



# Permanent Magnet Quadrupoles for the CLIC Drive Beam

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# Background

- The CLIC drive beam needs a quadrupole every meter ( $\sim 42,000$ )
- The electromagnet option will consume  $\sim 400\text{W}$  per magnet
- Want to maintain heat load in tunnel to  $< 150\text{W/m}$
- Daresbury Lab was asked to look at Permanent Magnet options and also to assess new techniques for building  $\sim 50$  quads/day



# Why PM Quads?

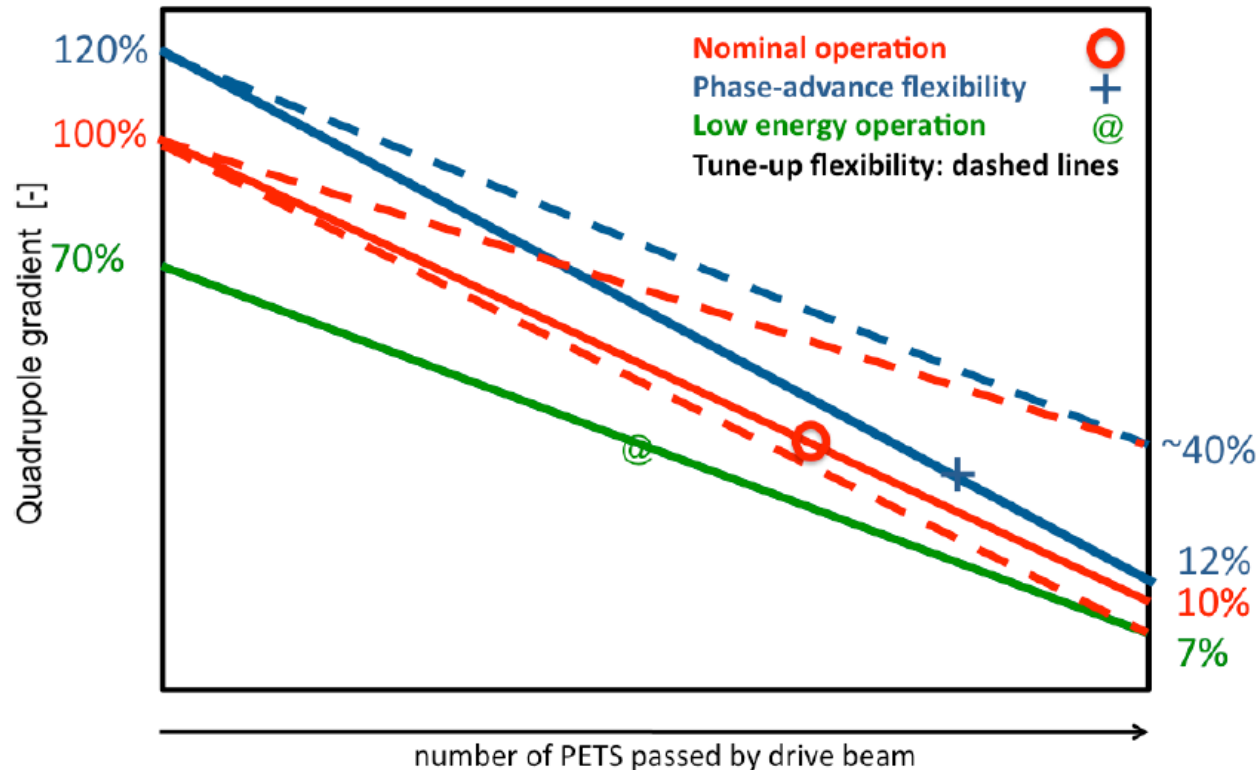
- No direct power consumption
- No heatload in the tunnel
- Low running costs
- Higher integrated gradient (potentially)
- Possible issues
  - Radiation Damage?
  - Is large tuneability feasible?
  - Is required motion control precision feasible?
  - Sensitivity to material errors & temperature?
  - Sufficient magnet quality?
  - ...



# Specification

- Max Integrated gradient 14.6 T (120% setting)
- Inner radius of vac chamber 11.5 mm
- Outer radius of vac chamber 13.0 mm
- Field quality within  $\pm 0.1\%$  over  $\pm 5.75$  mm
- Max dimensions of magnet:
  - 391 x 391 x 270 mm (H x V x L)
- Adjustability of integrated gradient
  - 120% to ~60% at high energy
  - ~43% to 7% at low energy
- Need dipole correction also of 12 mTm (max) in both planes (not simultaneous)

# Tuneability



100% corresponds to a quadrupole gradient of 81.2 T/m (assuming a magnet active length of 0.15 m)

