

23

20:20

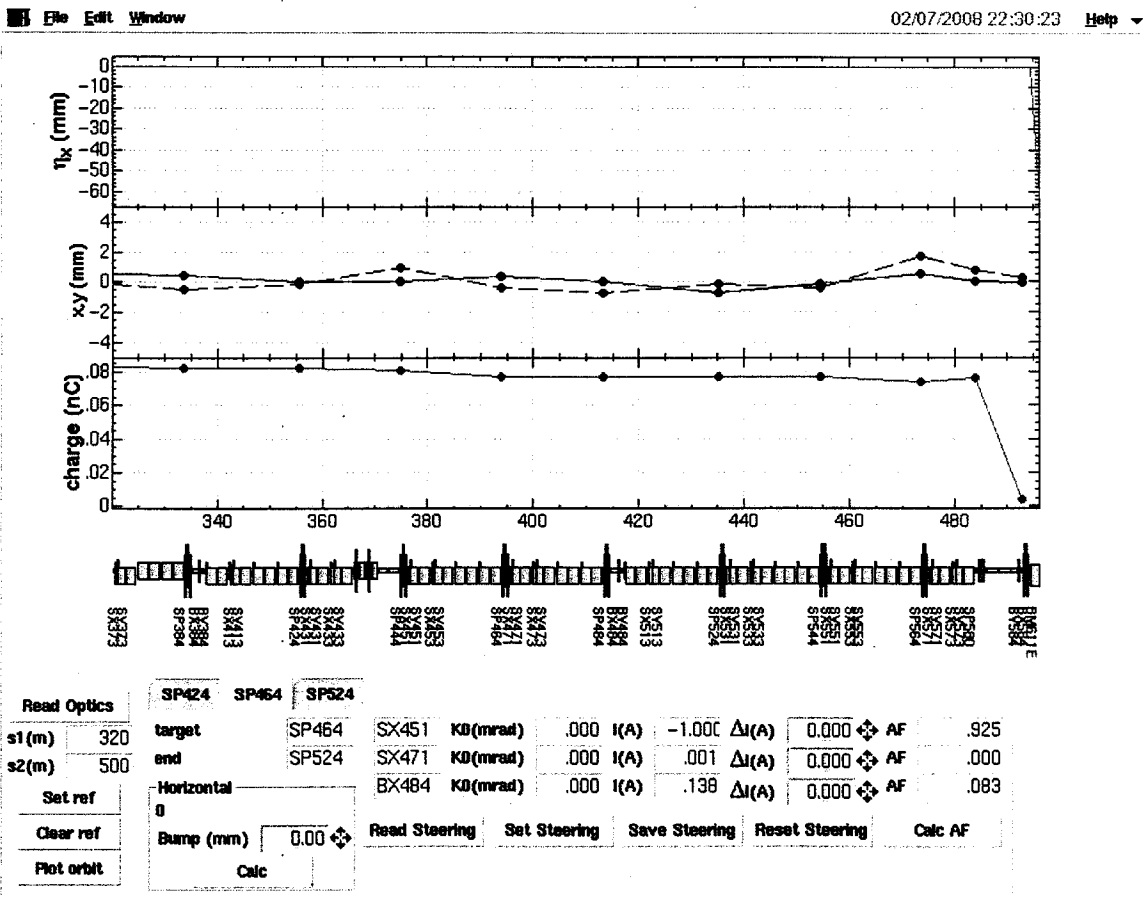
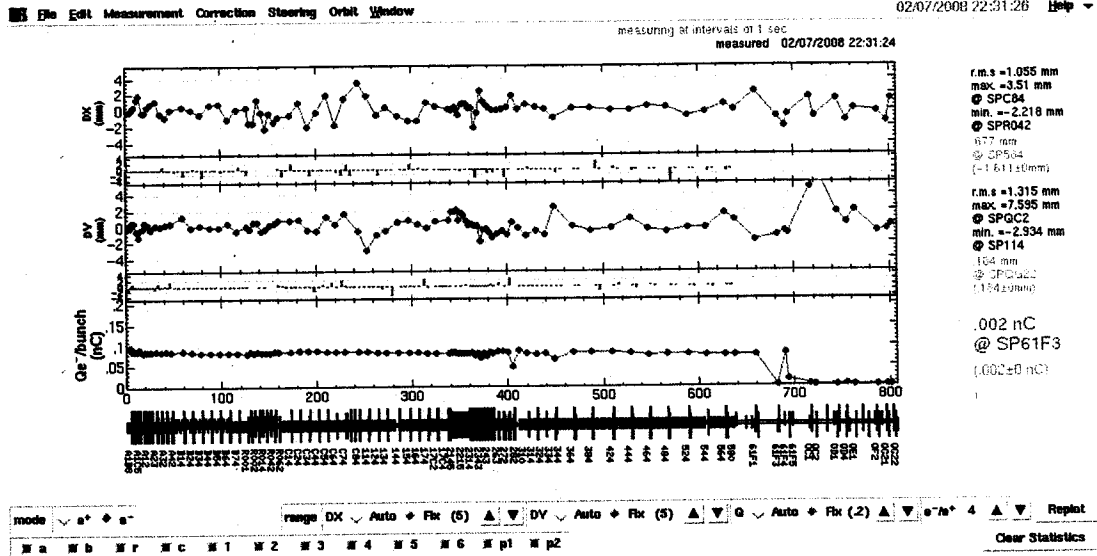
2008 02 07 2:20 on magnet fail 3 設定

