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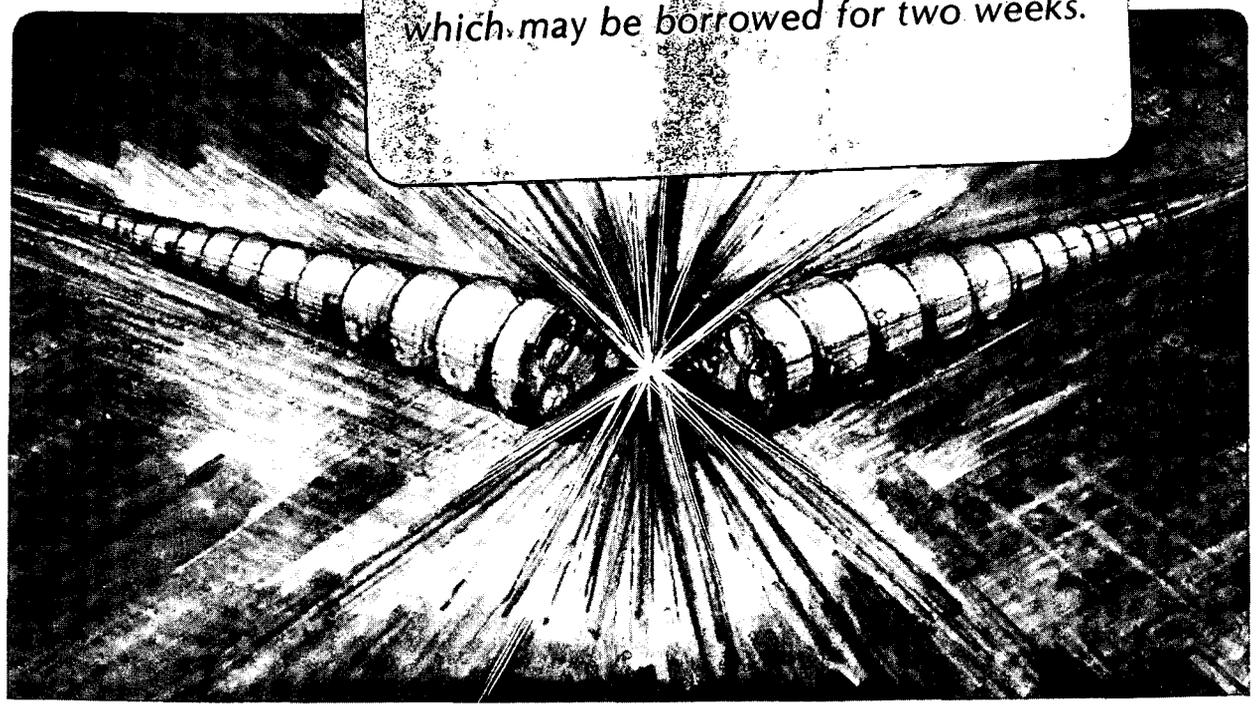
Presented at the 1985 Cryogenic Engineering Conference,  
Cambridge, MA, August 12-16, 1985; and to be published  
in the Proceedings

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May 1985

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## A 6.4 TESLA DIPOLE MAGNET FOR THE SSC\*

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### ABSTRACT

A design is presented for a dipole magnet suitable for the proposed SSC facility. Test results are given for model magnets of this design 1 m long and 4.5 m long. Flattened wedge-shaped cables ("keystoned") are used in a graded, two-layer "cos  $\theta$ " configuration with three wedges to provide sufficient field uniformity and mechanical rigidity. Stainless steel collars 15 mm wide, fastened with rectangular keys, provide structural support, and there is a "cold" iron flux return. The outer-layer cable has 30 strands of 0.0255 in. dia. NbTi multifilamentary wire with Cu/S.C. = 1.8, and the inner has 23 strands of .0318 in. dia. wire with Cu/S.C. = 1.3. Performance data is given including training behavior, winding stresses, collar deformation, and field uniformity.