Low energy end more demanding in terms of adjustable range of magnet

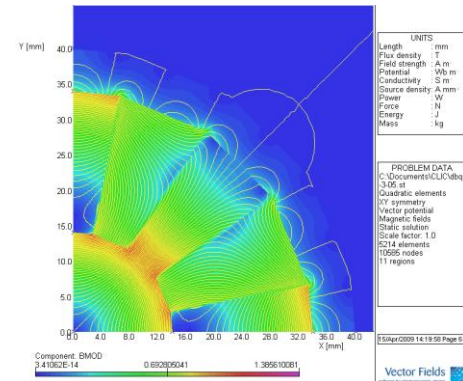
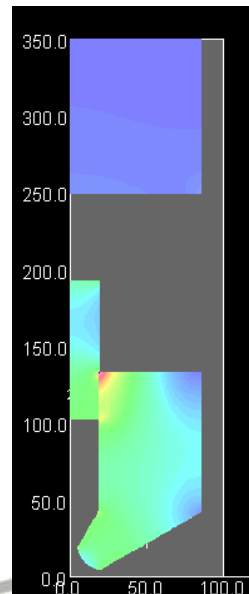
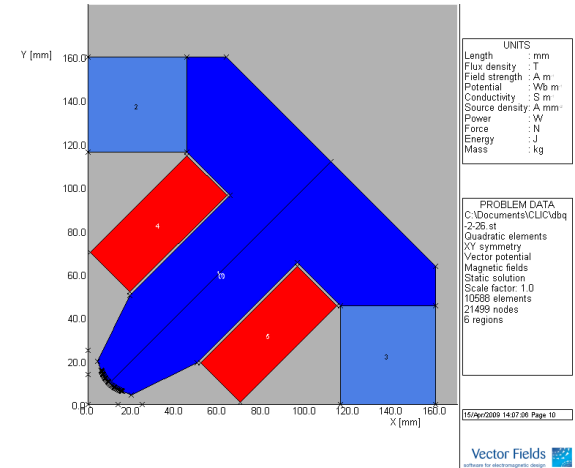
Erik Adli & Daniel Siemaszko



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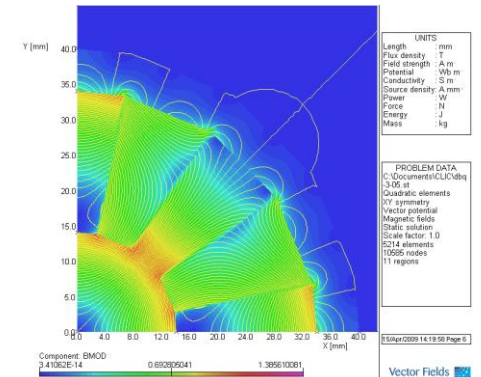
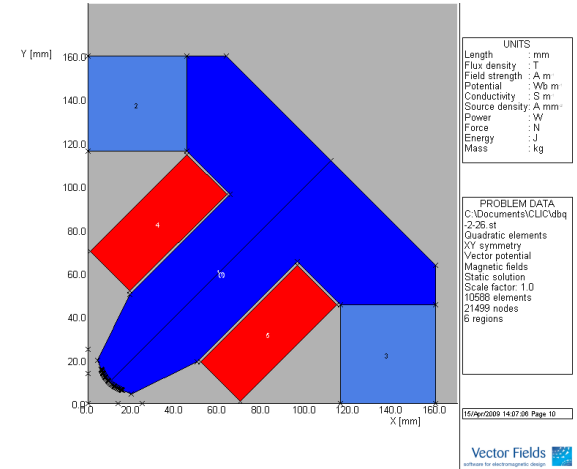
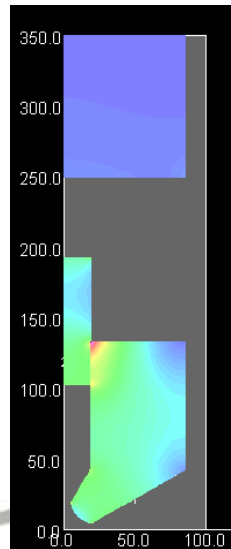
# Options Considered

- Combination of PM and coils
  - Use coils to adjust field
- Circular PM (Halbach) geometries
  - Use motion to adjust field
- Steel pole with PM excitation only
  - Use motion to adjust field