2008 02 06 19:37 on magnet fail 3 設定

22:36

data 4631. all "PF 2.5 GeV 0.1nC No Bump" に 保存

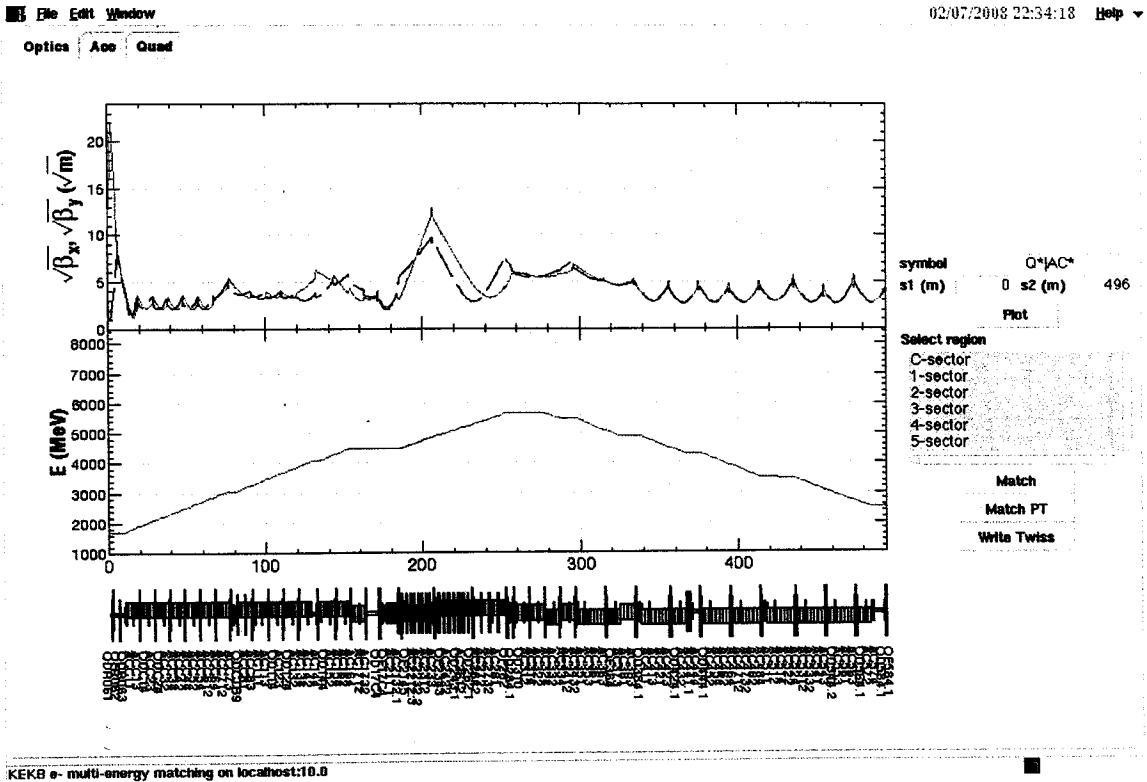
PF 2.5 GeV
0.1nC



★ 5セクターの軌道計算.

