LHC Status

LHCC

8th July 2009

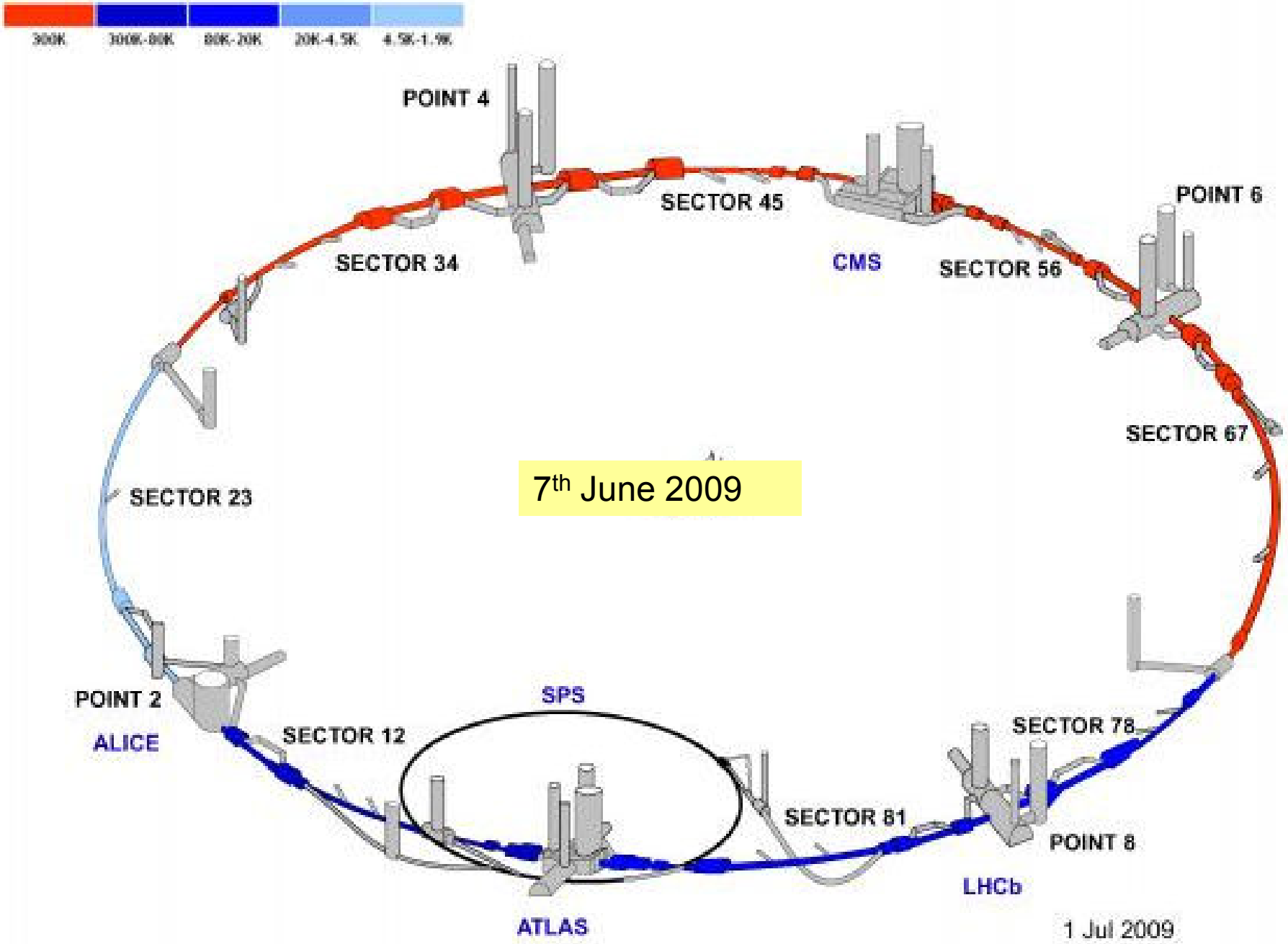
Steve Myers

Topics

- LHC Shutdown work
  - Update on tunnel news
- Splice Measurements
- Powering Tests
- Schedule and Strategy
- Future Work Programme

Update on Tunnel News

- Sector 3-4:
  - last W bellows closed Tuesday 23 June
  - Pressure test last weekend (4 July)
- Sector 5-6:
  - last W bellows closed Friday 26 June
  - Vacuum leak located and repaired
- Sector 1-2: cool-down started
  - The pressure test to validate the magnet which has been changed was successfully performed up to 15Bar; the cool down of the sector is now ongoing. 80K should be reached by end of week 29.
- Sector 23
  - Phase I powering tests have been successfully performed in the sector with 146 circuits fully commissioned. liquid He has been taken out in order to perform some consolidation. sector is floating, the temperature is now increasing but will be kept at 80K to avoid thermal expansions.
- Sector 6-7: objective is to close by end W28
  - Large workload: overall 67 M to be rewelded and W to be closed, 46 busbar splices to be resoldered, 25 (x5) spools for US welding
  - All electrical connections done
  - W28: last insulations and ELQA, last M and K welds, close last W


300K
300K-80K
80K-20K
20K-4.5K
4.5K-1.9K
POINT 4
SECTOR 45
POINT 6
SECTOR 34
CMS
SECTOR 56
SECTOR 67
SECTOR 23
7th June 2009
POINT 2
ALICE
SPS
SECTOR 12
SECTOR 78
SECTOR 81
POINT 8
LHCb
ATLAS
1 Jul 2009

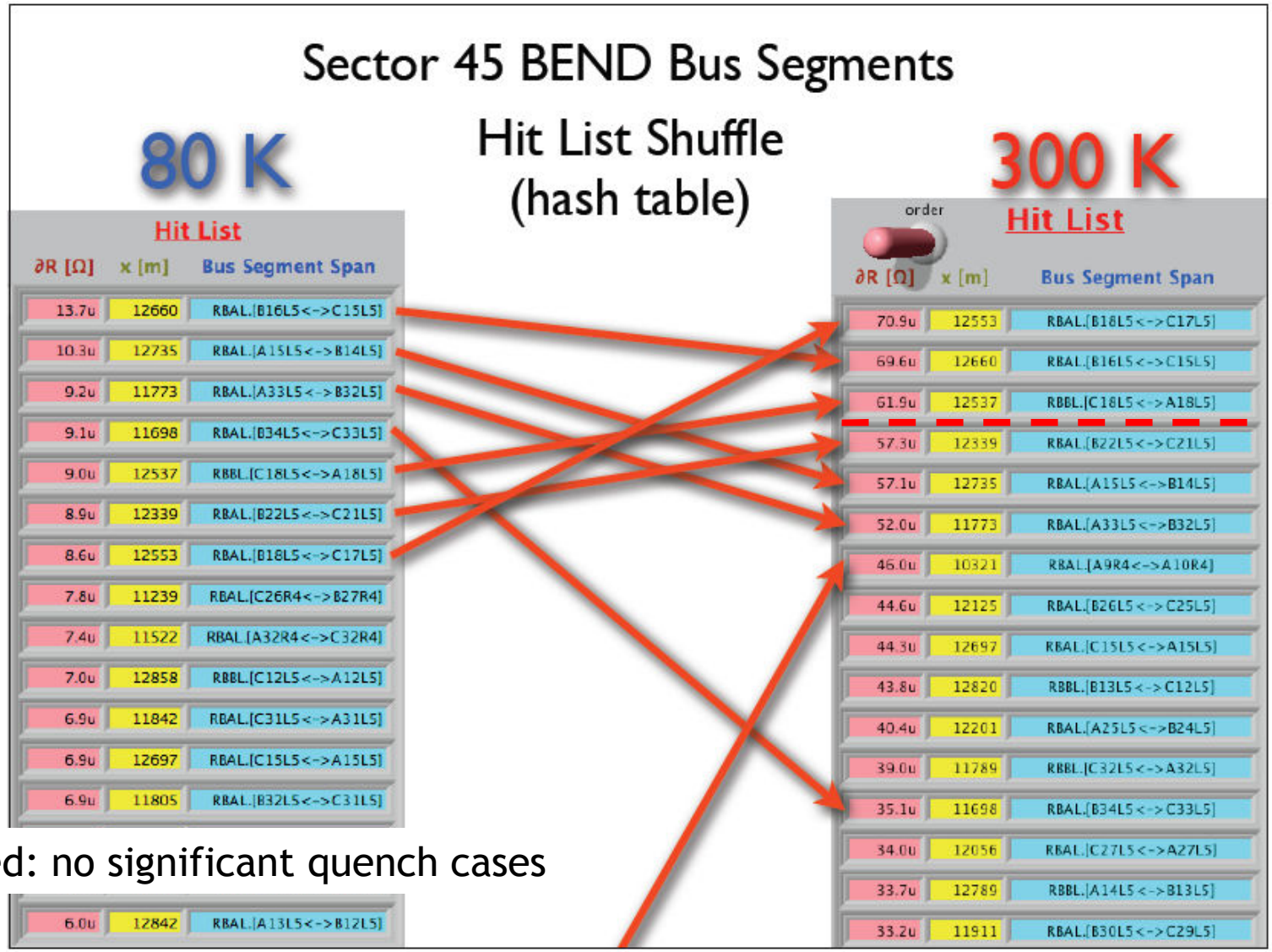
Sector 4-5: beam lines

- PIM intervention was required
- plastic shim seen and most removed

4-5 First M3 Hit List (for repairs)

Factor 300K/80K

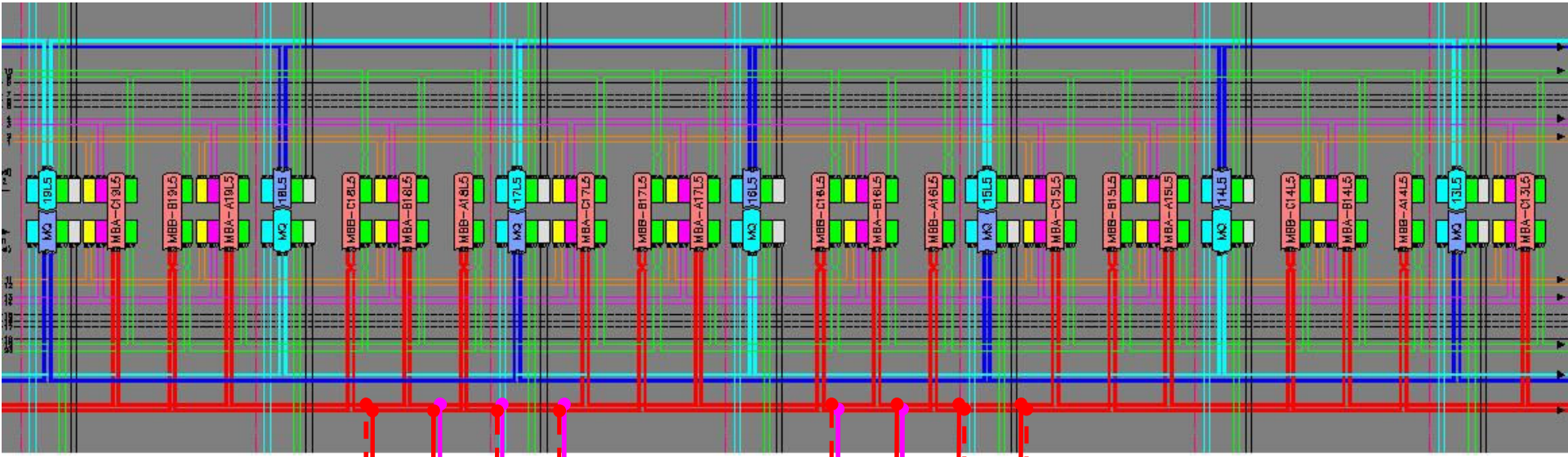
5.1
5.5
5.7
3.9
6.9
6.4
8.2



Checked: no significant quench cases

M3 repairs in 4 other warm sectors

4-5 M3 R16 cf “Bob”



(C18–A18)L5 +62µΩ
R16→+61 µΩ
M3 corridor side

23.3µΩ
59.8µΩ
10.7µΩ
16.5µΩ

11.6µΩ
42.7µΩ
10.7µΩ
39.8µΩ

(B18–C17)L5 +71µΩ
R16→+60 µΩ
M3 cryoline side

11.9µΩ
69.8µΩ
36.9µΩ
10.4µΩ

(B16–C15)L5 +70µΩ
R16→+84 µΩ
M3 cryoline side

12.5µΩ
51.8µΩ
14.7µΩ
27.1µΩ

(C16–A16)L5 <+30µΩ
R16→+42 µΩ
M3 corridor side

4-5 splices repaired

Inter. number	Main busbars	Photos (before unsoldering)	US-test (before unsoldering)	Additional US test bus bar noses	R-16 before unsoldering	Gamma ray control (before unsoldering)	Visual inspection and photos after repair	US-test after repair	R-16 after repair	QC insulation main bus bars	QC insulation spools
4-5											
QEBI.11L5	M3-corridor	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	12.0						
	M3-cryoline	done	4 out of 4, P.B., 26.6.09	far left **NOK**, P.B., 8.6.09	19.4				10.4		
QQEI.11L5	M1-corridor	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	20.4						
	M1-cryoline	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	19.0						
	M2-corridor	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	28.1						
	M2-cryoline	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	19.6						
	M3-corridor	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	13.0						
	M3-cryoline	done	4 out of 4, P.B., 26.6.09	both OK, P.B., 26.6.09	11.7						
QQBI.15L5	M3-cryoline				10.4						
	M3-corridor				27.1						
QBQI.16L5	M3-cryoline				36.9						
	M3-corridor				14.7						
QBBI.A16L5	M3-cryoline				69.8						
	M3-corridor				51.8						
QBBI.B16L5	M3-cryoline				11.9						
	M3-corridor				12.5						
QQBI.17L5	M3-cryoline				39.8						
	M3-corridor				16.5						
QBBI.A18L5	M3-cryoline				42.7						
	M3-corridor				59.8						
QBBI.B18L5	M3-cryoline				11.6						
	M3-corridor				23.3						
QBQI.18L5	M3-cryoline				10.7						
	M3-corridor				10.7						