### INTRODUCTION

The U.S. high energy physics community has begun preparation of a conceptual design and proposal for a 20 TeV colliding beam facility called the SSC (Superconducting Super Collider). R&D on the main dipole magnets has been initiated, and several models of promising magnet styles have been designed and tested. One of these designs, with a central field of approximately 6.4 T, a winding I.D. of 40 mm, collars for structural support, and a "cold" iron flux return yoke is designated "Design D" and is being developed by collaborating groups at BNL, Fermilab, and LBL. A cross section of this design is shown in Fig. 1. This paper

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\*This work was supported by the Director, Office of Energy Research, Office of High Energy and Nuclear Physics, High Energy Physics Division, U.S. Dept. of Energy, under Contract No. DE-AC03-76SF00098.

describes the magnet portion of the system (windings, structure, iron) which has been developed mainly at LBL and BNL. Another paper in these proceedings describes the cryostat system that has been developed mainly by Fermilab.<sup>1</sup>

Because of the large number of dipole magnets required (approximately 8,000), an effort is made to minimize the cost and to anticipate the use of mass production techniques. The main design features are described below, and test results are presented on model magnets constructed at LBL and BNL.

#### COILS AND CABLE

To minimize the amount of superconductor and iron, we have chosen the very small inner diameter of 40 mm (the Tevatron bore diameter is 76 mm), used a minimum amount of copper in the cable, and have placed great emphasis on obtaining maximum current density in the NbTi superconductor. The cable is a flattened "Rutherford" cable arranged in two layers as shown in Fig. 1. Each layer consists of an upper and lower winding with the four windings connected in series; the outer cable contains less superconductor than the inner winding because it is in a lower magnetic field. The inner cable has 23 strands of 0.0318" dia. wire with a copper-to-superconductor ratio of 1.3; the outer cable has 30 strands of 0.0255" dia. wire with a copper-to-superconductor ratio of 1.8. The copper-to-superconductor ratio is chosen to give the inner and outer layers approximately equal quench protection behavior. The strands do not need to be insulated from one another because the rate of field increase during acceleration in the SSC is very low (approximately 15 minutes to accelerate from 1 to 20 TeV). The cable is compacted to an average of about 90% of its maximum density. One edge is thinner than the other to maximize the number of turns. Wedges, inserted in each layer, are located to maximize the uniformity of the field, and are also designed to provide for mechanical stability of the winding under the high circumferential compressive stress that is applied when the collars are squeezed into place. The winding is not supported on its inner diameter.

Because of the considerable benefits from maximizing current density in SSC magnets, an R&D program was pursued to utilize, on a commercial scale, increased NbTi homogeneity and new methods of multiple heat treatments that are shown to improve  $J_c$ . The results of this program, and the development of the Design D cable,<sup>c</sup> is described by Scanlan.<sup>2</sup> The cable used in models built to date has strand  $J_c$  of about 2500 A/mm<sup>2</sup> (4.2 K, 5 T,  $10^{-12}$  ohm-cm) for the inner cable and up to 2700 A/mm<sup>2</sup> for the outer cable. These early models reach a central field of at least 6.6 T at 4.5 K. We expect that further improvements of the commercial material will be achieved soon, and that a critical field of about 6.8 tesla will be obtained; tentatively, we have assumed an operating field of about 6.4 T allowing for a safe operating margin.

#### COLLARS

Interlocking collars shown in Fig. 1, similar to those used in the Tevatron dipoles, provide structural support; however, instead of assembly by welding as in the Tevatron, rectangular keys are used to lock collars together. The collars provide pre-compression of the windings and complete support of the Lorentz forces. The collared coil assembly is suspended in the iron yoke by the four tabs, with enough clearance to allow for collar deformation under load; therefore, the split iron yoke does not need to resist the Lorentz forces. To minimize the radial collar thickness, a high-strength stainless steel, Nitronic 40\* was selected for initial models, which allows a 15 mm thickness.