BP 581 への軌道と真赤にする。(前項図参照)

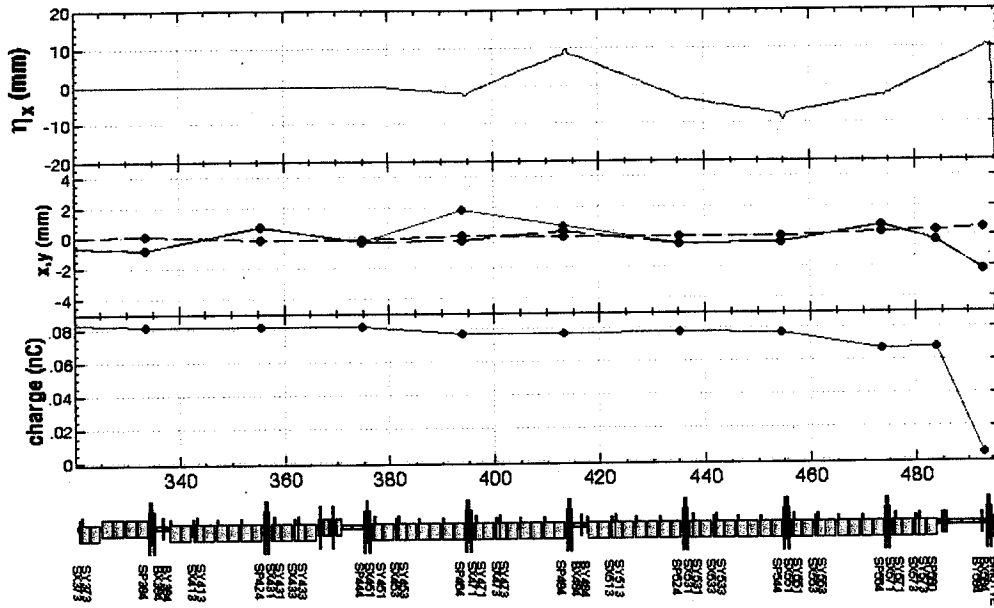
★ トラッキング



ローカルバンフテスト

File Edit Window

02/07/2008 22:42:20 Help



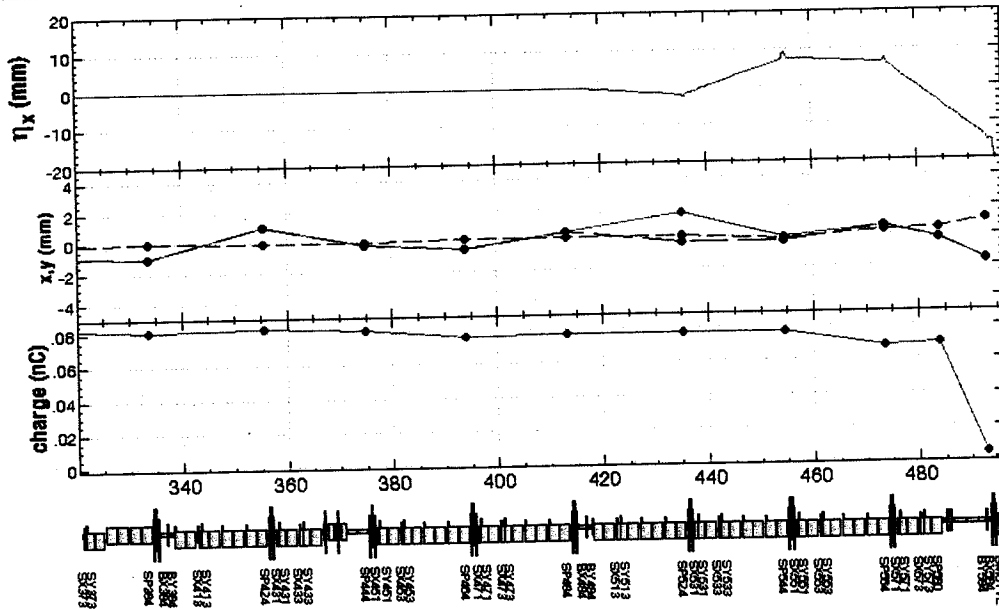
Read Optics

s1(m)	320	target	SP464	SX451	K0(mrad)	-112	I(A)	-1.000	ΔI(A)	1.850	AF	.925
s2(m)	500	end	SP524	SX471	K0(mrad)	.017	I(A)	.001	ΔI(A)	0.000	AF	.000
Set ref	Horizontal			BX484	K0(mrad)	-138	I(A)	.138	ΔI(A)	0.167	AF	.083
Clear ref	.00											
Plot orbit	Bump (mm)	2.00										

