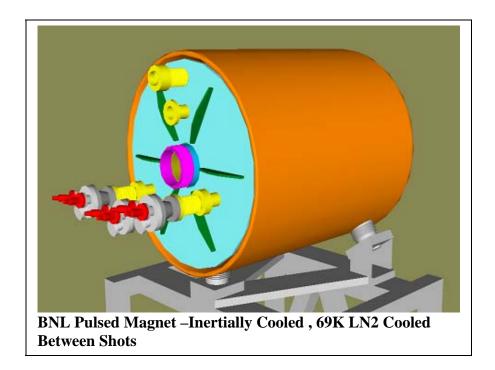




Pulsed Magnet Status April 13 2004 E951 15T Pulsed Magnet for Mercury Target Development

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Engineering Status

Calculations and Drawings are "complete" – but small revisions are expected based on final manufacturing details after negotiation with vendors. Drawings bid documents, and calculations may be found at: <u>http://www.psfc.mit.edu/people/titus/</u>

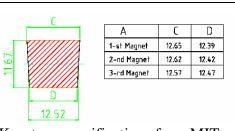
Manufacturing Contract Status – We have a Contract (CVIP) and a Magnet Vendor (Everson/Tesla).

CVIP was chosen, Bid price was lower than, but consistent with MIT/PSFC Cost estimate

CVIP recently successfully built the HCX prototype Cryostat for MIT-PSFC.

CVIP had a good track record with BNL and with MIT

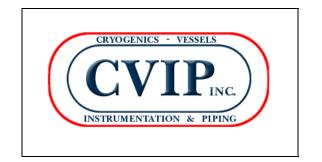
Everson-Tesla has been added to the project as a CVIP subcontractor. Everson-Tesla has submitted interface drawings and manufacturing plans for the magnet. CVIP is still working on vessel drawings and plans.



Keystone specifications from MIT-BNL-003.

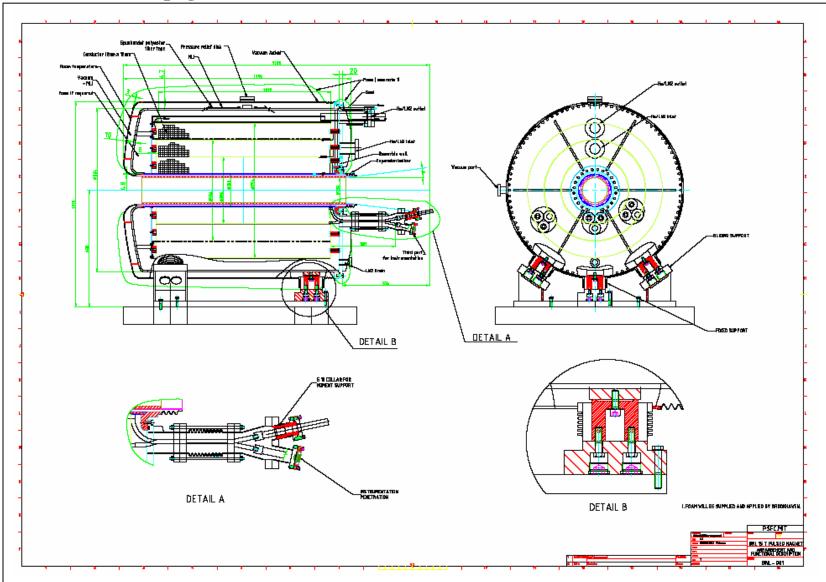


During a March 9 2004 visit to Everson, This preliminary test bend test was shown, and Everson indicated that the keystoning was "about what was in the spec."





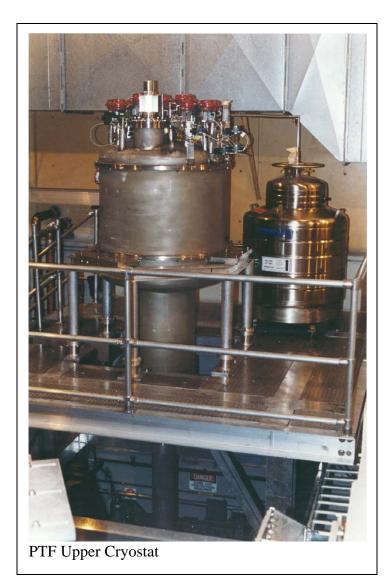
✓ Design Drawings Complete – Including some minor updates - weld details, material call-outs, resulting from the bid process. Drawing issue is controlled on the Titus MIT-PSFC web page with a A revision status table.



