

Testing of the other AS Adjustment Stand Prototype

CLIC Module working group

22nd of May, 2019

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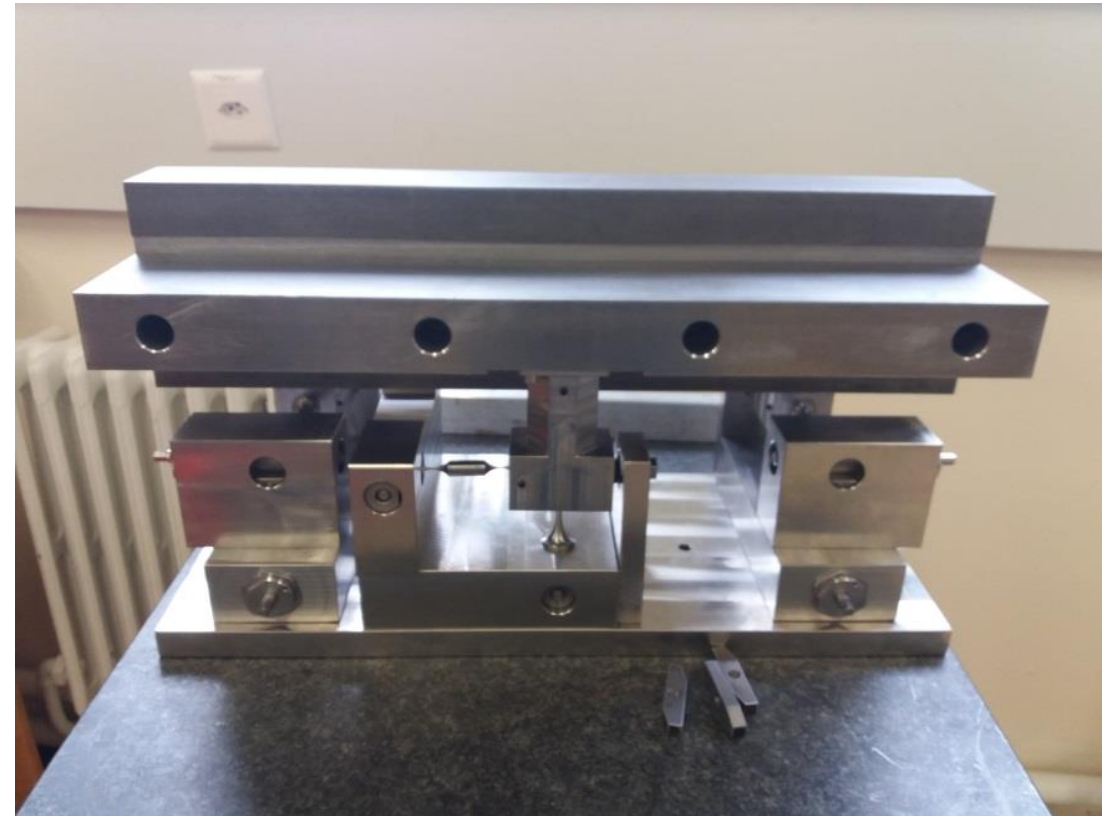
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Testing of the other Prototype