~13 splices being repaired

Pressure relief nozzles

- Paint removal: all done (BLM reinstallation to start?)
- DN200:
  - DSR4 and 31R4-33R4 done, W closing started
  - Cutting soon finished Monday 6 July, welding by Wednesday 8 July
- DFBA: workshop work finished, re-installation to start

Sector 4-5 Plan W28

- Final segment measurements:
  - Monday: partial and complete busbars
  - Tuesday: MQ
  - Wednesday morning: MB
- Splice repairs: finished Tuesday evening
- VACSEC: start pumping Wednesday afternoon (follows segment resistance measurements)
- Close 4-5: 1-2 working days later than planned, mid W29
- [Resources starting W29 will be strongly reduced]

Magnet transport in the tunnel without a single incident

sector 3-4 : Magnet repair in SMI2

12

Last Repaired Magnet (SSS) going down (30/4/2009)

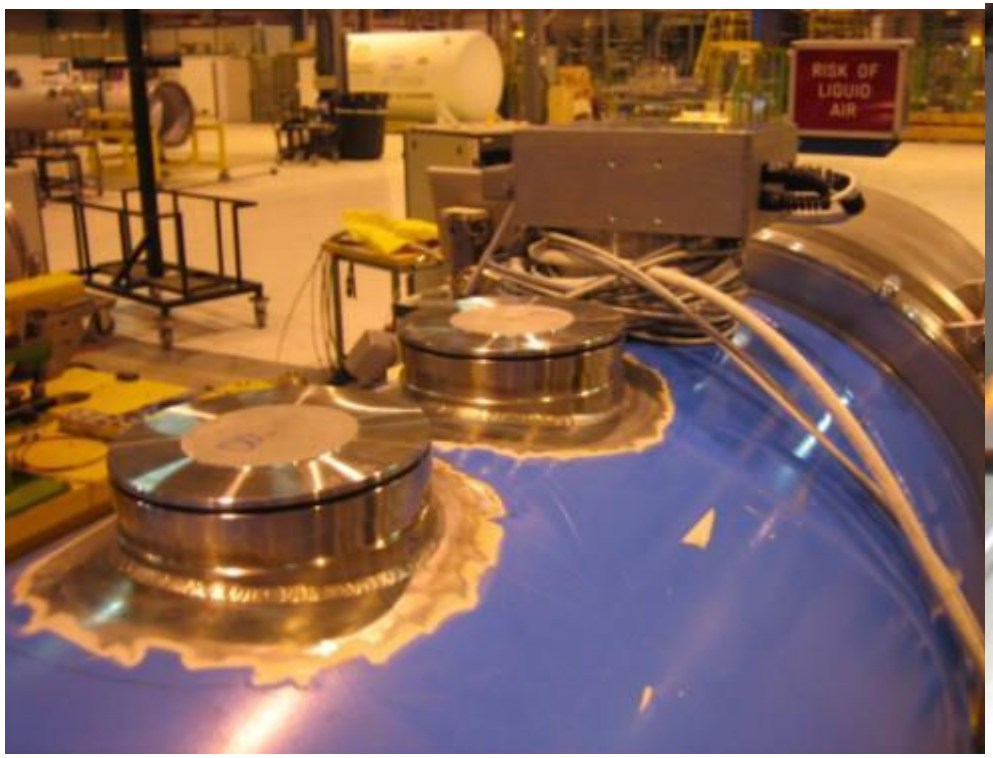
Repair of QRL service module in S3-4

Before repair

After repair

Q27

DN200 installation (Arc + DS)



2 DN200 / dipole (DS and mid-arc)

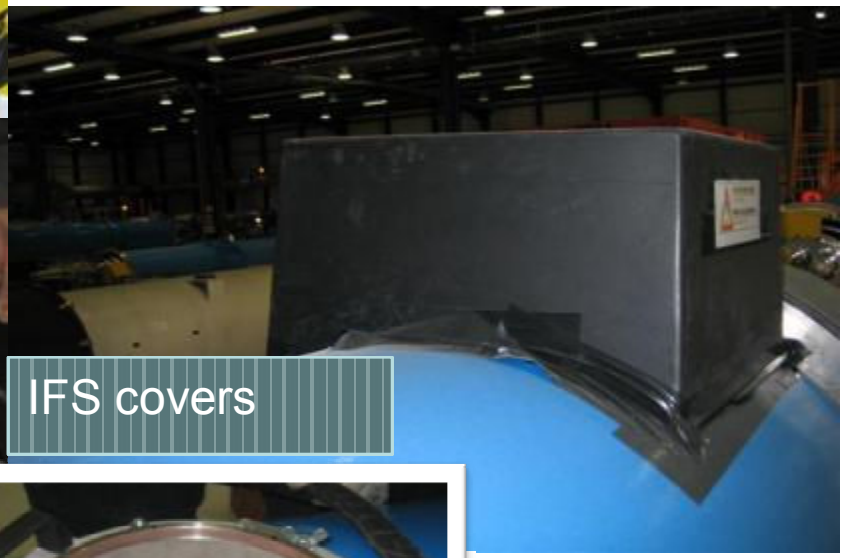
P6 singularity

Protective measures

Opening W bellows

Protection of the IC

MLI protection



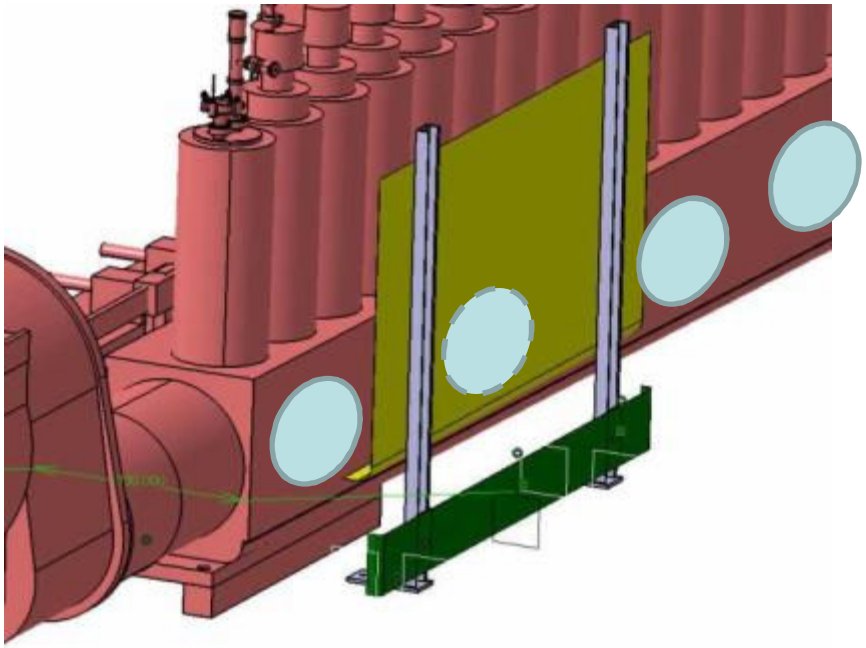
IFS covers

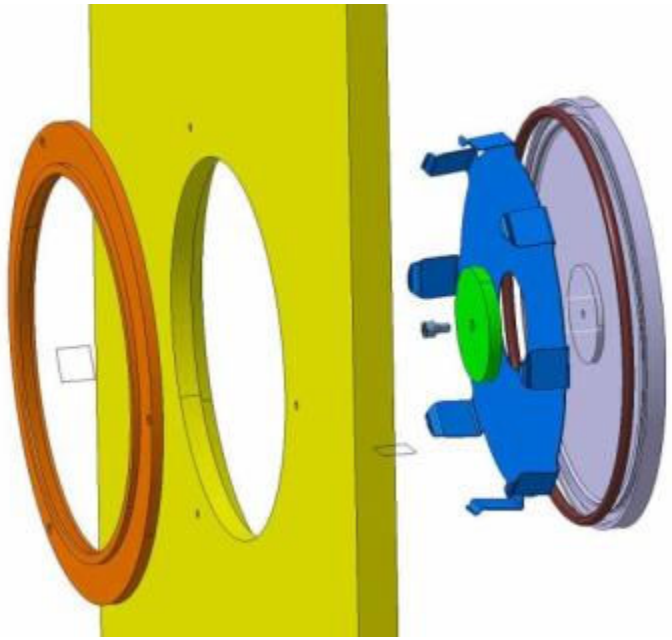
In Triplet DN200

Nozzle for safety valve on the rigid sleeve between Q3 and Q2

Nozzle for safety valve on the rigid sleeve between Q2 and Q1

Main Cryoboxes (DFBA)





- Machining of doors started W23
- Consolidation rate: ~ 1.5 week per sector (including logistics & excluding deflector work)
- Deflector Interference with survey equipment to be studied

Enhanced QPS

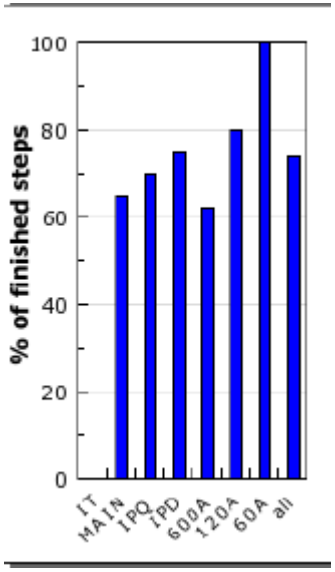
Preliminary Results from Powering Tests – Weekend of 27-28 June

- Precision Busbar Splice Measurements:
  - Very satisfactory results were obtained immediately in the RB circuit.
    - 1.28 nOhm for segment DCBA.13R2.L (long segment including 3 joints) with measuring plateau of 10 mins
  - Powering both QF/QD circuits gave resistances
    - typically 10 nOhm for the 110 m long busbar segment with 8 splices.

Preliminary Results from Powering Tests – Weekend of 27-28 June

- SymQ:
  - Verified in Standard crate and Studied through Labview application with separate monitoring crate.
  - The 4-dipole algorithm operates correctly
  - During ramping with up to 10 A/s the residual signals remains insignificant.
- The nQPS crate powering system (the two Power Packs), the new WorldFip link and all the new Software tools worked perfectly.

Results Powering Tests



Performed 74 % of the Phase I + Phase II steps

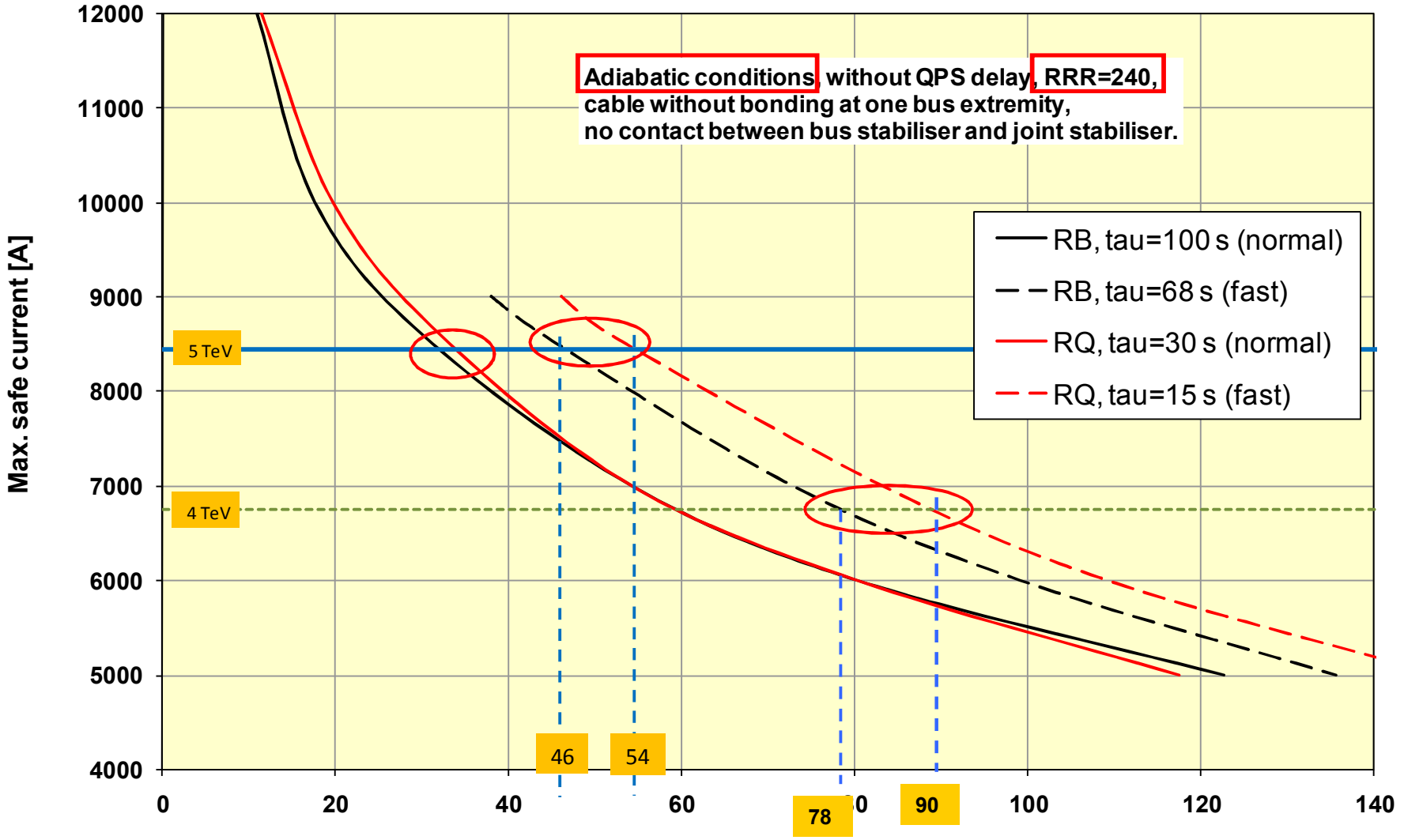
- 60A – all commissioning
- 80/120A – most commissioned
- 600A – many circuits commissioning started, some issues
- IPQ/IPD – commissioned for step in phase I
- RB – commissioned to 1 kA
- RQ - commissioned to 1 kA
- Inner triplet – not started