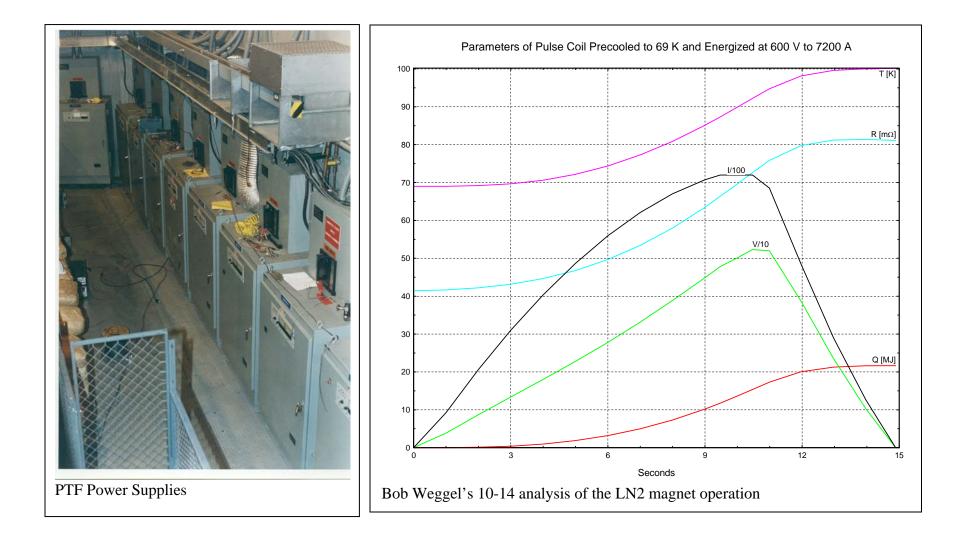
Pre-Operational Testing – Proposed to be Performed at MIT-PSFC Pulsed Test Facility



Lower Water Cooled Split Pair Copper Magnet -The BNL Pulsed Magnet would be in front of this Where the HXC Prototype cryostat is now positioned



Preliminary Review of the current /voltage profiles indicates that the PTF power supplies will meet the test requirements.

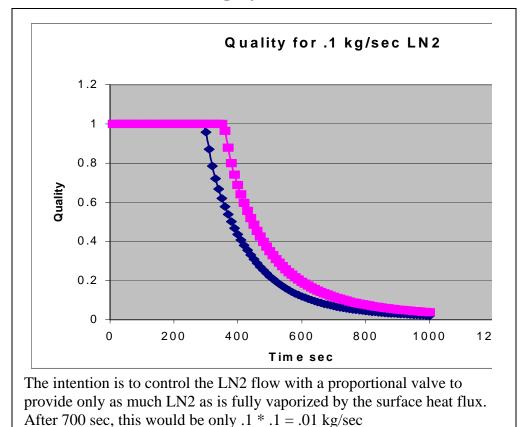


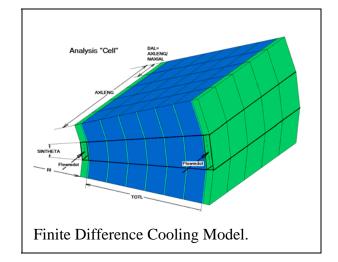
Only Liquid Nitrogen Cooling Will Be Employed During Pre-Operational Testing C-Mod Main LN2 Supply Tank will be used with the LDX VTF supply line

Two Approaches are possible:

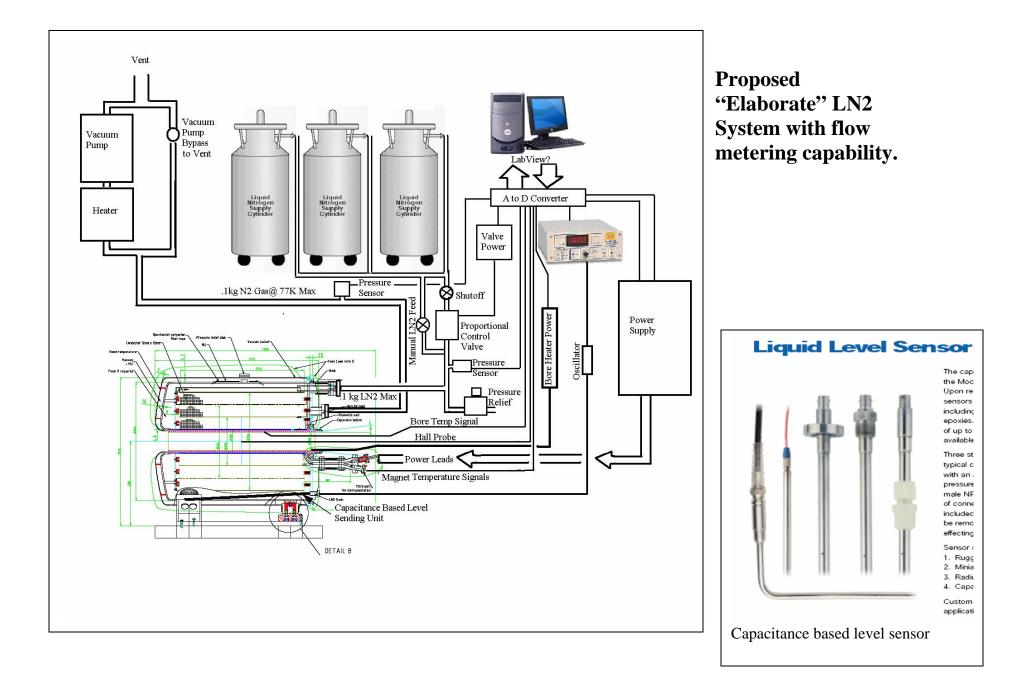
Flood and Wait - Then Drain and Pulse.