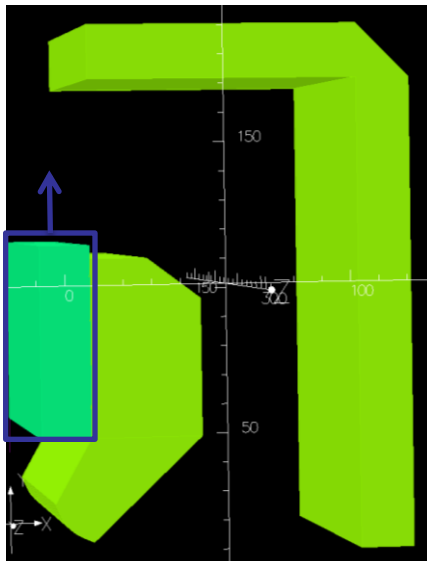
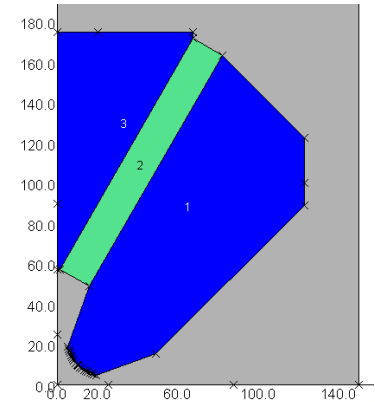
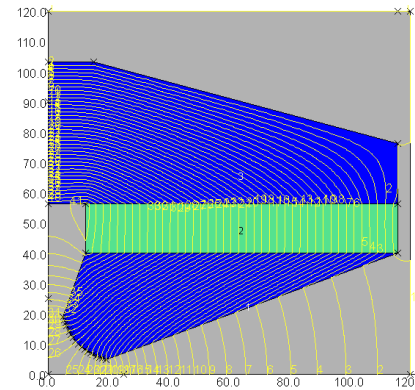
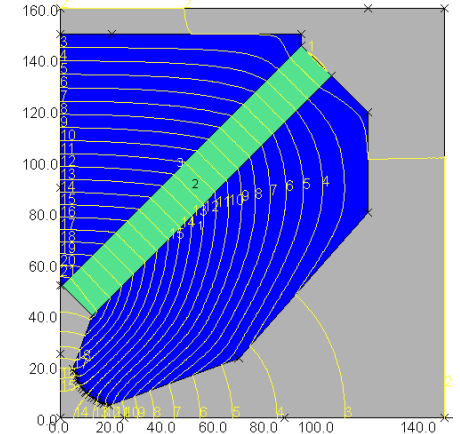
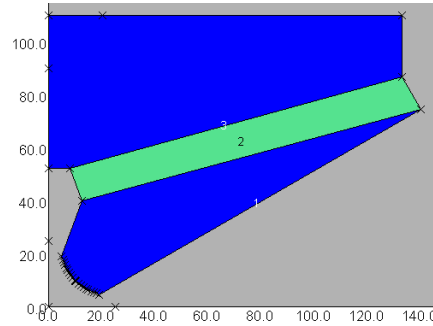
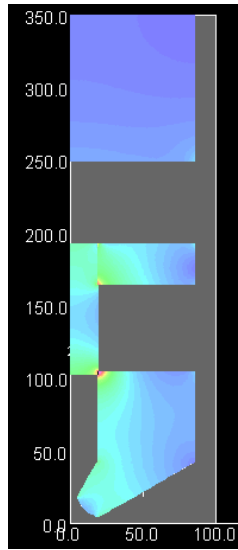
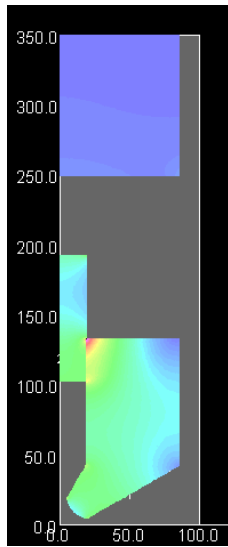


# Assessment

- Combination of PM and coils
  - Little advantage over pure EM
  - Coils have to be of similar rating
- Circular PM geometries
  - Field quality poorer than other options
- Steel pole with PM excitation only
  - Best option, can meet spec