Read Steering Set Steering Save Steering Reset Steering Calc AF

02/07/2008 22:44:09 Help

File Edit Window



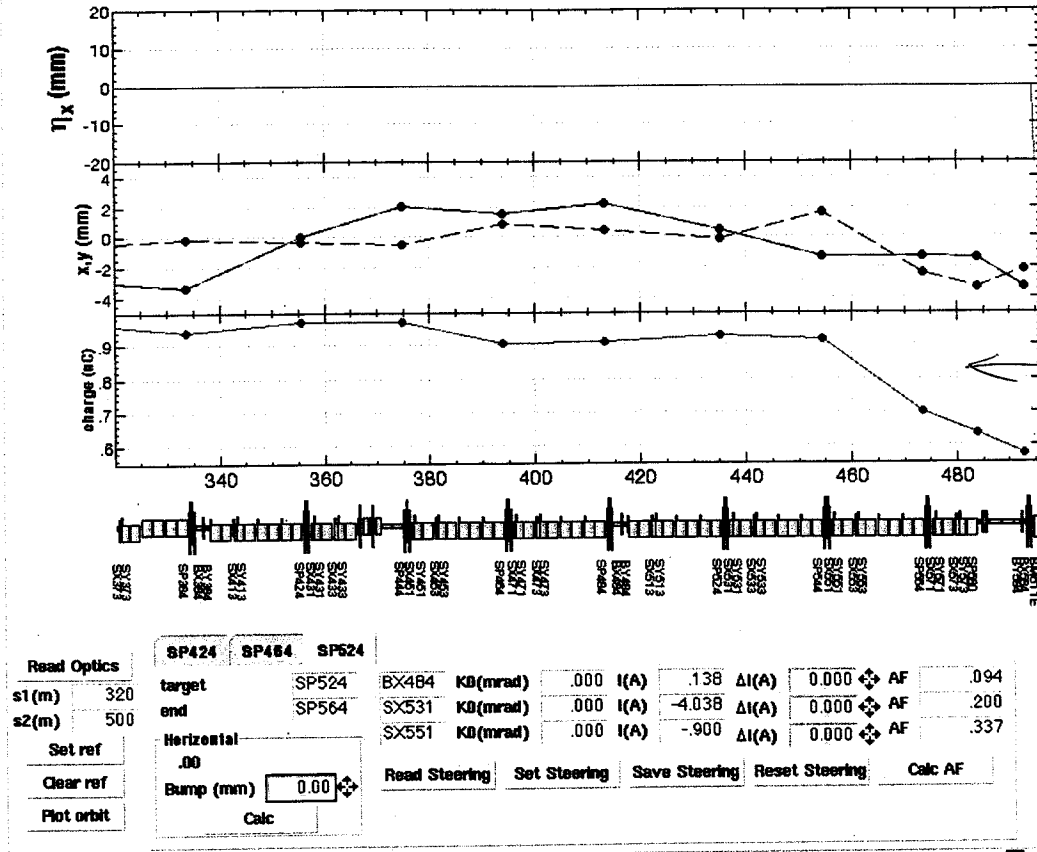
Read Optics

s1(m)	320	target	SP524	BX484	K0(mrad)	-104	I(A)	.138	ΔI(A)	0.167	AF	.094
s2(m)	500	end	SP564	SX531	K0(mrad)	.014	I(A)	-4.038	ΔI(A)	0.400	AF	.200
Set ref	Horizontal			SX551	K0(mrad)	-118	I(A)	-9.00	ΔI(A)	0.673	AF	.337
Clear ref	.00											
Plot orbit	Bump (mm)	2.00										