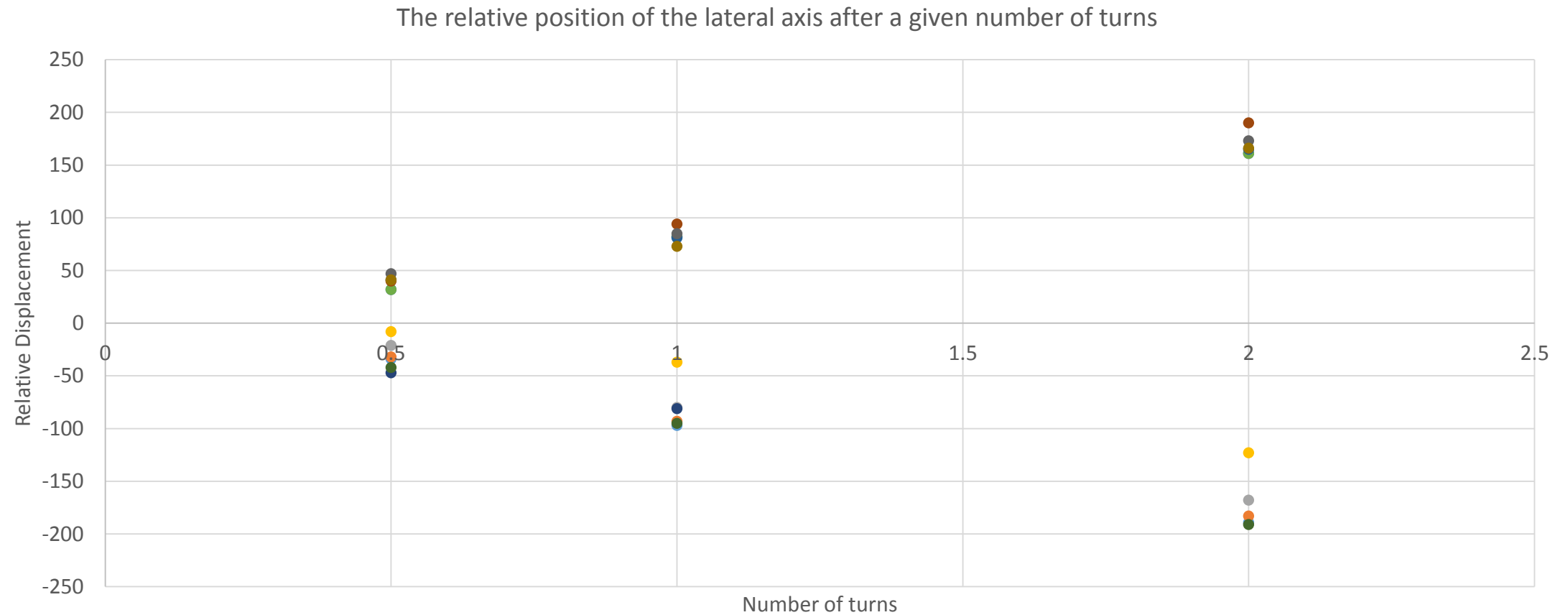
- Measuring and characterisation of the adjustability of the other adjustment stand prototype carried out by myself and Jukka last week
- Measurements performed with Mitytoyo dial indicator with arm in 169 lab
 - Limited to measuring 1 axis at a time