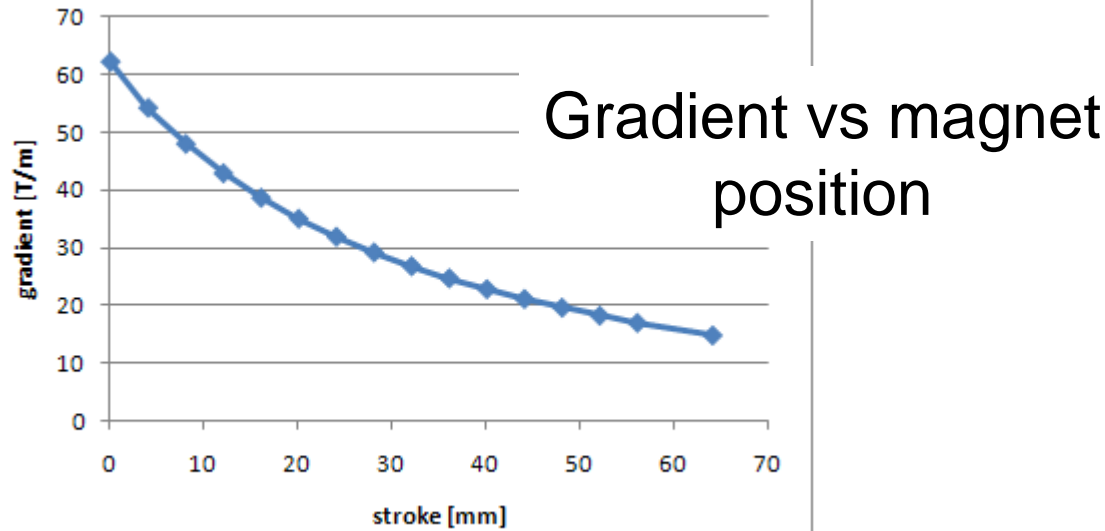


# Many Geometries Assessed

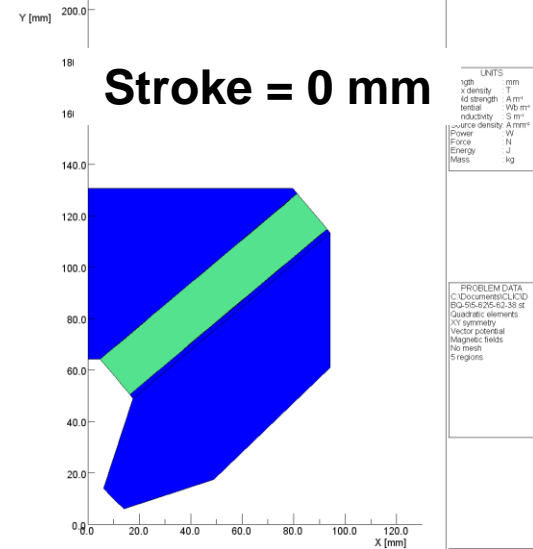




# Preferred Solution



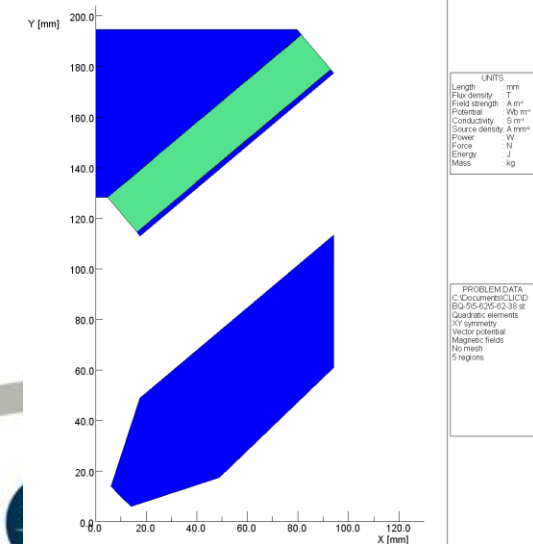
DBD Quadrupole 5.62.38



1/20/2019 09:17:42 Page 25

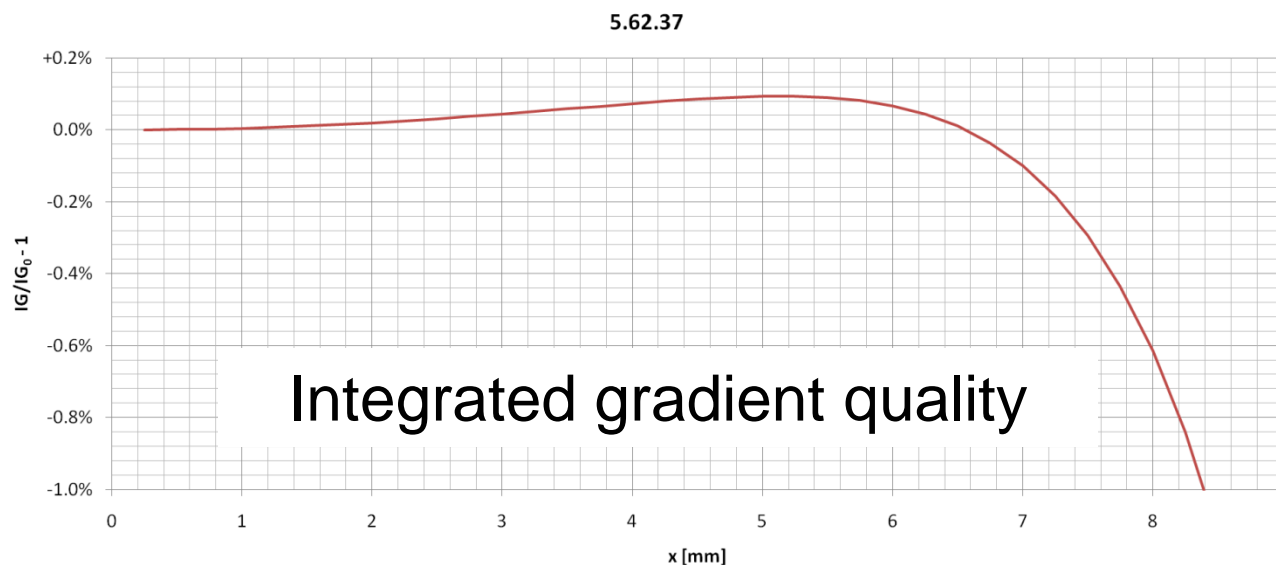
Opera

DBD Qui Stroke = 65 mm



1/20/2019 09:18:38 Page 24

Opera

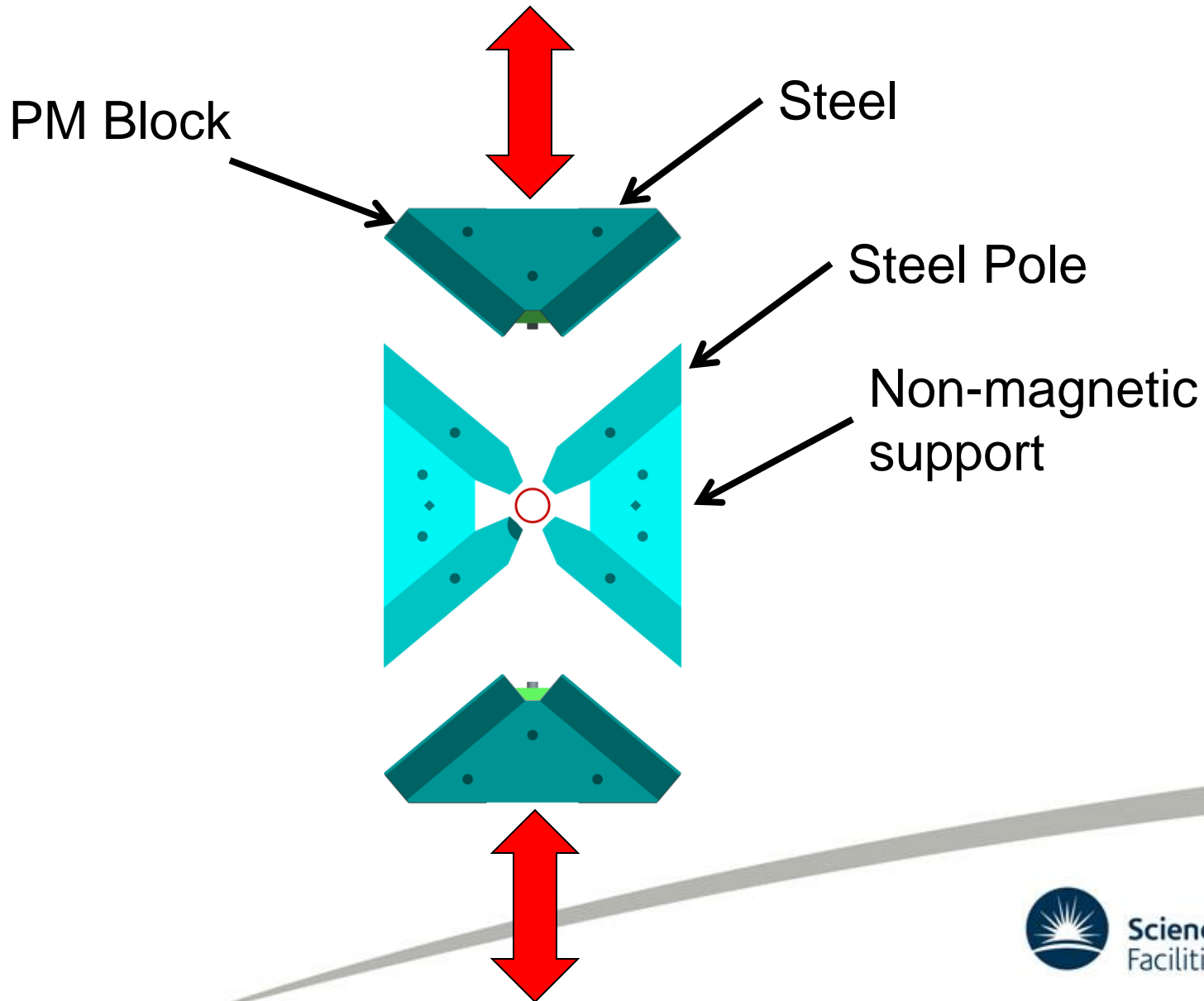