Read Steering Set Steering Save Steering Reset Steering Calc AF

KEKB⁻ Inc I=33

02/07/2008 22:54:19 Help

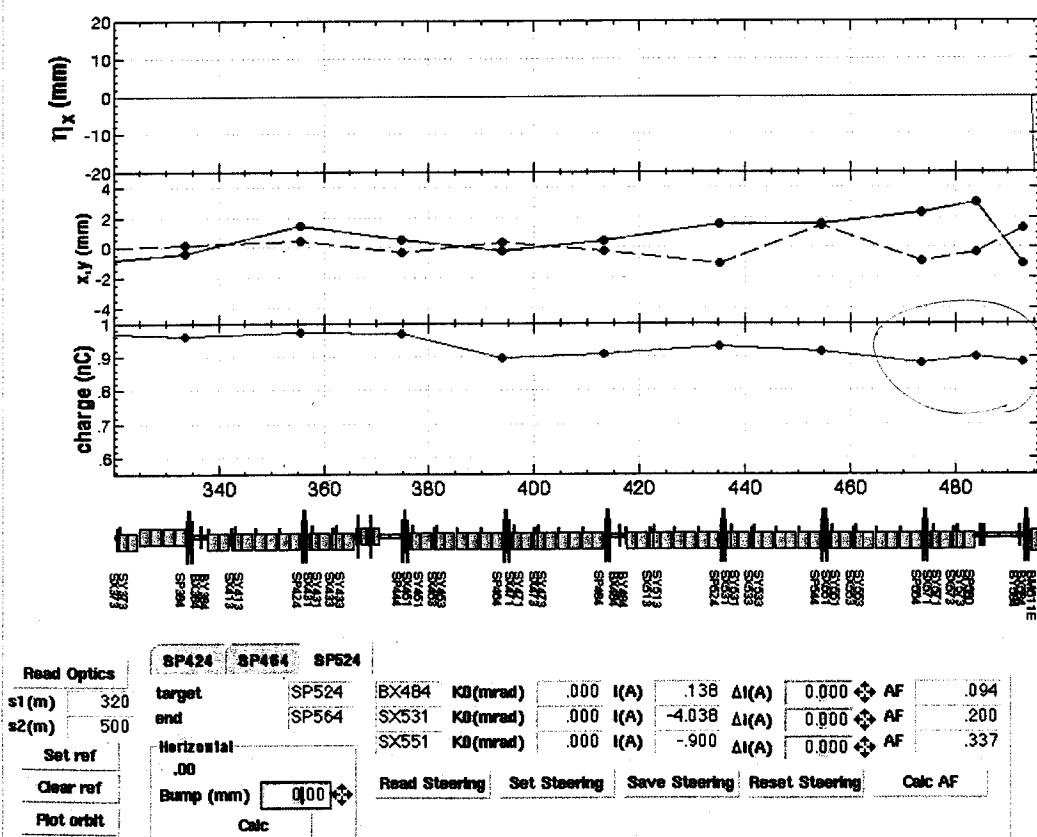


← これは
D233
昨夜と同じ
再現性あり

2008 0207 - 05 "0.1 nC 2.5 GeV" (2/7 5:09 の F-7314)