LHC Schedule

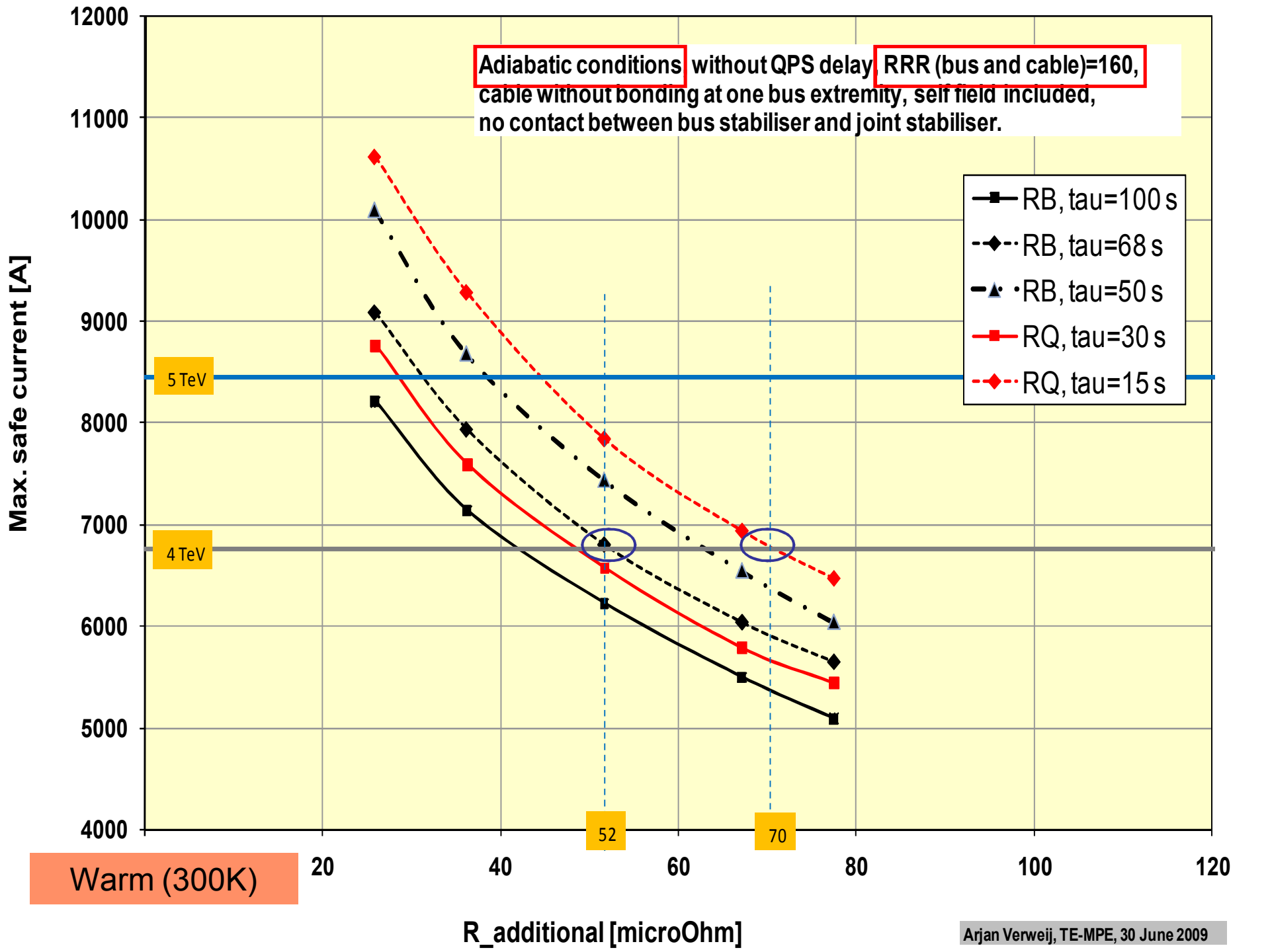
Strategy for Start-Up

- ~3 weeks delay with respect to baseline due to
  - R-long and R-16 measurements
  - Splice repairs
  - Delay in cool down of S12 and repairs of splices
  - (Re-warming of S45)
- BUT the story of the copper stabilizers goes on
  - Need to measure the remaining sectors (S23, S78, and S81) ?at 80K
  - Need to understand the extrapolation of measurements at 80K to 300K
    - Measurement of variation of RRR with temperature
  - Need to gain confidence in the simulations for safe current
    - Compare different simulation models/codes

Simulations: Maximum safe currents vs copper joint resistance



Warm (300K)


Adiabatic conditions without QPS delay, RRR (bus and cable)=160,
cable without bonding at one bus extremity, self field included,
no contact between bus stabiliser and joint stabiliser.
RB, tau=100 s
RB, tau=68 s
RB, tau=50 s
RQ, tau=30 s
RQ, tau=15 s
5 TeV
4 TeV
52
70
Warm (300K)
Max. safe current [A]
R_additional [microOhm]
12000
11000
10000
9000
8000
7000
6000
5000
4000
20
40
60
80
100
120
Arjan Verweij, TE-MPE, 30 June 2009

Strategy

- Measure S45 at 300k (DONE)
  - being redone W28 (better temperature stability). Will allow better conversion of 80K measurements with 300K
- Measure remaining 3 sectors (at 80K); last one (81) presently foreseen at beginning August
- Measure variation of RRR with temperature during cool down
- Update simulations (3 simulation models) of safe current vs resistance of splices
  - Decay times of RB/RQ circuits following a quench (?quench all RQs)
- For a specified safe current (beam energy) determine which splices would need to be repaired
- Evaluate time needed to heat up to 300K and repair these splices
- Prepare scenarios of safe operating energy vs date of first beams
- Discuss with Directorate and experiments and decide on preferred scenario.
  - Highest possible energy associated with earliest date
    - (what is the maximum energy that needs no repairs?)
- At start-up confirm all splice resistance measurements at cold using new QPS

Future Work Programme

Operational Consolidation : Strategy

1. we have prepared an inventory of
    a) the existing spares and spare components for the LHC
    b) the existing spare components of the LHC infrastructure
    c) Consolidation needed to increase the efficiency of safe operation of the machine in the longer term
2. we have prepared a preliminary estimate of the total materials cost
3. In the MTP, we have planned a budget of 25MCHF/year to carry out this programme
4. The time prioritization of the operational consolidation work will be done by Risk Ranking of the inventory (by September 2009)
5. The manpower needed to carry out this programme has not yet been identified

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Operational Consolidation

- Spares (29MCHF)
- Helium storage (7.7MCHF)
- Cooling Tower maintenance and consolidation (LEP/LHC HVAC) (33MCHF)
- Electrical network consolidation (43MCHF)
- Radiation to electronics SEU; continuation of protection (4MCHF)
- Tunnel modifications for overpressure: safety requirements (5MCHF)
- ARCOM-RAMSES replacement (10MCHF)
- Improvement in controlled access system (5MCHF)
- Clamping of busbar splices, development followed by campaign of replacements? (12MCHF)
- Vacuum consolidation to reduce collateral damage in case of splice rupture (+ protection of experiments)
- Centralised radiation workshop (3.0MCHF)
- Consolidation workshops (3) Transport (12.8), Radio protection (4)...19.8MCHF
- Water cooled cable replacement (if FLOHE would not pay).. (4MCHF)

Materials cost only

Vertical Pits/shafts (30MCHF)

MTP Approved!

Not yet known how to do technically)

Very preliminary total cost 176MCHF or if shafts needed ~ 200MCHF + vacuum consolidation

Thank you for your attention

- LHC Shutdown work
  - Sector 34 repair
  - Consolidation in Other Sectors
  - “Collateral damage” work
  - Vacuum Work
  - New Quench protection system
  - Single Event Upset (radiation to electronics shielding etc)
- Splice Measurements
  - At superconducting temperatures
  - At non-superconducting temperatures
- Powering
  - Tunnel access restrictions
- Schedule and Strategy
- Future Work Programme

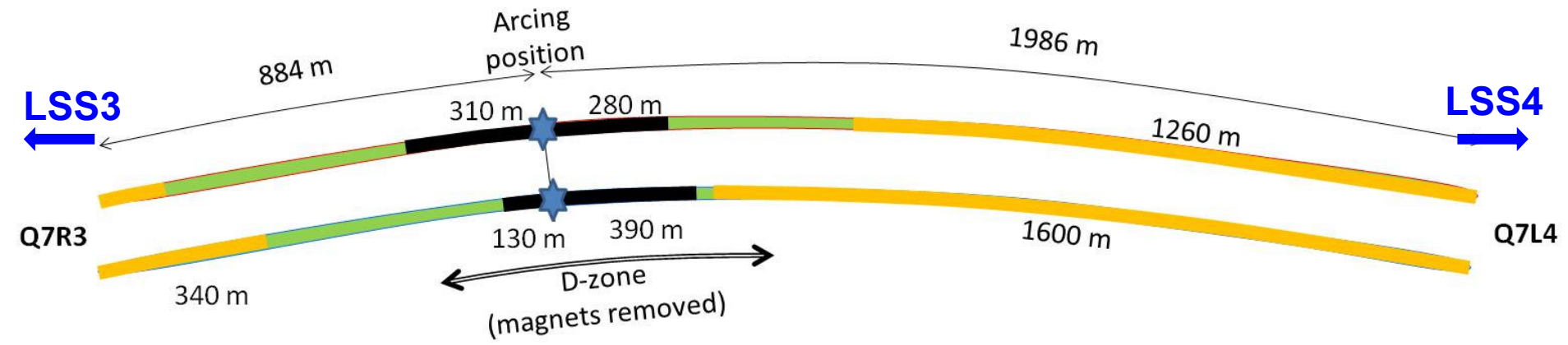
S34 repair

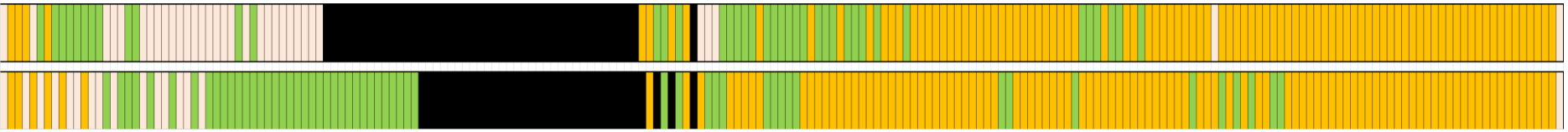
Status S34

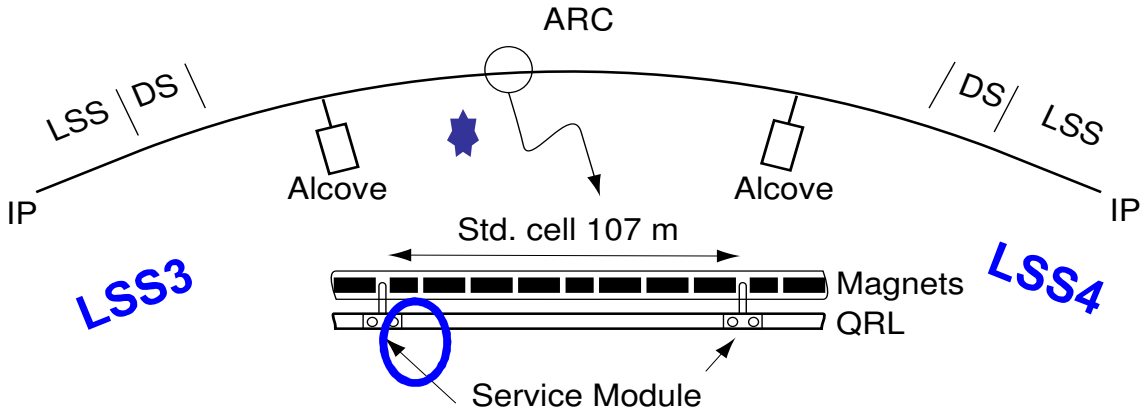
Sector 3-4:

- 39 dipoles and 14 quadrupoles re-installed
  - (last magnet in the tunnel 30.04.09)
- last M electrical connection finished 2nd June (13kA)
- Finished electrical ELQA tests
- 3rd June weld last N electrical connection
- All the PIMs are welded (28th May 09) and RF ball has cleared the aperture
- Vacuum cleaning in 3-4 completed
  - After removing the D-zone, ¾ of them were polluted with super insulation debris
  - In-situ cleaning was mandatory

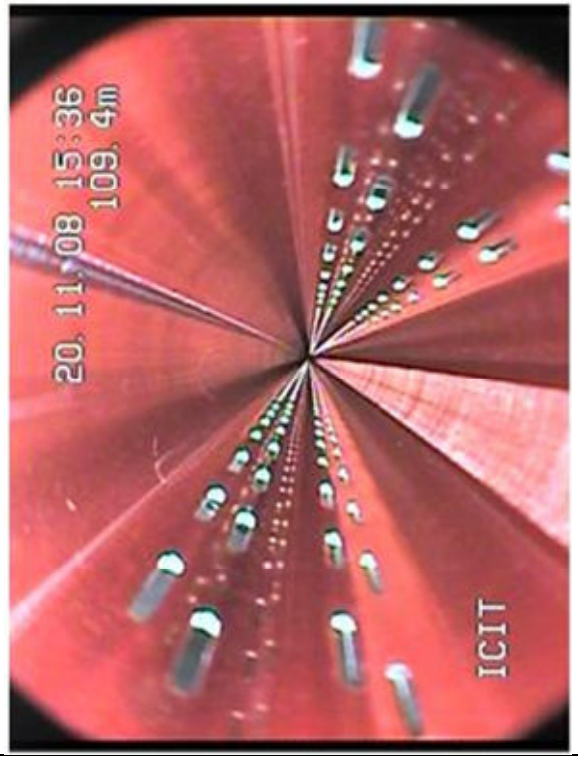
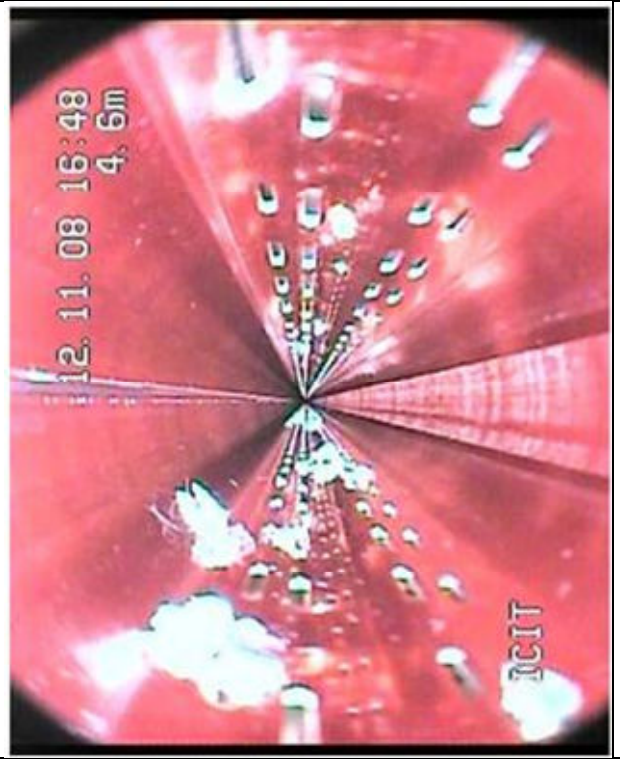
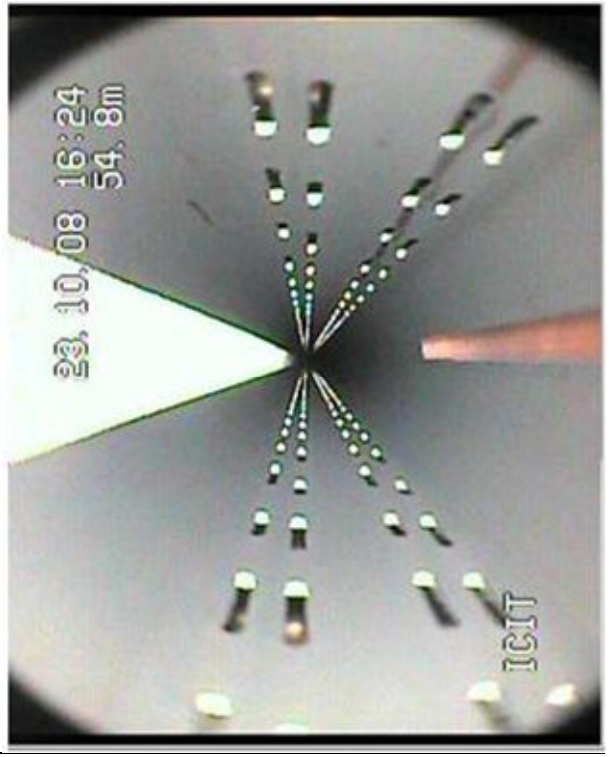
Beam vacuum recovery in sector 3-4
Review of Damages to Beam Vacuum







Beam vacuum recovery in sector 3-4
Beam Vacuum Contamination

Beam Screen (BS) : The red color is characteristic of a clean copper surface	BS with some contamination by super-isolation (MLI multi layer insulation)	BS with soot contamination. The grey color varies depending on the thickness of the soot, from grey to dark.
		

Consolidation in Other Sectors

Sectors 12, 67, 56

Sector 12 and 67: exchange of dipole magnets done (required warming up the sector)

(1-2 : RF ball OK; closed week 23)

(6-7 : RF ball OK; interconnects repaired under progress, will be closed week 27)

Sector 56 repair of connection cryostat

(RF ball OK; closed week 24)

Collateral damage work

Status Collateral Work

- DN200 installed in 4 sectors (1-2, 3-4, 5-6, 6-7) according to schedule

- DN200 in Inner triplet (last one 12.05.09),
- Standalone Magnets: 100% and DFBs: >80%

- Anchoring:
  - Arc quadrupole (total 104 with vacuum barrier) : >50% done
  - Semi-stand alone magnet : done except 8L
  - Inner triplet and DFBA: started week 23

Strengthening the anchoring of magnets:

For the triplet bumpers the weak point is anchoring to the floor.

Since there are no guidelines for cracked concrete it was decided to follow the HILTI recommendations and add an extra safety margin of 1.5

All Q1 bumpers improved Q3L5 and Q3R8 bumpers are to be modified, and the DFBX in P1 and P5 have to have new bumpers (install w23).

The semi-SAMs were given top priority since the worst case load is generally present, not just in the event of an MCI.

For the DFBAs in cold sectors the reinforcements are to be added.

Beam vacuum recovery in sector 3-4
Beam Vacuum Cleaning

- 78 % (~2.4 km) of the beam pipes in the sector 3-4 were spoiled
  - 19 % by soot, 59 Magnets affected,
    - 53 (14 MQ and 39 MB) within the D-zone were removed
      - 37 (7 MQ and 30 MB) replaced by spare magnets
      - 16 (7 MQ and 9 MB) recovered requiring the exchange of 13 beam screens and a cleaning of the cold bore (wet process, detergent circulation)
    - 6 magnets (half-cells 19R3-20R3) left in the tunnel
      - Only one aperture contaminated by soot
      - Cleaned in-situ mechanically
      - 50 passages per aperture alternating wet (alcohol) and dry foams
  - 59 % by MLI
    - In-situ cleaning was mandatory
      - ~58 km CLEANED and INSPECTED cm-by-cm ! (12 passage)

Today, the cleaning is completed and all magnets are reinstalled, closure and leak detections ongoing

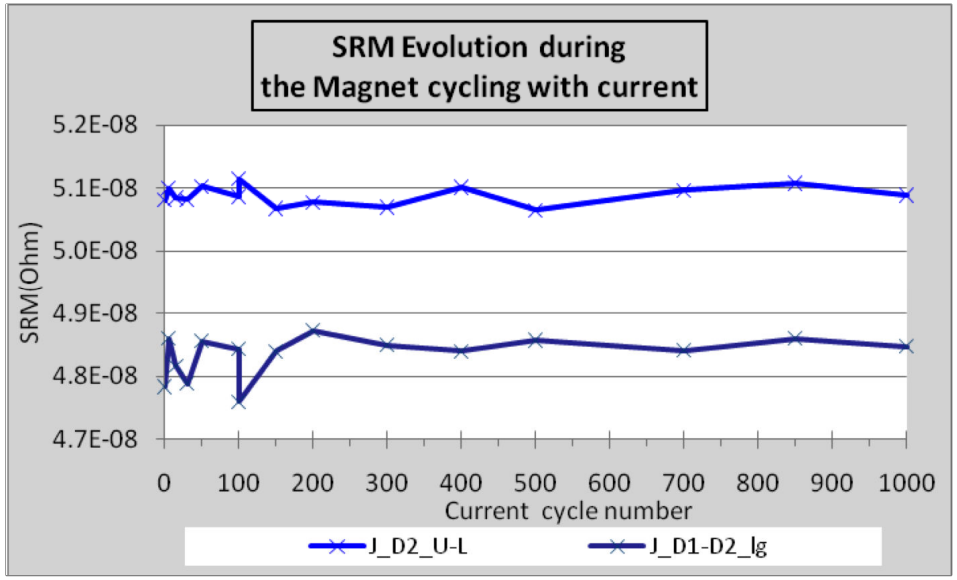
Testing of a (Magnet) High Resistance sc Cable Splice

MB2303 Cold Testing

After 10h @ 9000 A
Before test: **51.1** nOhm
After test: **50.6** nOhm

After provoked quench @ 9000 A
Before test: **50.6** nOhm
After 6 quench: **51.1** nOhm

After Thermal Cycling (1.9 K – 300 K – 1.9 K)
Before test: **51.1** nOhm
After thermal cycling: **51.6** nOhm



Training up to 11850 A
Before test: **51.6** nOhm
After quench @10898 A: **51.5** nOhm
After this quench, the magnet reached 11850 A.

After 500/500 cycles @ 5000-11850-5000 A
Initial Value : **53.4** nOhm (cycle measurement : 5000-8500-11850-8500-5000 A)
After 170 cycles: **53.9** nOhm

Courtesy M. Bajko

Role of the Enhanced QPS System

- To protect against the new 'problems' discovered in 2008
  - The Aperture-Symmetric Quench feature in the Main Dipoles and
  - Defective Joints in the Main Bus-bars, inside or in-between the magnets.

Reminder

QPS Upgrade also allows

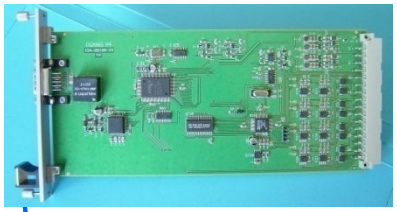
- precision measurements of the joint resistances at cold (sub-nΩ range) of every Busbar segment. This will allow complete mapping of the splice resistances (the bonding between the s.c. cables).

- To be used as the basic monitoring system for future determination of busbar resistances at warm (min. 80 K), to measure regularly the continuity of the copper stabilizers.

The nQPS project

DQQTE board for ground voltage detection

(total 1308 boards, 3 units/crate)

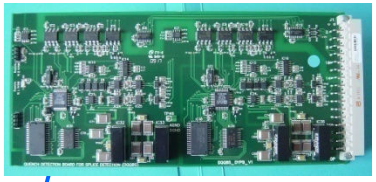


DQAMG-type S controller board

1 unit / crate, total 436 units

DQLPUS Power Packs

2 units / rack (total 872 units)