# Parameters

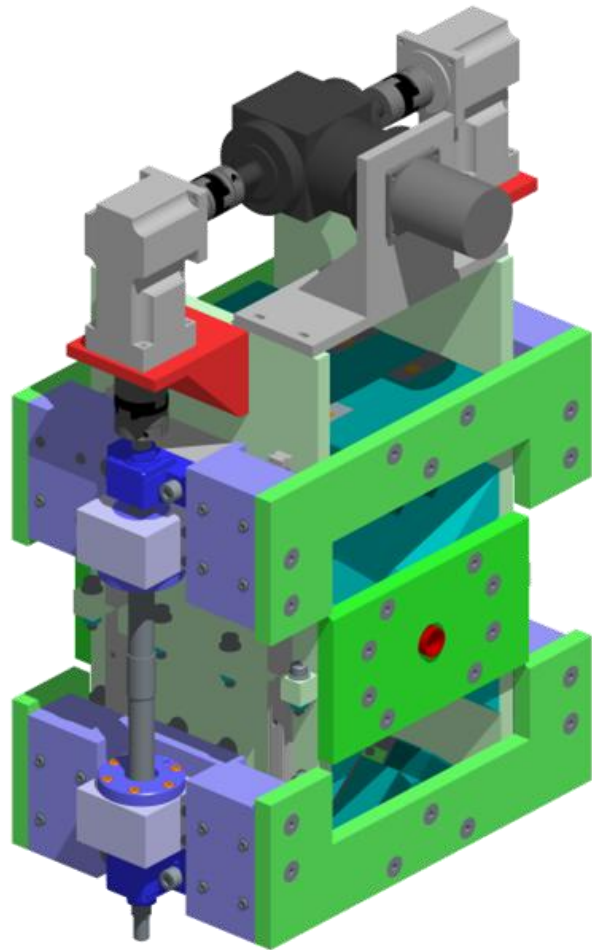
Parameter	Value	
Inscribed radius	14 mm	
PM size	18 x 100 mm	
PM angle	40°	
Magnet length	230 mm	
Maximum stroke	64 mm	
Gradient	62.3 T/m (max)	15.0 T/m (min)
Integrated gradient	15.0 T (max)	3.6 T (min)
Relative to nominal	123%	30%
Magnetic length	241 mm	
Good gradient region	±7.0 mm	