Develop and implement a "skid mounted", deliverable Controlled LN2 Cooling System









The flow/energy during vent to the vacuum pump should be:

!mass flow= .05 kg/sec !volume flow= 144 cu-m/hr !volume flow = 1.4125782 cu ft/sec !Exhaust Pipe Flow Velocity, 4in pipe= 16.515614 feet/sec !Exhaust Pipe Flow Velocity, 6in pipe= 7.1942017 feet/sec !Heater Power= 10.608 kW

! ** Calculations ****

clear

let mflow=.05 !kg/sec Vacuum Pump Flow let N2gasden=1/.7996 !kg/m^3 STP ref air liquide web site let N2gasspht=1.04 !kJ/kg/degc ref air liquide web site print "Gaseous Nitrogen Density=";N2gasden;"kg/m^3" print "Gaseous Nitrogen Specific Heat=";N2gasspht;"kJ/kg/degC" let N2gasden=1.25 !kg/m^3 STP ref air liquide web site let vflow=mflow/N2gasden*60*60 ! cu meter/hr print "mass flow=";mflow;"kg/sec" print "volume flow=";vflow;"cu-m/hr" let vflow= vflow*(39.37^3/12^3)/60/60 !cu ft/sec print "volume flow = ";vflow; "cu ft/sec" let area6=.5^2*pi/4 let area4=.33^2*pi/4 print "Exhaust Pipe Flow Velocity, 4in pipe=";vflow/area4;"feet/sec" print "Exhaust Pipe Flow Velocity, 6in pipe=";vflow/area6;"feet/sec" let heatpower=mflow*N2gasspht*(292-88) !kJ/sec or KW print"Heater Power=";heatpower;"kW" end

I talked with a local company for a heater. For a standard 12KW he provided a budgetary price of \$4600. We guessed that because of the low pressure we might need a larger heat transfer area. This was estimated at \$8500. It looks like this would have to be engineered a bit. The unit size is 2' by 1' by 4' tall. So we can get it into our lab. Their web page is at:

http://www.thermaxinc.com/indirect.htm

There are smaller Toyota Vacuum pumps, but the next size down does only 100 cu-m/hr. You might be able to put two in parallel, but I sent the link to the larger unit to be conservative, and with the larger size you could turn it on at the initial .1kg/sec flow (but you would need a correspondingly larger heater).

http://www.toyotaindustries.com/drypumps/s_t1000/index.html

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	IPK te No.: P-6	HOME 535 ENTERI WESTERVILLE (614) 44 (614) 436 INF0@P	INOLOGIES OFFICE 9 OH 43081-8846 36-9114 -5816 FAX HPK.COM	
To:	Peter Titus	From:	Travis Windle	
Fax #: Phone#:	(617) 253-0807 (617) 253-1344	Date:	03/31/04	
Subject:	Requested Quote	Pages:	1	
Dear Mr. Til	nologies is pleased to quo us will find pricing for the r			
Unit P Ship Deli Payment Te Qua	ping: FOB, Wester very: 6 to 8 weeks.	USD ville, Oh. 1% net 10 days.		
	Handling Fee	\$ <u>174.51</u>		
Total Price, Handling Fee Included \$5,991.51				
lf you have numbers lis		valve or the quote itself, plea	ise feel free to contact us at th	e
Thank you t	for the opportunity to quote	e these items.		
Travis Windle				
fees, PHPK I upon U.S. go from above o of any order. a restocking Delivery dela handling, tax 3/31/04, 4:361	has not investigated the nece wernment approval of an exp late of issue. PHPK will not in PHPK requires a minimum p fee for cancelled orders. Deli nys as a result of import/expo es, and duties related to this	nort license, should one be requir nitiate an order until a purchase of unchase of \$150.00. PHPK Tech very will be verified when a purch rt customs are not the responsibil order will be added to the custor	alidity of this quotation is depend ed. This quote is valid for 30 days reder is received prior to acceptan nologies reserves the right to cha nase order for the item is placed. Ity of PHPK Technologies. Shipp	s, Ice arge



For LN2, flow is reversed from what is shown in BNL-001

Additional Restrictions in the flow channels may be needed to completely fill the magnet flow passages. These will be added at CVIP during flow tests and possibly adjusted at MIT.

Either Orifices or "flappers" will be added to Channels.

"Flappers" might accommodate both LN2 and Gaseous N2 flows better.

