



Brookhaven  
National Laboratory

BNL-103943-2014-TECH

AGS.SN65;BNL-103943-2014-IR

## Steering and Tuning with new Optics in LEBT

A. van Steenbergen

July 1974

Collider Accelerator Department  
**Brookhaven National Laboratory**

**U.S. Department of Energy**

USDOE Office of Science (SC)

Notice: This technical note has been authored by employees of Brookhaven Science Associates, LLC under Contract No.AT(30-1)-16 with the U.S. Department of Energy. The publisher by accepting the technical note for publication acknowledges that the United States Government retains a non-exclusive, paid-up, irrevocable, world-wide license to publish or reproduce the published form of this technical note, or allow others to do so, for United States Government purposes.

## **DISCLAIMER**

This report was prepared as an account of work sponsored by an agency of the United States Government. Neither the United States Government nor any agency thereof, nor any of their employees, nor any of their contractors, subcontractors, or their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or any third party's use or the results of such use of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States Government or any agency thereof or its contractors or subcontractors. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States Government or any agency thereof.

# LINAC STUDIES. (JULY 1ST THRU 10TH 1974)

(A. VAN STEENBERGEN, K. BATCHELOR, N. FEWELL)

Object of the study was to steer the beam in the Low Energy Beam Transport system so that it enters the linac on axis. Also test of a new quadrupole arrangement omitting three triplets from the Low Energy Beam Transport system was planned. New diagnostics (thin cross wires) for measuring beam in this system was also tested.

Results were as follows. -

- 1/ The beam was steered successfully with the use of steering in the first and third triplets in the Low Energy Beam Transport system. (The second triplet was turned off as per calculation made prior to test)
- 2/ The program to eliminate the three triplets was successful in that beam transmission through the Low Energy Beam Transport system was equal to that obtained with all triplets, even prior to the shutdown. Furthermore the emittance areas in both radial planes at the entrance to Tank #1 were the same as those measured prior to the shutdown. The quadrupole currents were as per program in all but the first triplet after the column which required a charge of  $\sim 20$  Amperes in 240 Amperes from that calculated in the program. This difference may be due either to lack of precision in measuring the beam orientation at steering box #1 which is situated immediately following the first triplet. Measurements made in VB#1 show there are two proton and one  $H^{++}$  beam present, one of the proton beams being very asymmetric.
- 3/ The new position monitor wires are useful in centering the beam but suffer some problems due to the asymmetry in the beam which is seen in emittance measurement taken at those points in the line.
- 4/ The emittance measurements at 10 MeV showed the beam to be well centered and have the normal emittance values for a 60 mA beam current.
- 5/ Beam position and profile measurements made using the S.C.H.'s between tanks and in HEBT, indicated that in spite of good front-end alignment the beam oscillated in amplitude by as much as 2 cm in both horizontal and vertical planes. It was necessary to introduce maximum steering in the dipoles situated in Tanks 2, 3 and 9 plus an extra dipole in HEBT (immediately following the first HEBT quadrupole) in order to reduce the oscillation amplitude to  $\sim 2$  mm horizontally,  $\sim 0.5$  mm vertically. The indication of a bad quadrupole error somewhere in Tank #2 are still to be further investigated.