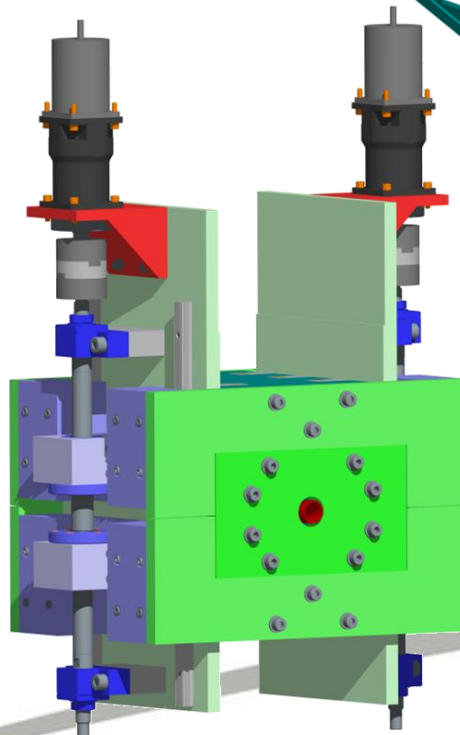
# Basic Engineering Concept



# Engineering

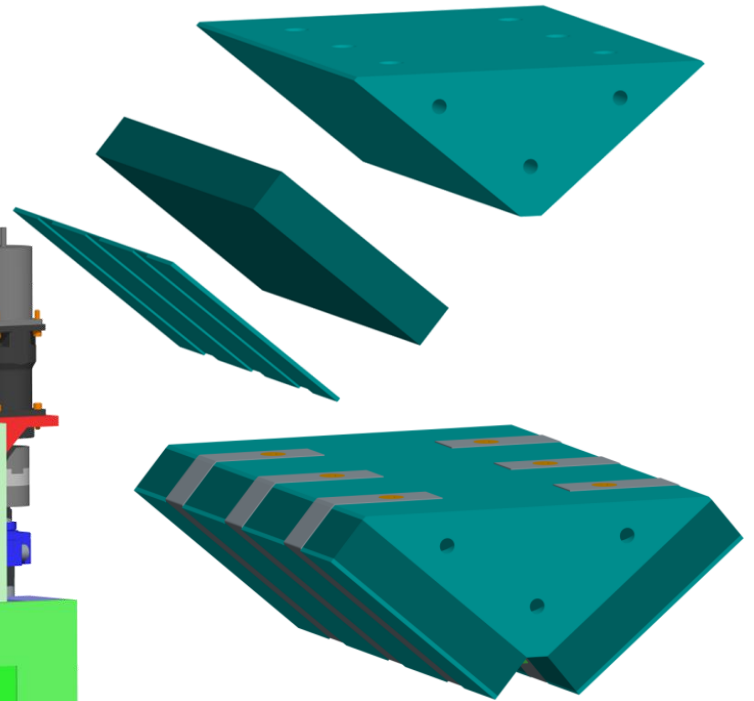


Fully Open



Fully Closed

PM Block secured to  
steel yoke



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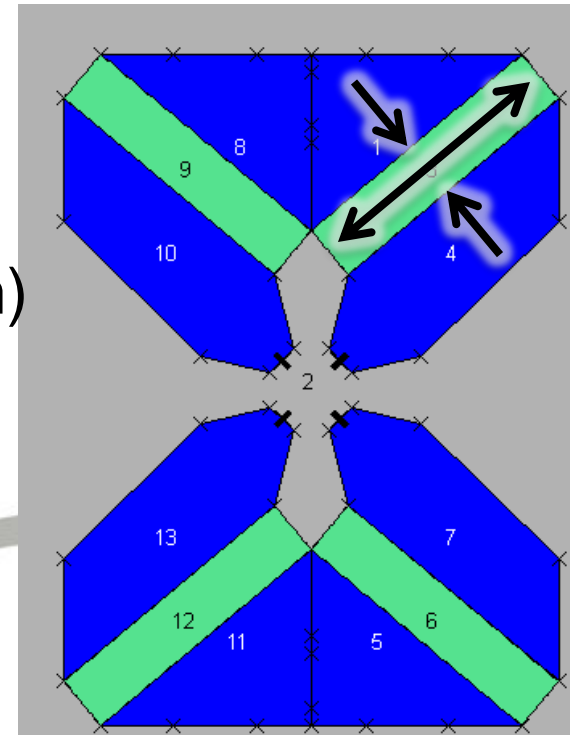
# Motion Control

- Step size of 15  $\mu\text{m}$  changes strength by  $5 \times 10^{-4}$
- PM Undulator and wiggler motion control
  - Similar forces
  - Similar motion/drive system
  - Typically 1  $\mu\text{m}$  step size
- Max force 17.2kN