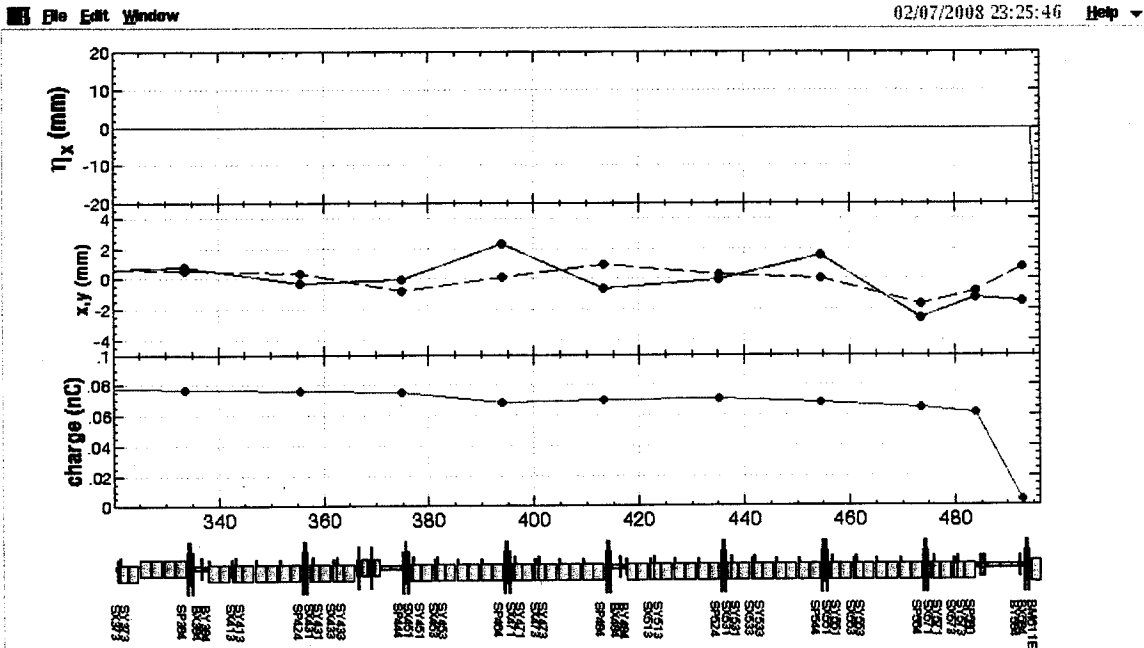
~~これは~~
前回の最終
設定。

02/07/2008 22:58:46 Help



D233

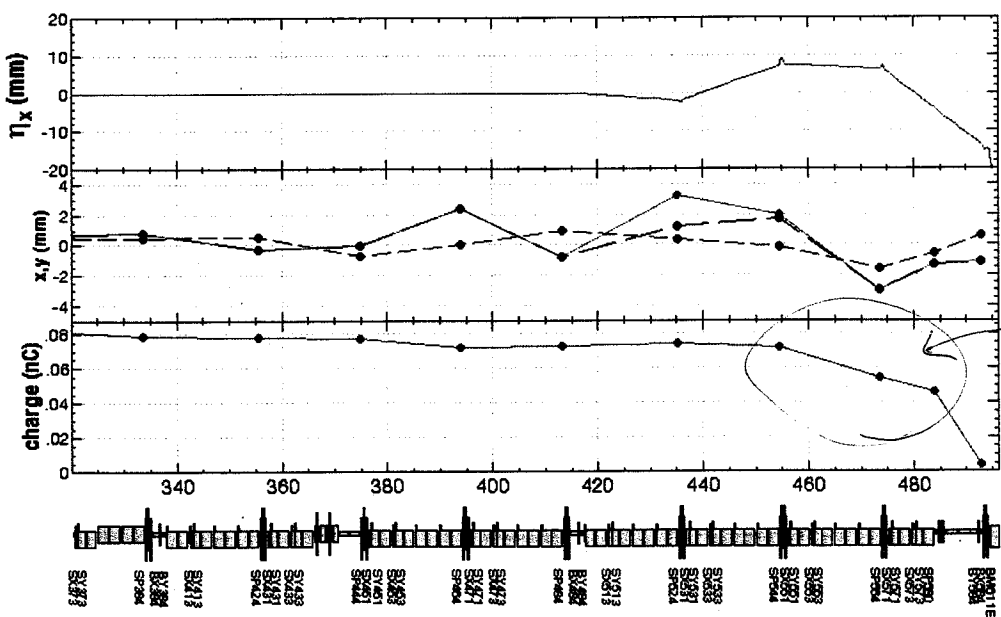
PF 2.5 GeV 0.1 nC 2-2-2007 5e77 - (SP504 L2K) 2.
 D20-2007 QD522/QF522, QD504/QF504 E 微調



変更

QD522 / QF522 → 27 T/m (元値 27.462 / 27.309 T/m)
 QD504 → 34.5 T/m (3 38.698 T/m)
 QF504 → 33.0 T/m (38.878 T/m)

"080207-05 mod 5sec 0.1 nC 2.5 GeV" (=保存)

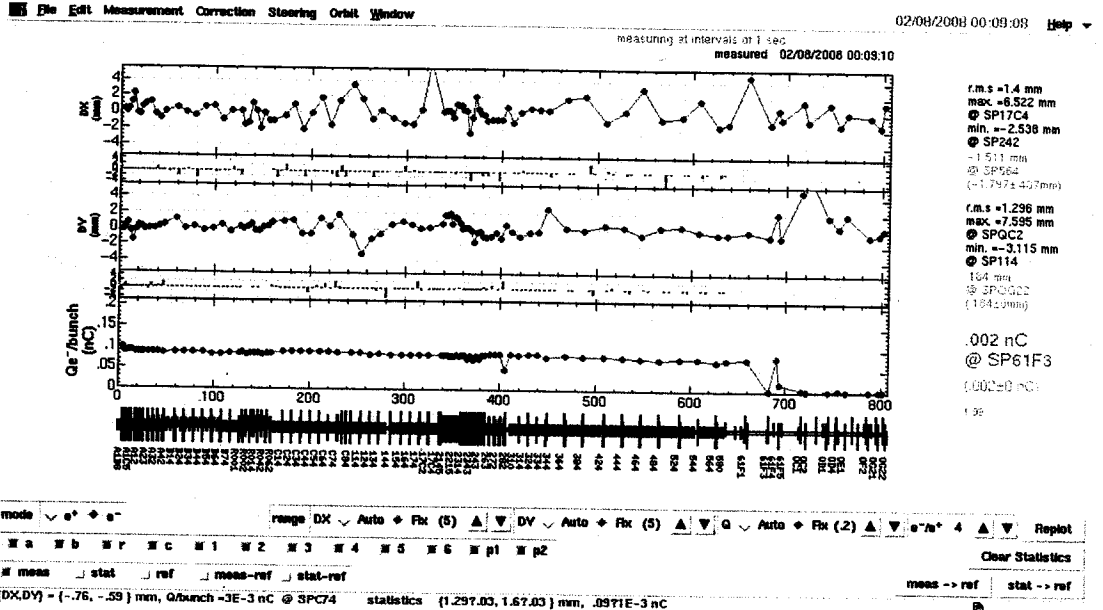


元値
 2e77
 回復!!
 土曜参照

2008
02/08
0:05

PF 2.5 GeV 0.1 nC

last θ \sim $\frac{1}{2}$



o pf-a1: gmf sad data 2008 02 08 ~00:12:17

2008. 2. 14

-1.8mm G5

BX-17-41 0.0 → +1.4A 2 x@1705 ε 2ewf
 BX-17-05 -0.484 → -0.759A
 BX-23-12 -1.100 → +0.600A

