

Hit list.

CW, KL, PMH, SG, IM, TH

Mech and Elec

1. Safe access to PRY
 - a. check access scaffold has been adequately anchored. CW to check with JT and AN
DONE, access scaffold is anchored as designed.
 - b. safety rail and lockable gates – IN PROGRESS – with CMcW and D. Pike
 - c. south side access – discuss with JT and AN – **DONE, will be addressed with b) above**
2. Magnets
 - A. Link boxes and precedures – **OK** - duplicate keys should be held by ISIS control room.
 - B. Crash buttons: By 1st October DL to propose hierarchy and schematic for magnet de-energisation including option to ramp magnets to safe condition and option to de-energise in an emergency situation where magnet quench is allowed. **DONE SG will issue shortly**
 - I. US/UK teams including PMH for controls and monitoring to review in time for DL to start installation after end ISIS cycle, 16th Oct.
 - II. Proposal will consider change of AMI controllers to newer 430 type.
 - III. Consider voltages on exposed FC terminals. – protective cover required – in progress.
 - IV. Crash buttons should be complete in no more than 8 weeks. Next ISIS cycle starts Nov 3rd – See I. above
 - V. Series diode trays.
 1. DL to take complete set for one SS ready for rebuild once test results are complete and action agreed. **DONE, soak test passed**
 2. DL to report on tests. Earliest completion Thurs 1st Oct. **DONE**
 3. Option to reduce Kapton to thinnest available agreed. **DONE**
 4. Temperature sensors are desirable. Not added PMH could add PT100s and log if this is important
3. High rate logging complete. **DONE**
4. Loss of Lakeshore power supply control – periodically lose setting. DL have discussed with PMH and a possible cause has been identified, PMH reviewing options to resolve.
5. Ramp rate signal:
 - A. DL to provide DAC output **DONE DAC allocated and cable installed to SS QD system**
 - B. Feedback into control system for monitoring and QPS also required. **See above, monitoring feedback still required, but can be implemented quickly if necessary.**
 - C. Desire is to step di/dt in small increments at 1s intervals to reduce transient signals at QPS and allow narrowing of QPS limits. -US team responsibility
6. SS pressurisation system should be checked for leaks and operation. **DONE slight leaks found, tolerable for operations until next maintenance period. CW verified with PMH automatic control system set point is 1.02/1.03Bar, system was operating as designed.**
7. TMPs internal to PRY need interlock – IM to investigate digital controls options. IN PROGRESS, spare wires in existing controls cable between Vac rack and RR2 will be utilised, design being investigated..

8. Inspection of SSD contactors. Damage, confirm function, impedance checks. No opportunity until Tues 6th Oct
9. SSU compressor comms are intermittent, IM to check options to use digital comms which are already in place. Earth bonding could be possible cause – IM to investigate.
10. SS current feed throughs
 - A. self-regulating heating tape. – LEAK FOUND CW/MT – STOP UNITL ADVISED OTHERWISE
 - B. Interlock on fans –DL controls group reviewing options and will organise the necessary changes
11. Stress testing of SSD is planned for 1st to 10th Oct, request additional DL presence at this time, including software staff. – DL controls and electrical have provisionally arranged to visit MICE on w/c 19th Oct. There will also be electrical staff at RAL next week from Mon to Wed