Testing Methodology

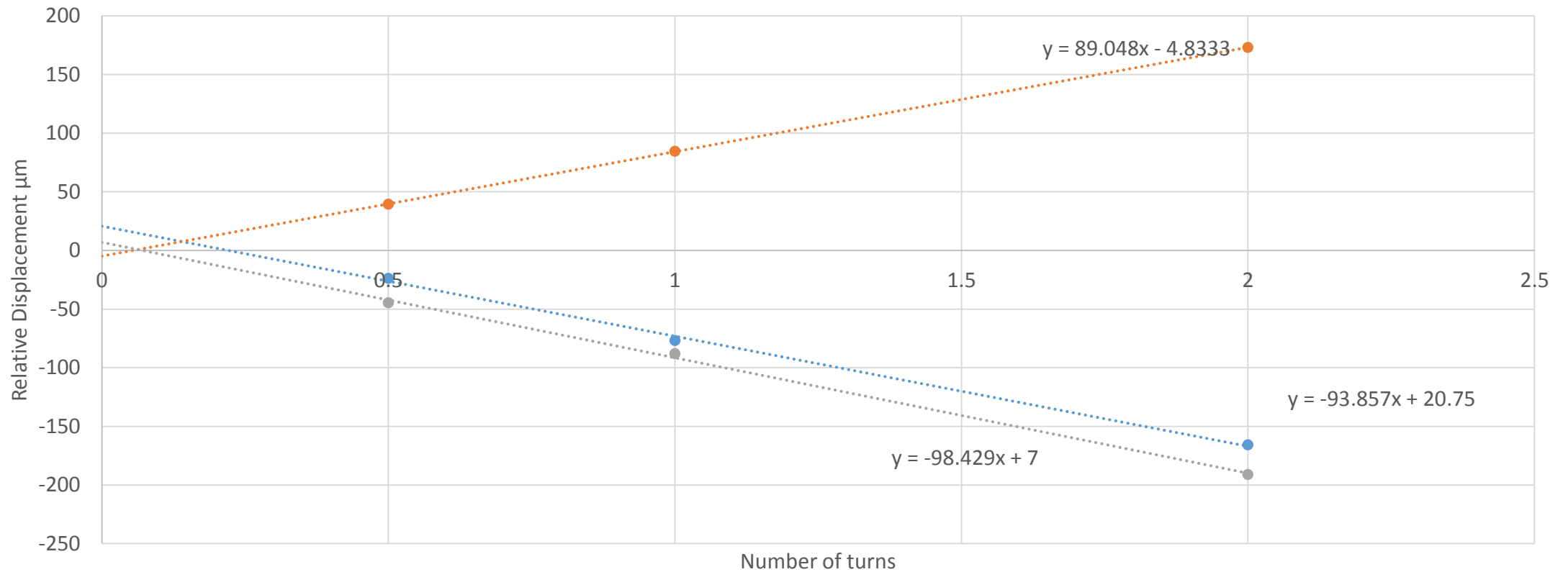
1. Each axis is positioned at the nominal centre
2. The DTI is placed directly about the driving flexure
3. The nut is turned until a displacement of $350\mu\text{m}$ is measured
4. The nut is then turned back 0.5, 1, and 2 turns, and the displacement at each is recorded
 1. This allows a measure of the 'backlash' to be recorded, as well as the free-movement performance
5. The whole process is repeated at:
 1. $+350\mu\text{m}$, $+500\mu\text{m}$, +EOT (moving in one direction)
 2. $+350\mu\text{m}$, $+500\mu\text{m}$, 0, $-350\mu\text{m}$, $-500\mu\text{m}$, - EOT (returning in the other direction)
 3. $-350\mu\text{m}$, $-500\mu\text{m}$, 0 (returning in the original direction)