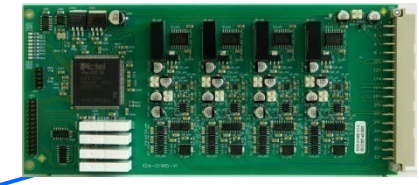


DQQBS board for busbar splice detection

5 such boards / crate, total 2180 units

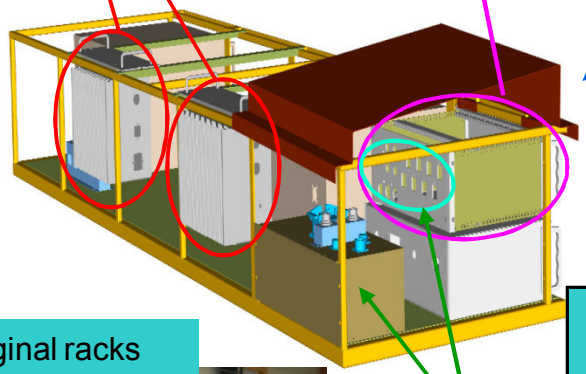
DQLPU-type S crate

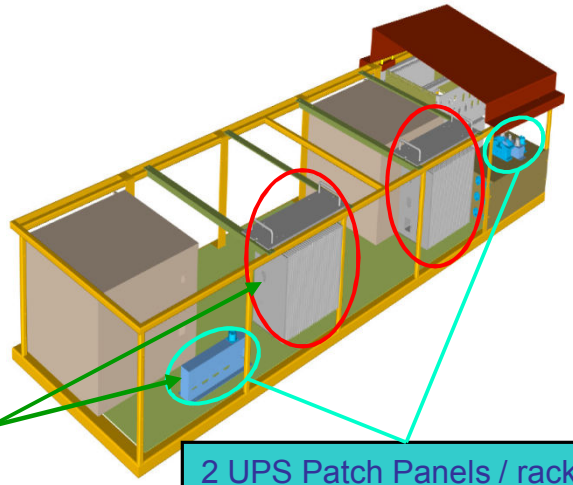
total 436 units



DQQDS board for SymQ detection

4 boards / crate, total 1744





Original racks

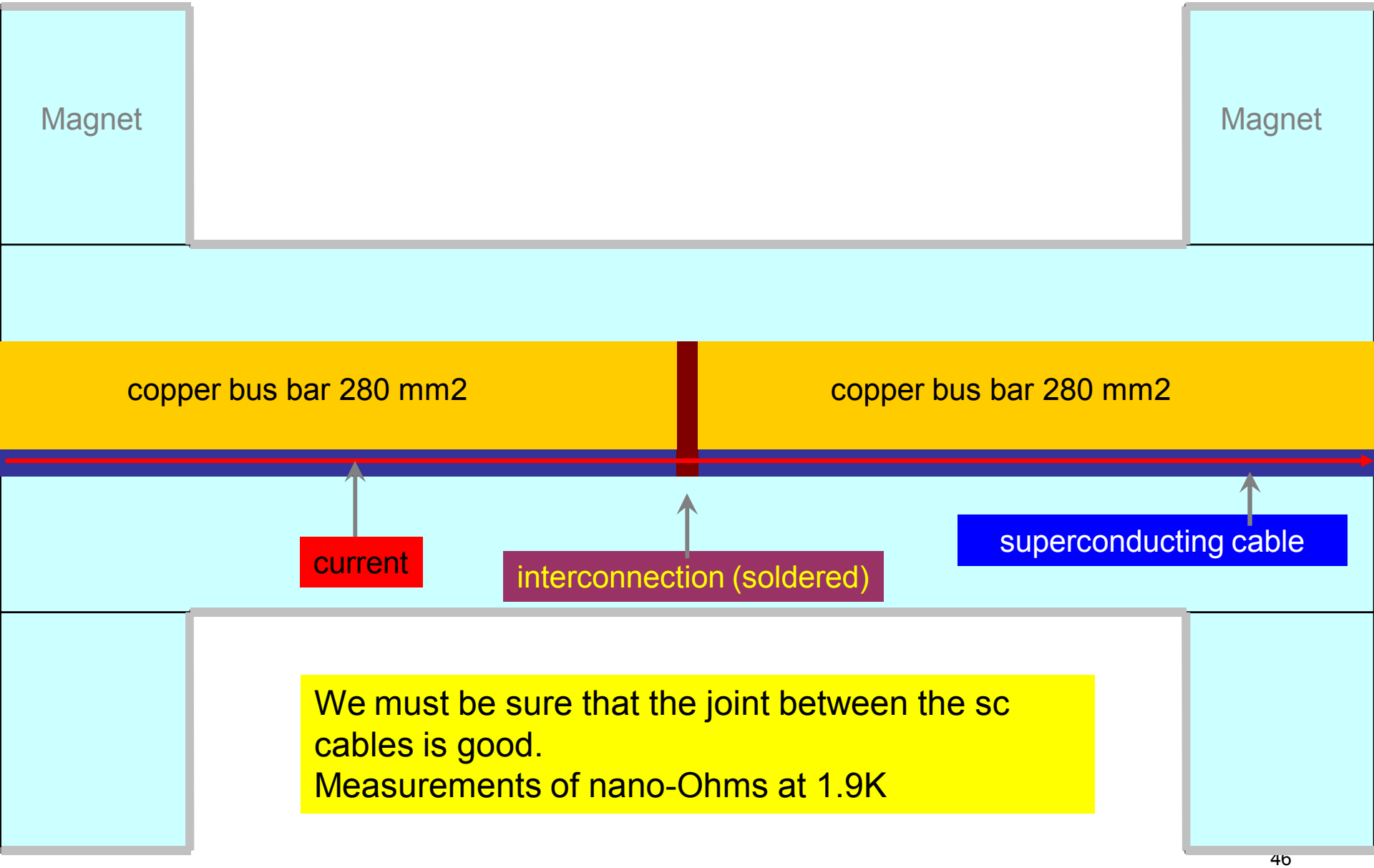
'Internal' and 'external' **cables** for sensing, trigger, interlock, UPS power, uFIP (10'400 + 4'400)

2 UPS Patch Panels / rack &
1 Trigger Patch Panel / rack
total 3456 panel boxes

Preliminary Results from Powering Tests – Weekend of 27-28 June

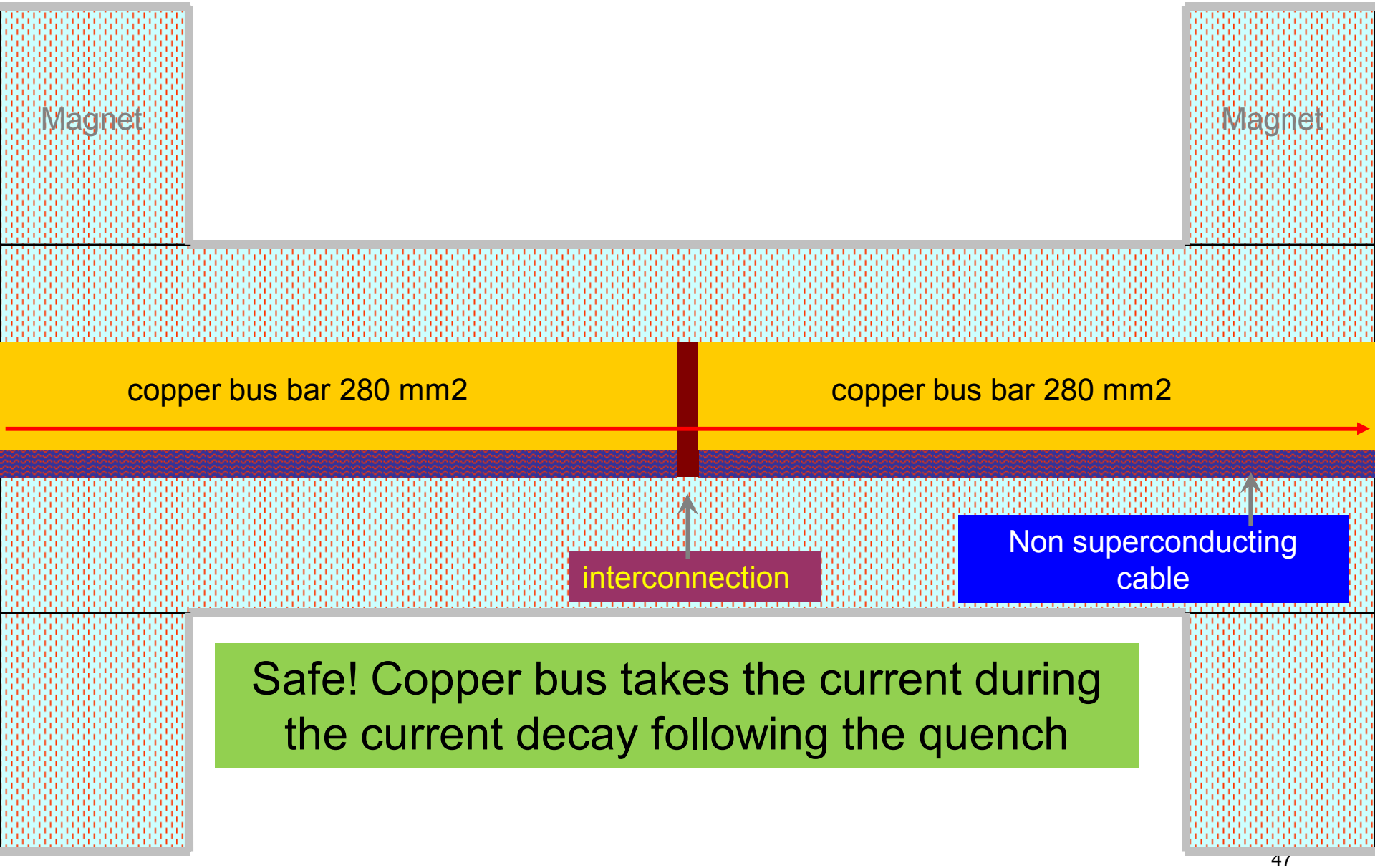
- One standard nQPS crate installed and connected in position B12.R2 and a special monitoring crate for SymQ monitoring was installed and connected in B13.R2.
- Discharge Time Constants: 67 s for dipole circuit and 28 s for QF/QD.
- Noise Levels at zero DC current
  - Values from 2008 were confirmed: 4-6 microV peak-peak noise floor for RB busbar segments. For the Quad segments the value is typically 25 microV.

Good interconnect normal operation (1.9K)



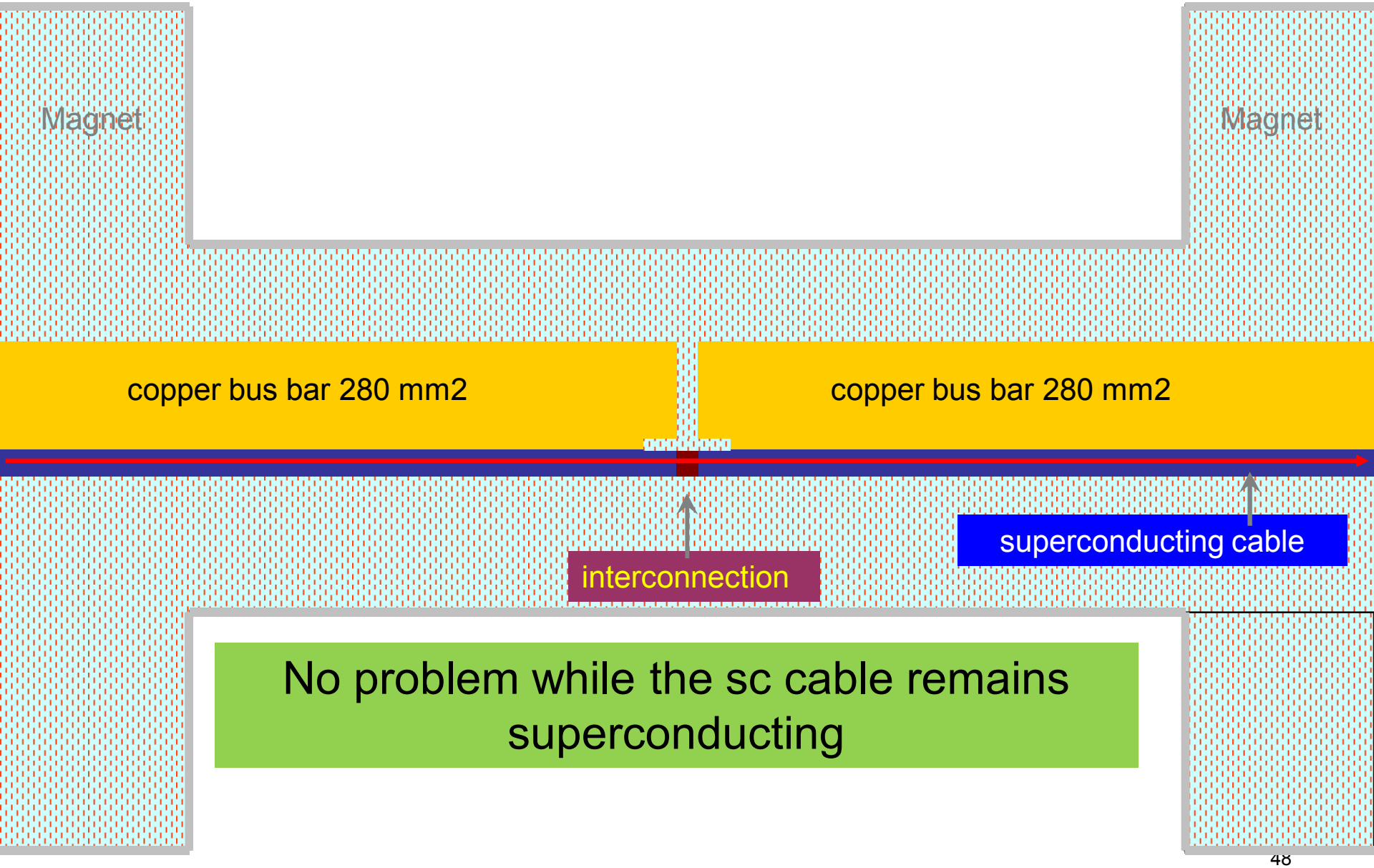
We must be sure that the joint between the sc cables is good.
Measurements of nano-Ohms at 1.9K

good interconnect, after quench (>10K)