# PM size tolerance study

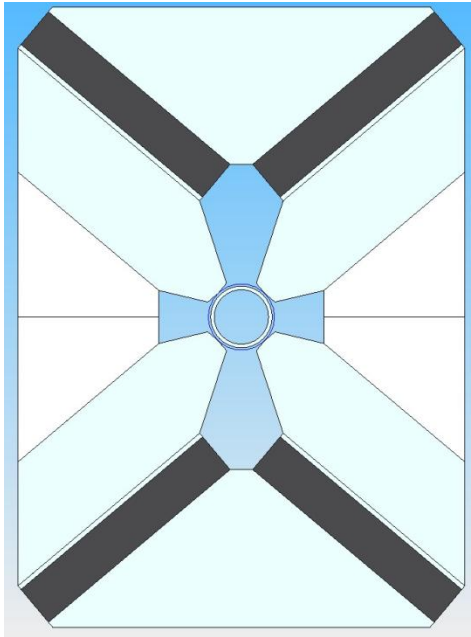
- Modelled complete magnet (not quadrant) in 2D
- Adjusted dimensions of one PM by 0.1mm; measured relative effect on gradient
- Same for PM length in 3D
- **Relative changes:**
  - 0.2%/mm for width (nominally 100mm)
  - 1.0%/mm for height (nominally 21mm)
  - 0.1%/mm for length (nominally 228mm)
- Length tolerance:  
**~0.1% of each dimension**



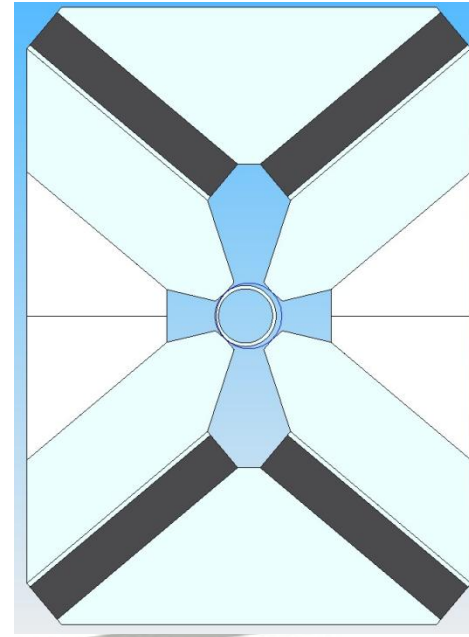
# Dipole Correction

- Require 12 mTm in either x or y
- Most easily achieved by moving magnet by up to 1 mm – current design allows up to 1.4mm