Example Data: Lateral Axis



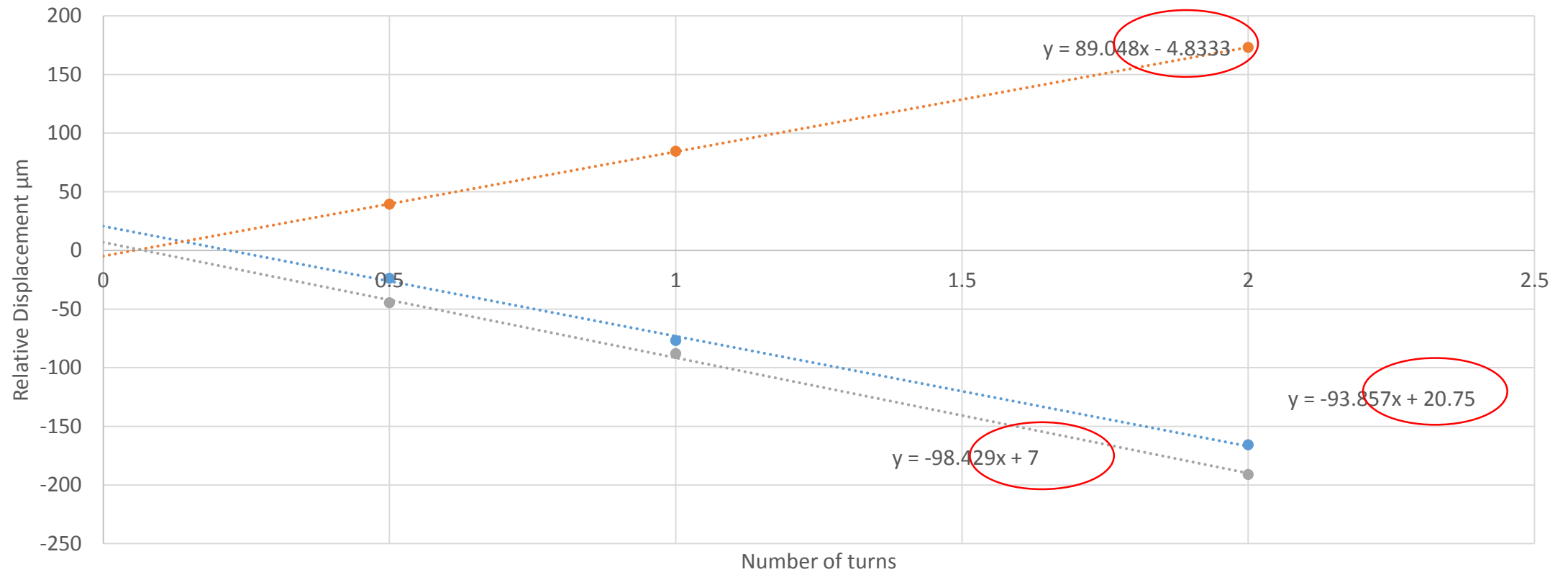
Averaged Data: Lateral Axis

The average relative position of the lateral axis after a given number of turns



Averaged Data: Lateral Axis (Backlash)

The average relative position of the lateral axis after a given number of turns



Measure of 'Backlash'

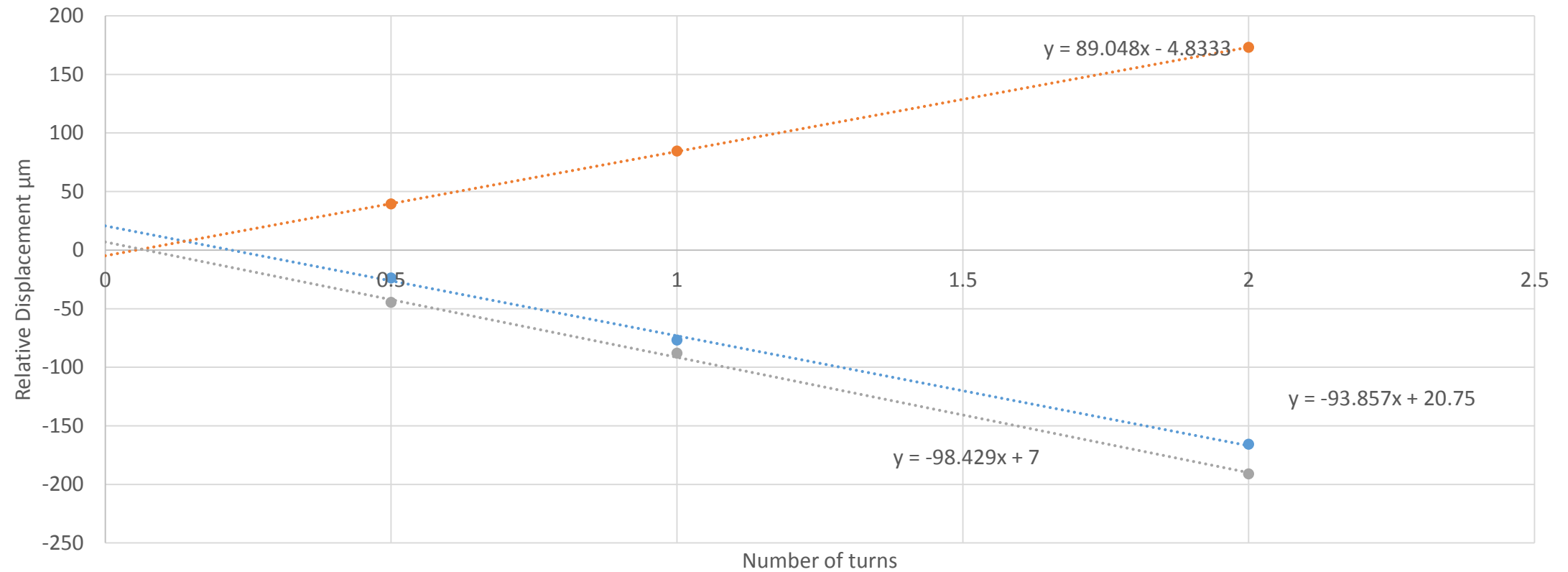
- Average backlash across all axes: $16\mu\text{m}$
- Maximum backlash (vertical axis 3): $43.5\mu\text{m}$

Measure of 'Backlash'

