Destination (AFT)			
ISOLDE	-%	***PS***	-%

Facility Status

Summary

The HWC for the PSB started on February 12th, 2025. The process began with a tour of the machine to ensure a smooth handover from EN-ACE to BE-OP coordination. All the relevant prerequisite checks were completed, including verifying the completion of ISTs, ensuring the functionality of controls, and confirming the availability of general services at the end of YETS.

➢ **Thursday, February 13th:**

We planned WIC tests and Acc-Testing introduction:

- **TE-MPE *"py-wic-commissioning"* Application Test:**

The first part involved testing the new application developed by TE-MPE. Some minor bugs were identified during the test. This application will later be integrated into Acc-Testing. Follow-up actions will be handled by TE-MPE.

- **WIC Interlock Validation:**

The second part focused on validating the WIC interlock system for all user permits, including Injection/Ring and Extraction lines, as per the PSB checklist. This task was successfully completed.

- ***Acc-Testing* validation:**

In the afternoon, a brief test was carried out for the Acc-Testing project on the FGC_62 and FGC_63 power converters. The test involved acquiring the "REG_OK" status while the FGCs were powered on and pulsing. This was enough for A. Calia to validate the functionality of the Acc-Testing system.

➢ **Friday, February 14th:**

The checklist was further completed, and we addressed a few issues related to POPS-B with the help of SY-EPC experts before proceeding with the TE-MSC magnet patrol and polarity check.

- **POPS-B Issue Resolution:**
  1. Missing B-Train recalibration, which had not been performed since the restart of POPS-B due to the absence of a ZERO cycle.
  2. Problem with the sequence of POPS-B Start/Stop. When the BR23 converter tripped, the remaining converters continued pulsing, while they should have all tripped. These issues were successfully resolved.

Then, A. Newborough conducted magnet patrol in Special Permit mode and completed the polarity check of the Q-Strips successfully. He noticed that a water-cooled cable excessively moving under the ***BR.QFO132*** → To be checked with **EN-EL**.

We created a new LSA cycle named **L4_BOOSTER_HWC_2025,** mapped on **MD5** timing user, grouping all beam processes to ease the HWC for both Linac4 and PSB.

➢ **Checklist progression: ~35% reached so far.**

Issues	
Plans	Continue the PSB HWC

Intervention Request				
Yes/No	***Duration***		***Preferred date/time***	
Reason				
Impact				