Safe! Copper bus takes the current during the current decay following the quench

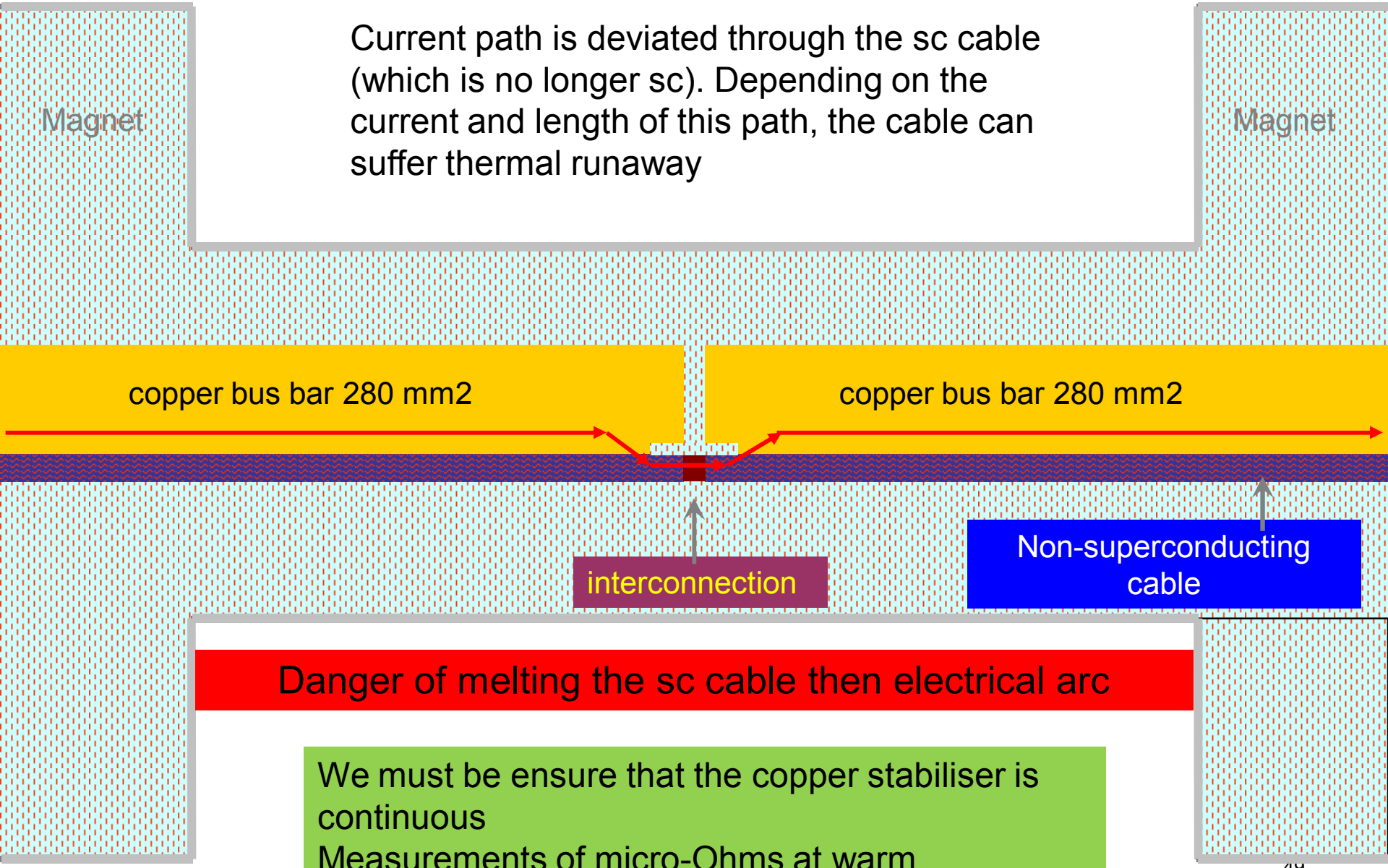
Bad interconnect, normal operation 1.9K



No problem while the sc cable remains superconducting

Bad interconnect, after quench

Current path is deviated through the sc cable (which is no longer sc). Depending on the current and length of this path, the cable can suffer thermal runaway



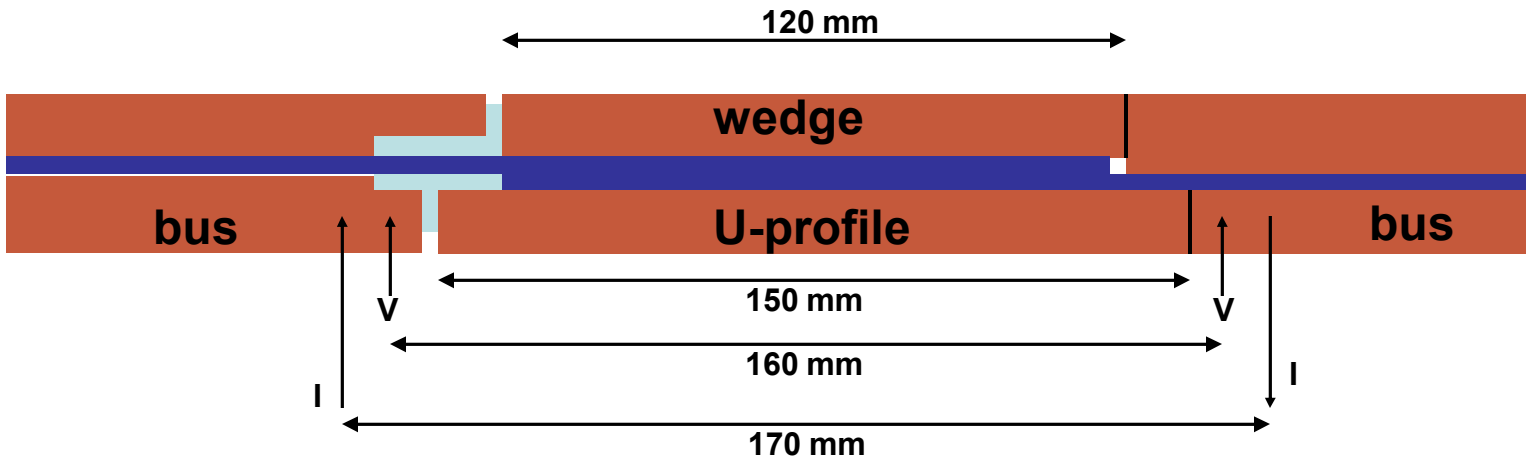
Danger of melting the sc cable then electrical arc

We must be ensure that the copper stabiliser is continuous
Measurements of micro-Ohms at warm

Electrical Resistance Measurements at Warm Temperatures

- New electrical tests have been developed
  - Warm measurements of R^{long} give possibility to detect surplus joint resistance larger than about 20-30 $\mu\Omega$ (RB).
    - Tests have been done for four sectors at room temperature and one sector at 80 K.
    - Remaining 3 sectors still to be measured
  - Warm measurements of the joint resistances (so-called local R^{16} measurement) give possibility to detect surplus joint resistance of a few $\mu\Omega$.

R-measurement at 300 K



The "R^{16} method" will give some indication whether wedge, U-profile, and bus stabilizer are in good electrical contact.

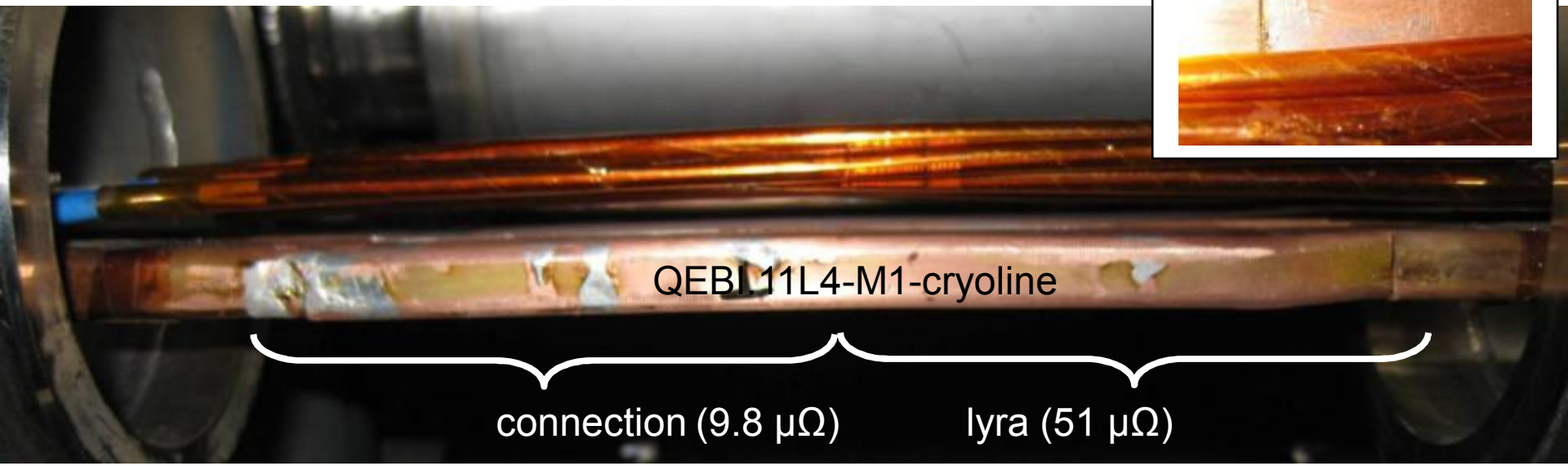
'Perfect' values for R^{16} are: (T=18 °C, gap is 0.1 mm fully filled with SnAg, perfect bonding everywhere, uniform current)

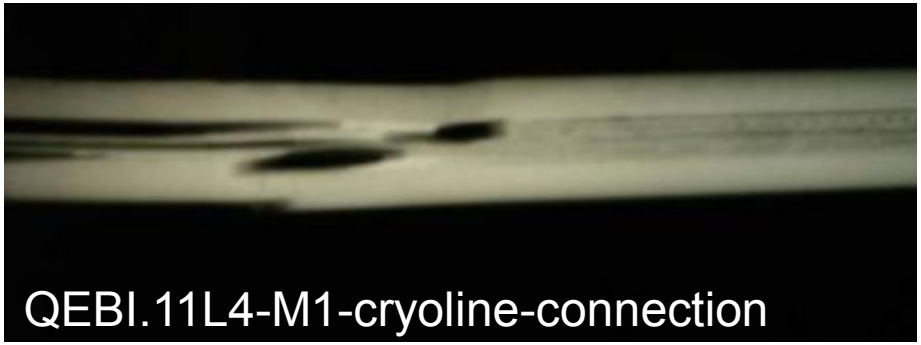
RB: 9.45 μΩ

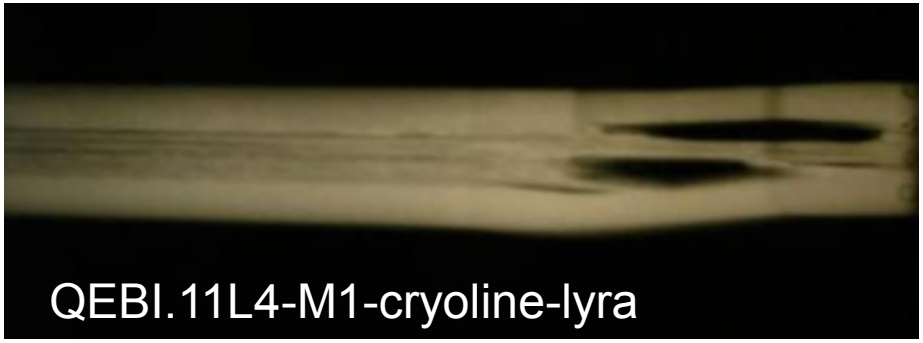
RQ: 16.0 μΩ

Due to point-like current insertion the measured resistances are about 1 μΩ higher.

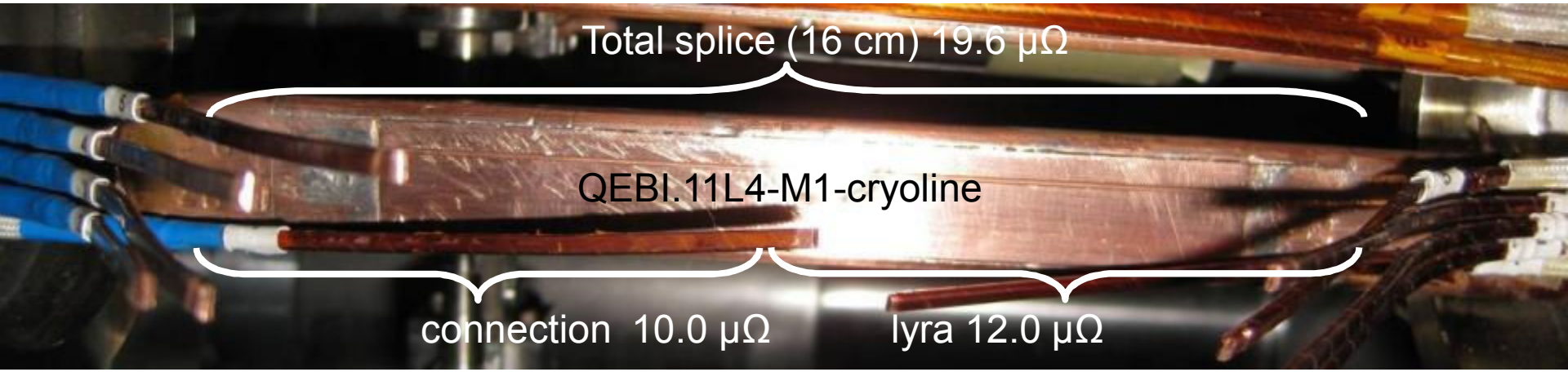
Sector 3-4 : QEBI.11L4-M1-cryoline before repair