- Average backlash across all axes: $16\mu\text{m}$
- Maximum backlash (vertical axis 3): $43.5\mu\text{m}$
- Required counting revolutions (imprecise)
- On both of the lateral axes we were required to adjust the spring force
- On one of the vertical axes we were required to 'assist' the AS in returning

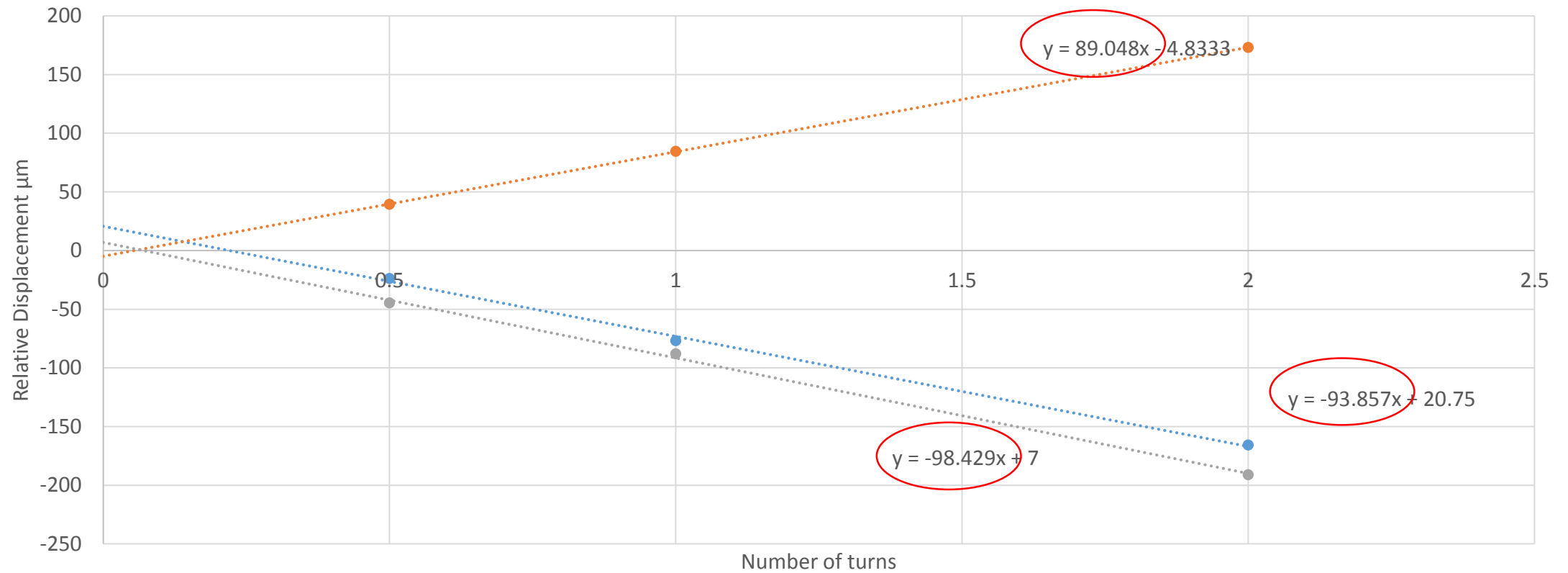
Performance

The average relative position of the lateral axis after a given number of turns



Performance

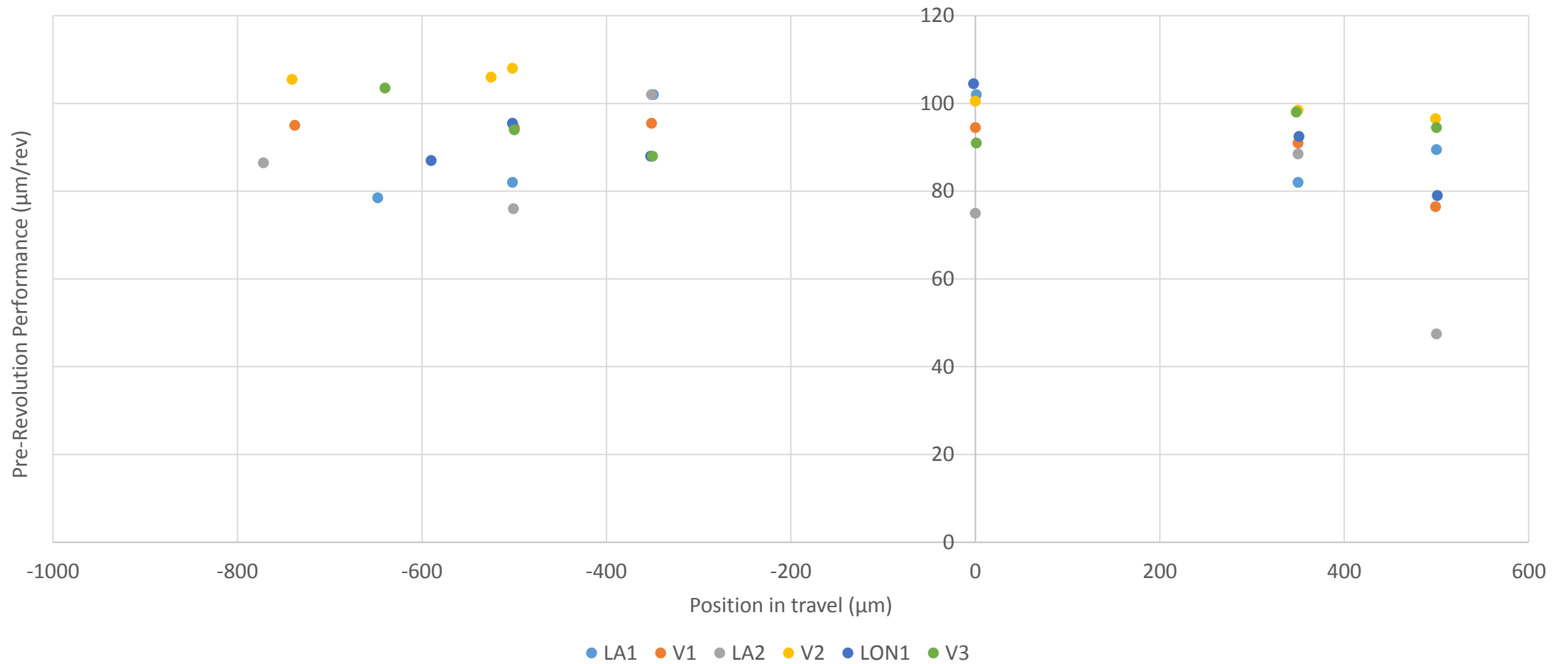
The average relative position of the lateral axis after a given number of turns



Per-axis Average Performance

- Lateral 1: 89 $\mu\text{m}/\text{rev}$ - 98 $\mu\text{m}/\text{rev}$
- Lateral 1: 83 $\mu\text{m}/\text{rev}$ - 92 $\mu\text{m}/\text{rev}$
- Longitudinal: **72 $\mu\text{m}/\text{rev}$** - 88 $\mu\text{m}/\text{rev}$
- Vertical 1: 87 $\mu\text{m}/\text{rev}$ - 92 $\mu\text{m}/\text{rev}$
- Vertical 2: 95 $\mu\text{m}/\text{rev}$ - **109 $\mu\text{m}/\text{rev}$**
- Vertical 3: 94 $\mu\text{m}/\text{rev}$ - 97 $\mu\text{m}/\text{rev}$

Performance Against Position in Travel



Summary/Comparison to other Prototype

- Longitudinal axis does not appear to be limited in range
 - Suggests manufacturing differences caused this limit in the other prototype
- Performance is consistent within and between all the axes to the degree which we would control
 - Methodology required counting revolutions, inevitably adding errors
- Measured by the DTI we could position each axis to within $1\mu\text{m}$
 - Measuring individual axes separately

Summary/Comparison to other Prototype

- Inconstancies with the movement in both the lateral axes:
 - Movement was smooth and controllable during the translation (while a torque was being applied)
 - When at the end of the movement (when the torque was removed) there would be a noticeable 'spring-back' in the position
 - The happened regardless of the direction of travel, and regardless of the previous revolutions (not backlash)
 - We were able to 'over-correct' and achieve the required positioning that way
- Possibly down to the differences in manufacture for the threaded rods used in this axis