QF-17C4 8.166 → 9 → 10A 273c x@17= subic 出る
 QD " 8.298

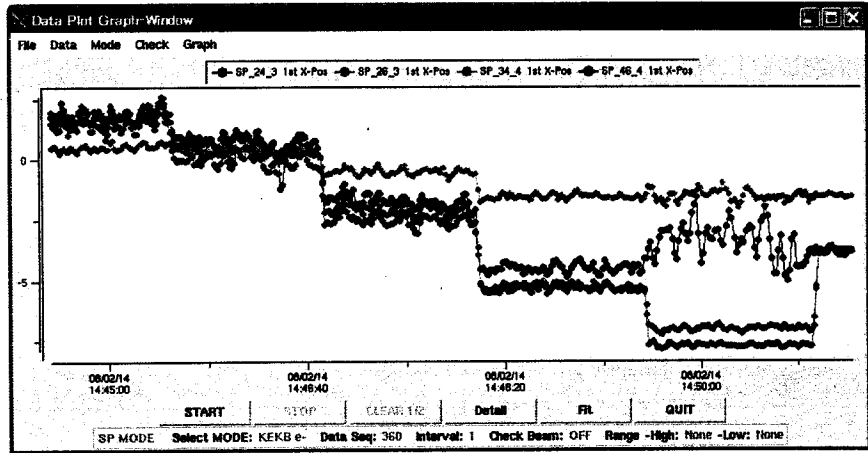
8A → 12A 2703

BX-17-05 -0.759 → -1.109
 BY -0.611 → -0.861

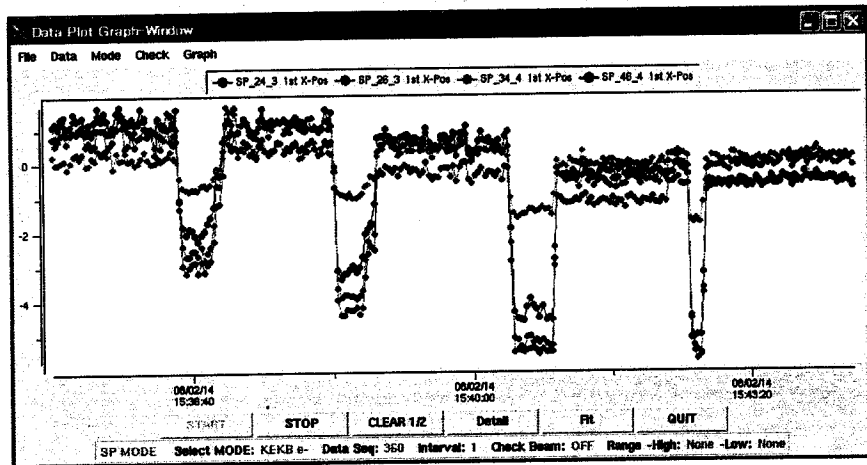
8A

12A

11A



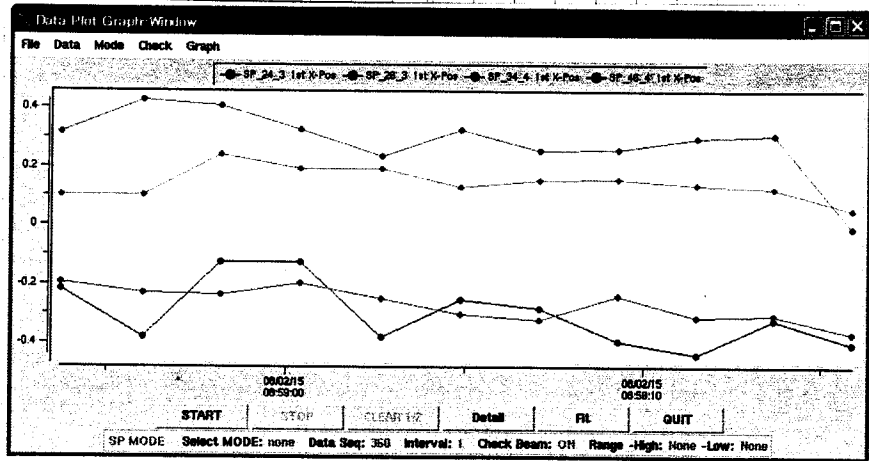
QD-17-C4 and QF-17-C4 電源交換



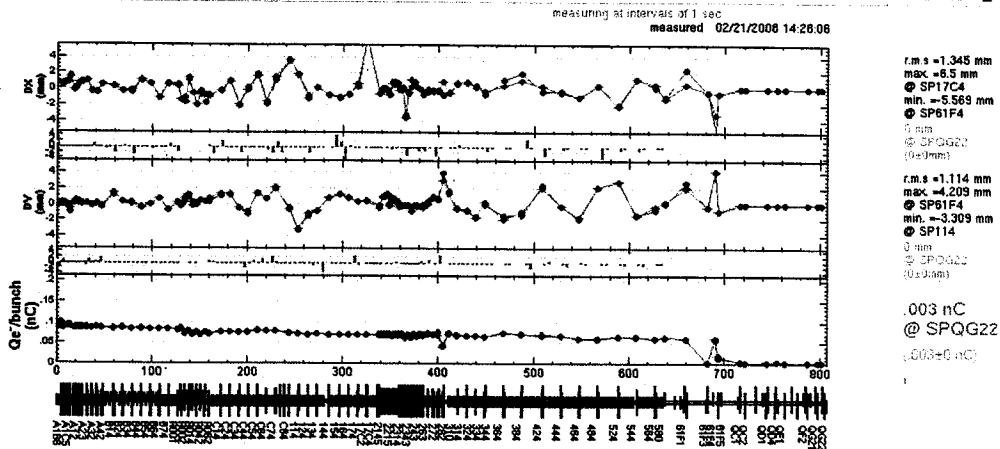
やはり 12A設定で変動あり

2008.2.15

DF 187103



File Edit Measurement Correction Steering Orbit Window 02/21/2008 14:28:06 Help



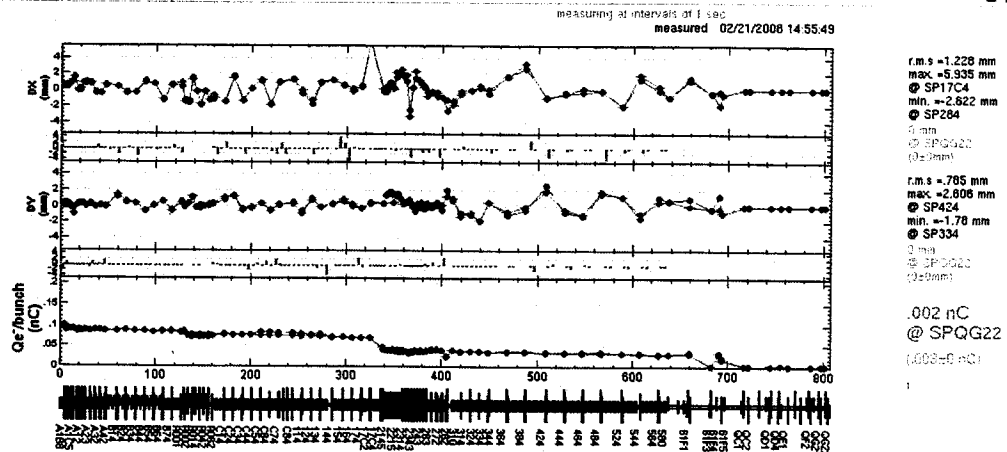
mode: v e+ e- range DX v Auto + Fix (5) DY v Auto + Fix (5) Q v Auto + Fix (2) e+/e- 4 Replot

Clear Statistics

meas -> ref stat -> ref

{DX,DY} = (.8, 1.18) mm, Qe/bunch = .00 nC @ SPC24 statistics (1.027,0.2, 1.137,1.6) mm, .0072,46E-3 nC

File Edit Measurement Correction Steering Orbit Window 02/21/2008 14:55:53 Help



mode: v e+ e- range DX v Auto + Fix (5) DY v Auto + Fix (5) Q v Auto + Fix (2) e+/e- 4 Replot

Clear Statistics

meas -> ref stat -> ref

{DX,DY} = (.8, 1.18) mm, Qe/bunch = .00 nC @ SPC24 statistics (1.027,0.2, 1.137,1.6) mm, .0072,46E-3 nC

2008.2.21 X=行後の C-4調整 (軌道安定性)

BX1 Bump height	Q21H
8.4 (A)	0.037
8.5	0.045
8.6	0.055
8.7	0.062
8.8	0.067
8.9	0.068
9.0	0.072
9.1	0.073
9.2	0.075

9.2A

PX3	SP2333
6.133	2.2
6.0	2.0
5.8	1.6
5.6	1.2
5.4	0.8
5.2	0.

5.2A

PY4	SP2314
0.591	1.8
0.5	1.8
0.3	
0.8	1.4
1.0	1.8
1.2	
0.6	1.6

0.4

BY-1705	21H	2215
-0.728	0.8	1.7
-0.828	0.	

Target Bump
の電流値関係
を変更好