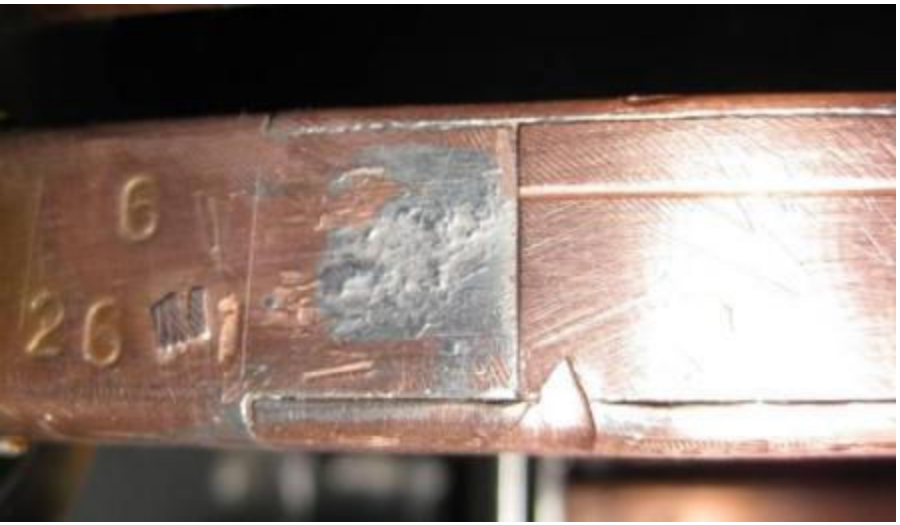






Sector 3-4 : QEBI.11L4-M1-cryoline repaired





Two phases during the powering tests

- **PHASE I - Low current powering tests:**
  - Current limited to a value to be defined, with negligible risk of massive helium release
    - Restricted access to the tunnel, to powering sub-sectors where no test is ongoing
    - Access during powering tests only for people involved in the tests (PO, QPS and ELQA teams)
- **PHASE II - High current powering tests:**
  - The current in the circuits is not limited, massive helium release cannot be fully excluded
    - Access is closed & all necessary areas (tunnel AND service areas) are patrolled

For each circuit (type), defined the maximum current in powering phase I

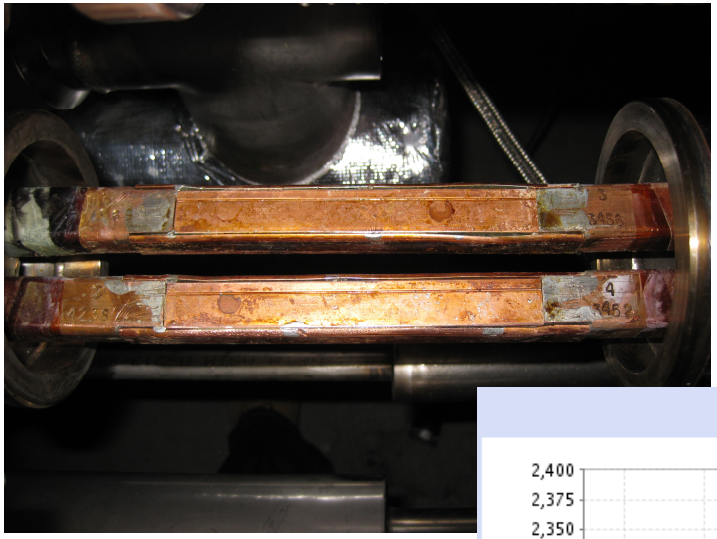
For powering phase II, define the areas that cannot be accessed

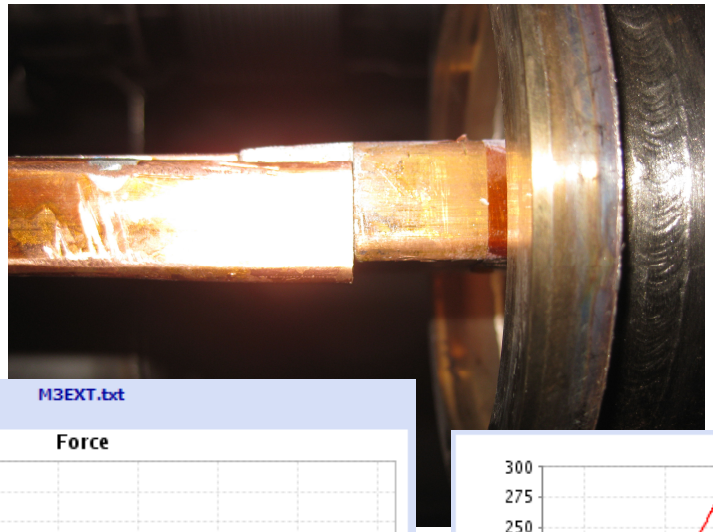
Maximum current in the different

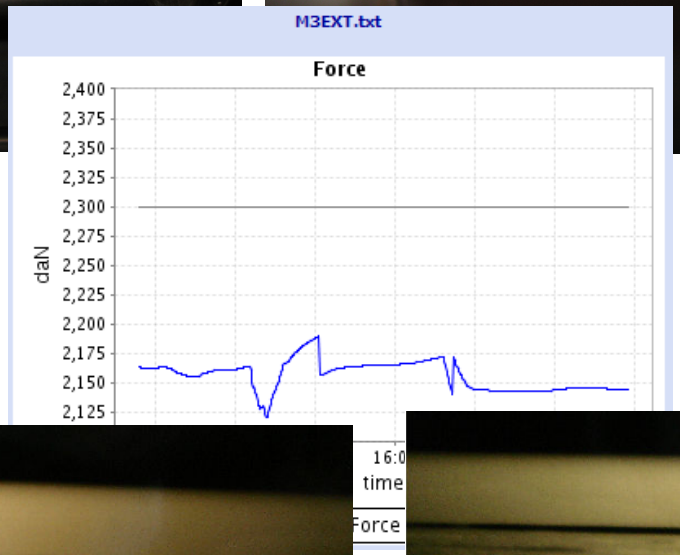
Circuit type	L [H]	Maximum current level	Energy [J]	Corresponding powering test step
main dipoles	15.708	0A	0.0E+00	PIC1
main quadrupoles	0.263	760A	7.6E+04	PLI1
arc individually powered quadrupoles	0.06	900A	2.4E+04	PLI2
600A circuits	0.432 (400A)	400A / 550A	3.5E+04	PNO
120A orbit correctors	2.84	120A	1.4E+04	PNO
60A orbit correctors	6.02	60A	9.1E+03	PNO
Stand alone quadrupole	0.296	600A	5.3E+04	PLI2
Stand alone dipoles	0.052	1000A	2.6E+04	PLI2
inner triplet quadrupoles (Q1+Q3/Q2a+Q2b)	L1 = 0.09 L2 = 0.038 L3 = 0.09	n.a.	5.9E+03	PCC

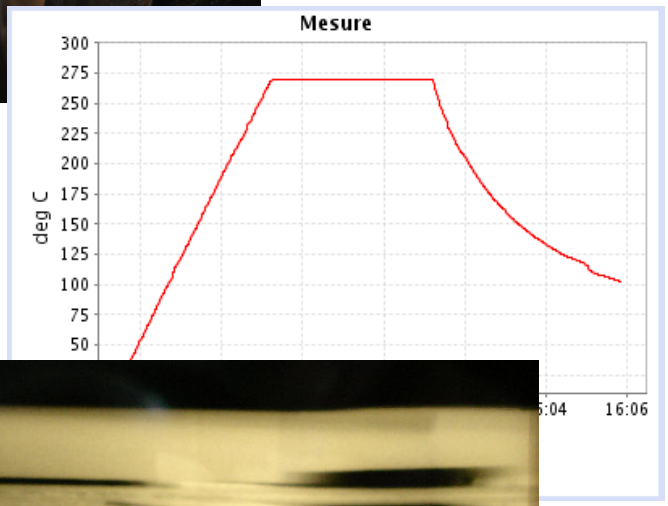
- Very similar to last year's limit **of 1000 A, except RB**.
- For the 600 A circuits, the maximum stored energy will be substantially below (35 kJ). Since the last test step is PLI2 for many circuits, the energy in other circuits is also far below 100 kJ.

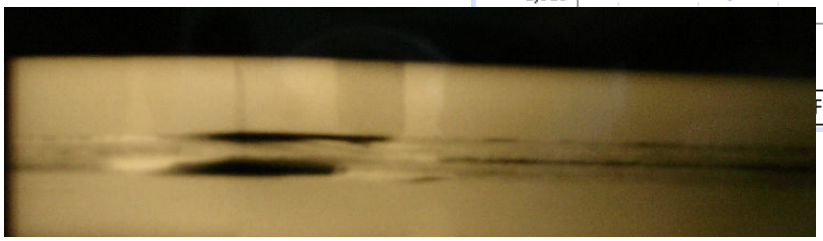
QBBI.A16L5 cryoline side



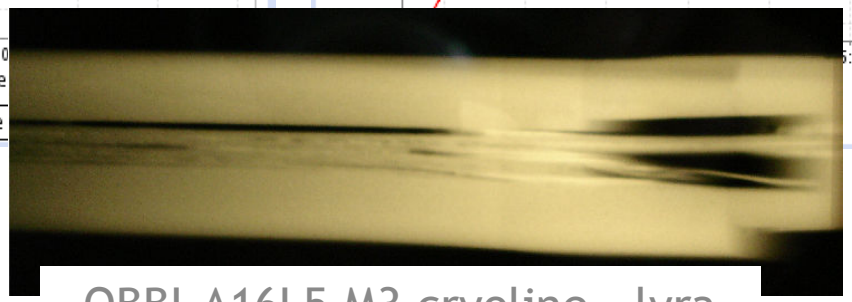








QBBI.A16L5 M3 cryoline - connection



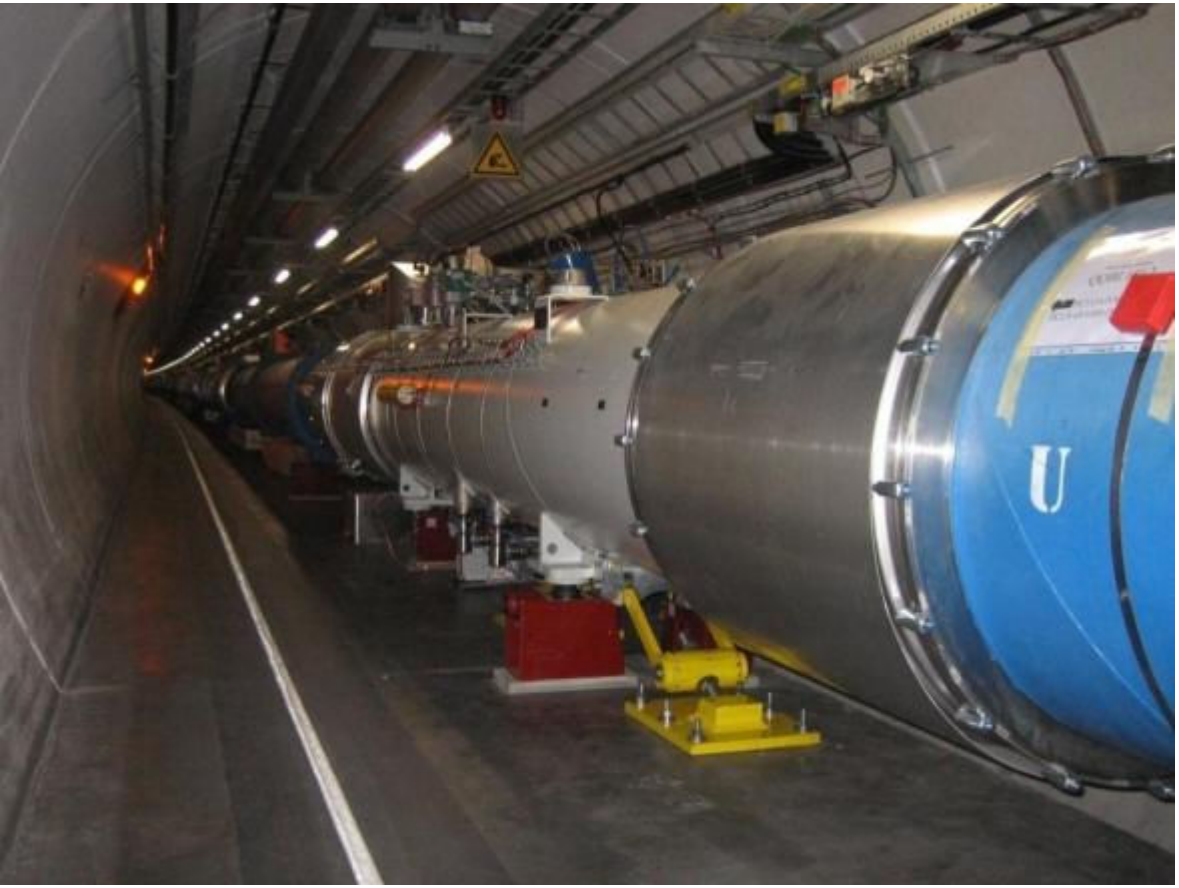
QBBI.A16L5 M3 cryoline - lyra

Tunnel News: Sector 4-5

- Connection Cryostat intervention started Monday 23 June:
- Resistance measurements (R-long), MB and MQ at 300K
  - Measurements noisy but confirm the 2 dipole outliers (quads very noisy)
- RF Ball Test: passed Wednesday 24 June
- There will be no PIM intervention (no preventive replacement in QQBI.7R4, QQEI.11L5, QBQI.8L5)
- DN200 work started paint removal (ALARA)
- Open W and cut M3 for 2 dipole outliers, Monday 29 June
- Splice Quality Control, R16 measurements, gammas
- Start splice repair Wednesday (yesterday), ELQA Friday
- Plan to close 4-5 end W28