Magnet on axis



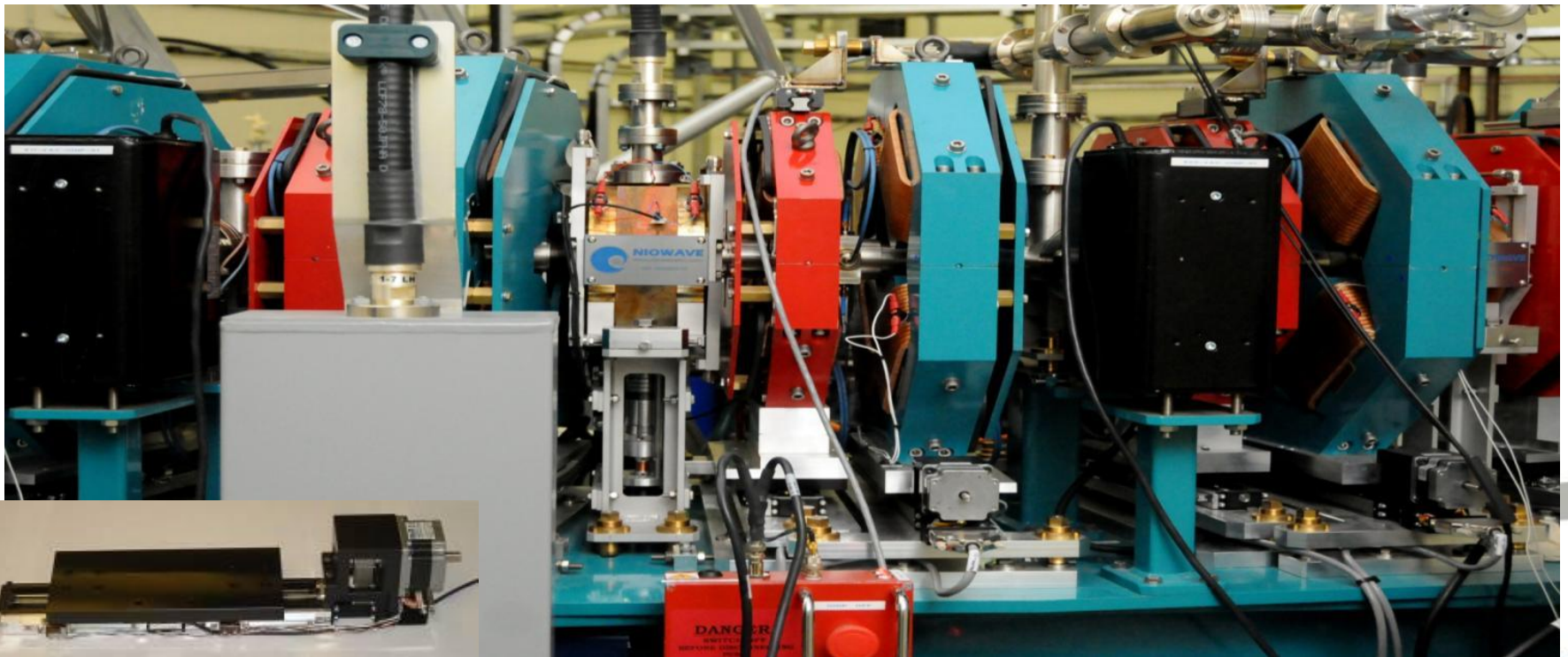
Magnet moved to the right





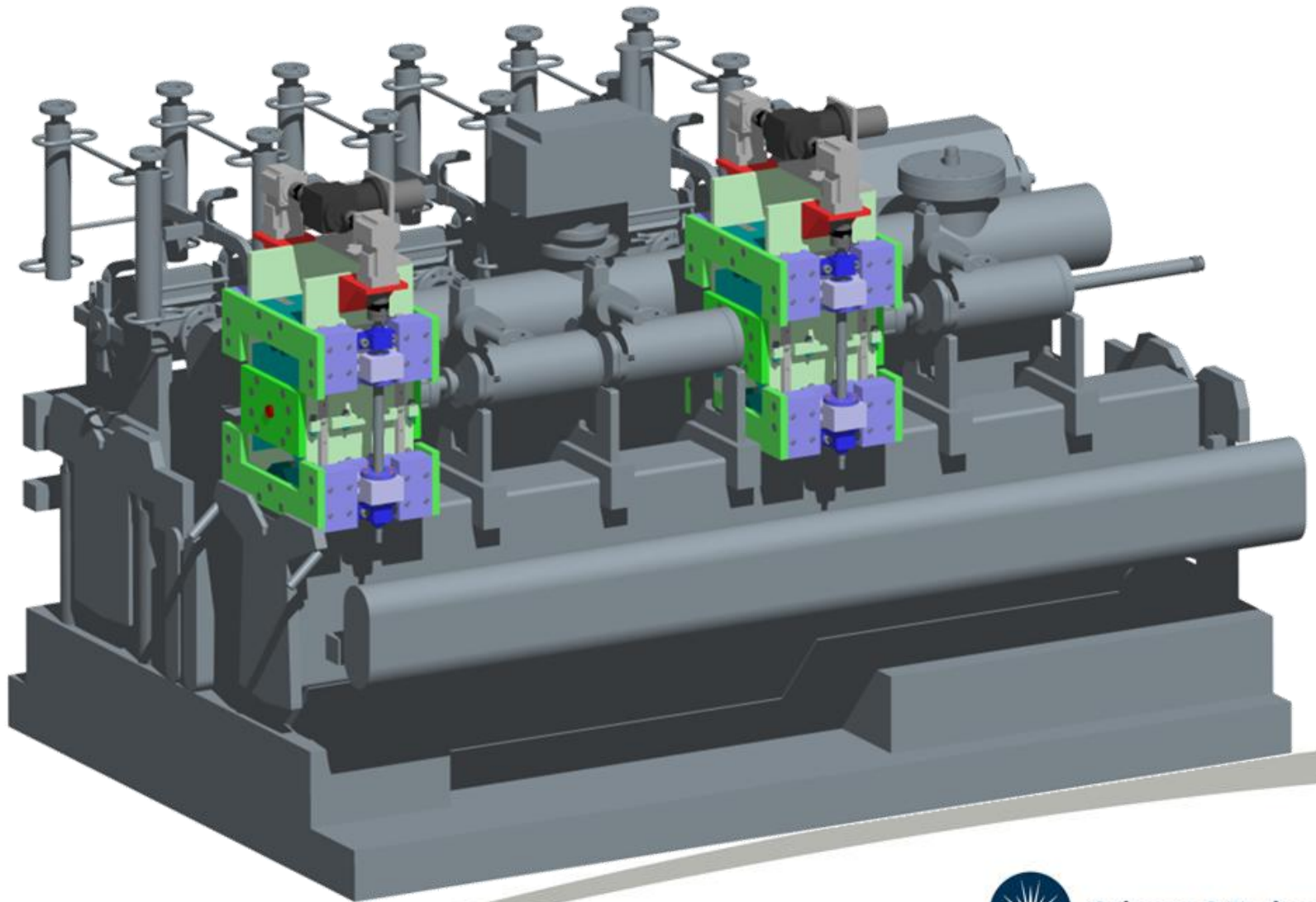
# EMMA Quadrupoles

- The quadrupoles in EMMA (nsFFAG) at Daresbury are mounted on **horizontal slides** to provide independent control of the dipole term
- A similar arrangement could be used to provide CLIC drive beam steering





# PM Quads in CLIC



# Next Steps

- Detailed engineering design
- Assemble and test prototype
- Assess impact of radiation damage
- Assess thermal effects
- Weaker versions for low energy drive beam need to be designed and optimised
  - Will reoptimise design for greater tuneability
- Challenge of automation of production