SSS with vacuum barrier anchoring

- Withstand longitudinal load of 240 kN
- A total of 104 SSS with vacuum barrier in 8 sectors



Q15L2

IT anchoring consolidation
→ “case by case” approach

Q1 bumpers

Q1 in 2L

DFBX in 2 and 8

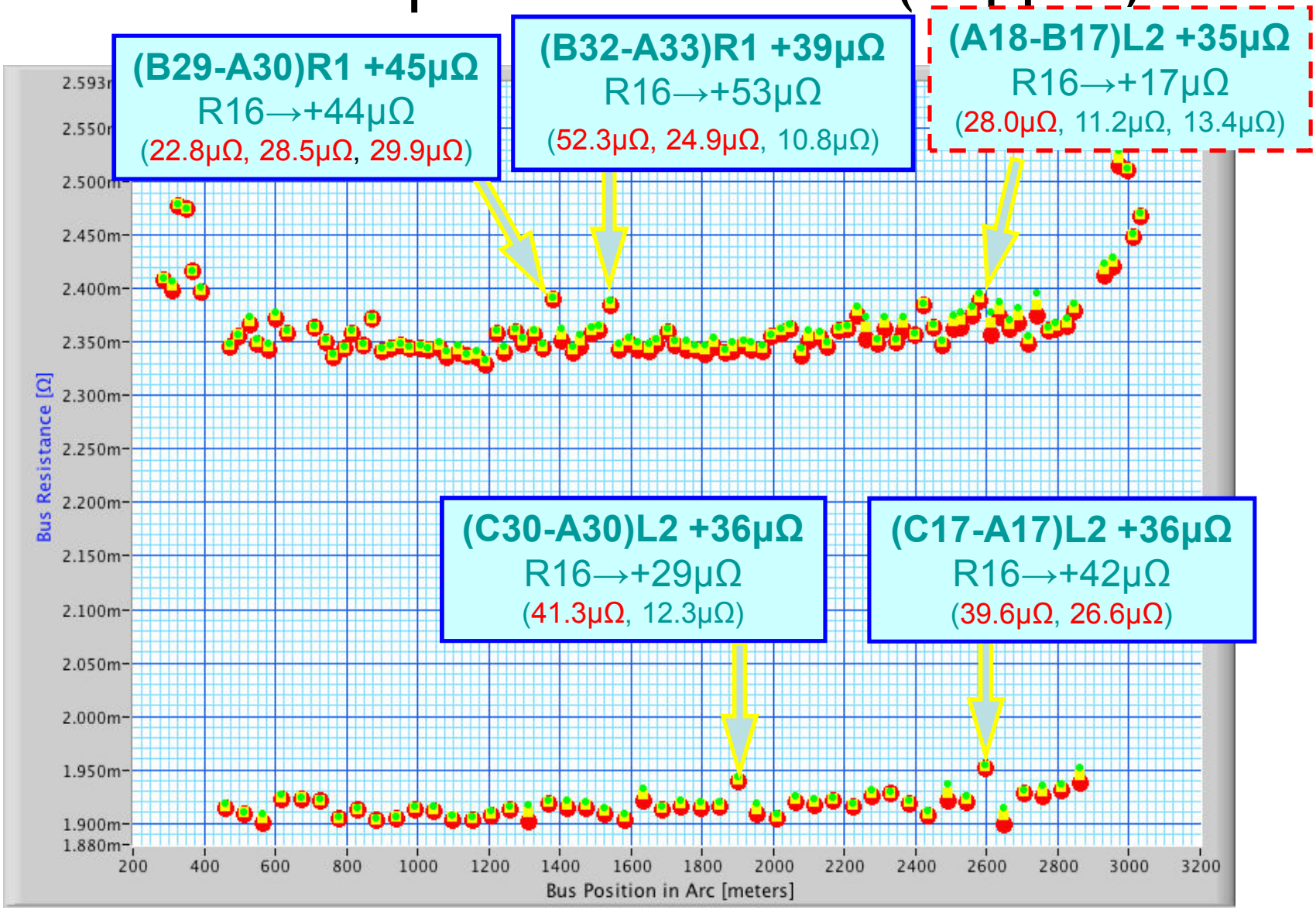
Q3 in 8R

DFBX

D1

Splice Resistance Measurements

1-2 M3 splice resistance (copper)



Courtesy R. Flora, C. Scheuerlein

The cool-down of S12 was delayed in order to perform this “warm” measurement

1-2 M3 splice repair

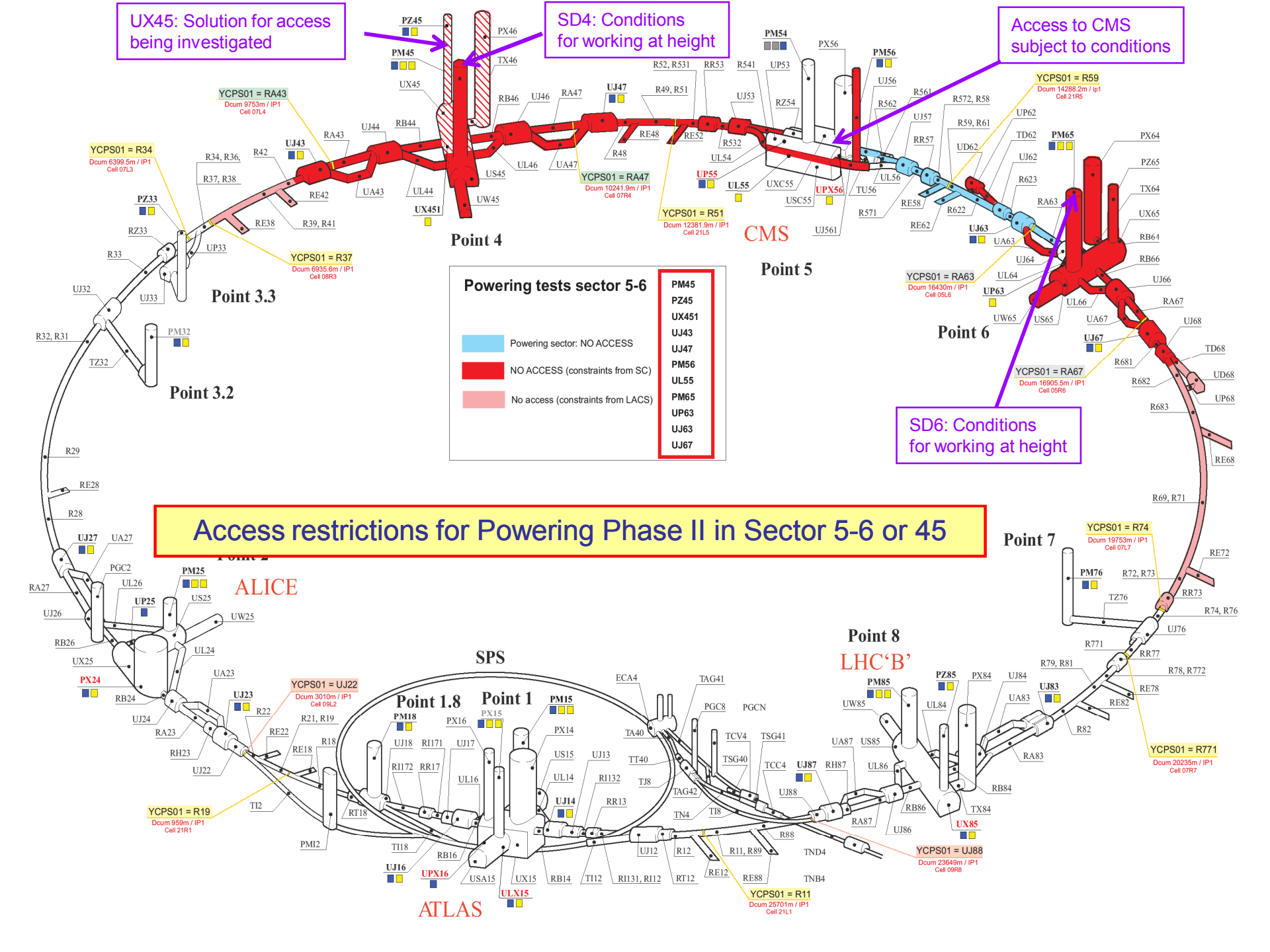
Inter. number	Main bus bars	Photos (before unsoldering)	US-test (before unsoldering)	R-16 before unsoldering	Gamma ray control (before unsoldering)	Visual inspection and photos after repair	US-test after repair	R-16 after repair	Gamma ray control after repair	QC insulation main bus bars	QC insulation spools
1-2											
QBBI.B29R1	M3-corridor	done	4 out of 4 OK	11.7	done 8.5.09, J.D.					OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	22.8	done 8.5.09, J.D.	OK, 28.5.09, G.T.	4 out of 4 OK	10.0	done, 2.6.06, J.D.	OK, 2.6.09, C.S.	
QBQI.29R1	M3-corridor	done	4 out of 4 OK	12.2	done 8.5.09, J.D.					OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	28.5	done 8.5.09, J.D.	OK, 28.5.09, G.T.	4 out of 4 OK	11.5	done, 2.6.06, J.D.	OK, 2.6.09, C.S.	
QQBI.29R1	M3-corridor	done	3 out of 4 OK	25.2	done 8.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.7	done, 2.6.06, J.D.	OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	29.9	done 8.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.4	done 2.6.06, J.D.	OK, 2.6.09, C.S.	
QBBI.B32R1	M3-corridor	done	4 out of 4 OK	24.9	done 14.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.2	done 2.6.06, J.D.	OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	11.2	done 14.5.09, J.D.					OK, 2.6.09, C.S.	
QBQI.32R1	M3-corridor	done	3 out of 4 OK	52.3	done 14.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.2	done 2.6.06, J.D.	OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	12.5	done 14.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.		done 2.6.06, J.D.	OK, 2.6.09, C.S.	
QQBI.32R1	M3-corridor	done	4 out of 4 OK 2.2.09	10.8	done 19.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.3	done, 2.6.06, J.D.	OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK 2.2.09	10.8	done 19.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.5	done 2.6.06, J.D.	OK, 3.6.09, C.S.	
QBBI.B30L2	M3-corridor	done	4 out of 4 OK	12.3	done 14.5.09, J.D.					OK, 2.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	12.7	done 14.5.09, J.D.					OK, 2.6.09, C.S.	
QBBI.A30L2	M3-corridor	done	4 out of 4 OK	41.3	done 14.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.2	done 2.6.06, J.D.	OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	13.3	done 14.5.09, J.D.					OK, 3.6.09, C.S.	
QBQI.18L2	M3-corridor	done	4 out of 4 OK	28.0		OK, 3.6.09, G.T.	OK, 3.6.09, G.T.	10.2		OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	25.6		OK, 3.6.09, G.T.	OK, 3.6.09, G.T.	10.6		OK, 3.6.09, C.S.	
QQBI.17L2	M3-corridor	done	4 out of 4 OK	11.2						OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	16.9		OK, 3.6.09, G.T.	OK, 3.6.09, G.T.	10.4		OK, 3.6.09, C.S.	
QBBI.B17L2	M3-corridor	done	4 out of 4 OK	13.4	done 8.5.09, J.D.					OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	26.6	done 8.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.5	done 2.6.06, J.D.	OK, 3.6.09, C.S.	
QBBI.A17L2	M3-corridor	done	4 out of 4 OK	13.0	done 8.5.09, J.D.					OK, 3.6.09, C.S.	
	M3-cryoline	done	4 out of 4 OK	39.6	done 8.5.09, J.D.	OK, 29.5.09, C.S.	OK, 2.6.09, G.T.	10.3	done 2.6.06, J.D.	OK, 3.6.09, C.S.	

Courtesy C. Scheuerlein

Summary

- The enhanced quality assurance introduced during sector 3-4 repair has revealed new facts concerning the copper bus bar in which the superconductor is embedded.
- Tests have demonstrated that the process of soldering the superconductor in the interconnecting high-current splices can cause discontinuity of the copper part of the busbars and voids which prevent contact between the superconducting cable and the copper
  - Danger in case of a quench
- Studies are now going on to allow:
  - To find a safe limit for the measured joint resistance as a function of the current in magnet circuits (max energy in the machine)
  - Faster discharge of the energy from circuits

Powering and Tunnel Access Restrictions


UX45: Solution for access being investigated
SD4: Conditions for working at height
Access to CMS subject to conditions
SD6: Conditions for working at height
Point 3.3
Point 4
Point 5
Point 6
Point 3.2
Point 7
Point 8
Point 2
Point 1.8
Point 1
CMS
ALICE
ATLAS
LHC'B'
SPS
Powering tests sector 5-6
Powering sector: NO ACCESS
NO ACCESS (constraints from SC)
No access (constraints from LACS)
PM45
PZ45
UX451
UJ43
UJ47
PM56
UL55
PM65
UP63
UJ63
UJ67
Access restrictions for Powering Phase II in Sector 5-6 or 45