An estimate of the minimum circumferential pre-compression pressure required in the windings can be made as follows: at  $B = 6.5T$ , the circumferential pressure in the windings at the coil mid<sup>o</sup>-plane, generated by the accumulated Lorentz forces on each turn, is 5550 psi in the inner layer and 4350 psi in the outer layer, assuming rigid cable and no friction. If the collars are assumed to be rigid, the pre-compression in each layer must be at least equal to this value to prevent the turn adjacent to the pole from separating from the pole under load; this is taken as a desired design requirement. For steel collars, the room temperature pre-load must exceed this value by approximately 1500 psi to allow for loss of pre-compression during cooldown because the winding shrinks more than the collars. Target values for circumferential pre-compression at assembly are 7800 psi for the inner layer and 6400 psi for the outer layer.

1-m model magnets were made at LBL using both 15 mm Nitronic 40 collars, and 25 mm aluminum alloy collars. Collar deformation due to assembly, cooldown, and magnet operation is measured on these models.<sup>3</sup> Typical deformation of the steel collars in the 1-m models, in terms of change in diameter at assembly, is + 0.006 inches horizontal and + .012 inches vertical; these values include the effects of clearances and tolerances for the keys and pins. When energized to 6 T, the dimensions change by about + .003 inches horizontal and -.002 inches vertical.

Pressure measurements are made at the pole on both inner and outer windings using a strain-gage system illustrated in Fig. 2.<sup>3</sup> Fig. 3 shows the pressure history during cooldown in a magnet with 25 mm aluminum collars. Note the net increase in prestress during cooldown of about 2000 psi because of the thermal contraction of aluminium being greater than the windings; this is in contrast to a decrease with stainless steel. Thus, about 4000 psi lower prestress is required at assembly for aluminium than for steel which is an advantage of aluminium collars. However, the approximately 1 cm greater thickness required of aluminium collars results in a decrease in magnetic field contributed by the iron yoke and, therefore, steel was selected for most of the models.

Fig. 4 shows the pressure at the pole in an aluminium collared magnet as the winding is energized. These measured values differ significantly from the prediction of the simple friction-free, rigid collar model. During the first few cycles of the magnet to full field, a distinct hysteresis is seen, perhaps due to friction between layers and between cable and collars. After several cycles the pressure at the pole decreased by about 3500 psi in both layers, the hysteresis disappeared, and measured pressure became reversible; similar behavior was seen in the magnets with steel collars.

#### MAGNETIZATION EFFECTS

Current induced in the superconducting filaments produces a diamagnetic effect as field increases and a paramagnetic effect as field decreases. Fig. 5 shows a field line plot and Fig. 6 shows field lines due to magnetization alone for field increasing up to .28 tesla.<sup>4</sup> The resulting systematic distortion of the central field must be corrected by auxilliary windings. Such windings are generally relatively small and are located near the focussing magnets (about every 100 m in the SSC). However, if the distortion exceeds a relatively small value of  $2-3 \times 10^{-4}$  of the dipole field, it must be corrected more frequently along the accelerator, perhaps continuously along the length of each magnet. The

\* Armco, Inc.; approximately 60 kpsi min. tensile yield strength at room temperature.

cable used in the Design D models has filament sizes of  $23 \mu\text{m}$  and  $19 \mu\text{m}$  on the inner and outer windings respectively, which produces a sextupole distortion of about  $30 \times 10^{-4}$ . Fig. 7 shows the measured sextupole field in an LBL model, along with a predicted curve based on magnetization measurement of cable samples. It can be seen that the observed effect is closely predicted, and that, at the SSC injection field of about 0.32 T, the magnitude is  $30 \times 10^{-4}$ , which must be corrected locally. This can easily be done with a sextupole winding on the bore tube. The model magnets have such a winding, wound with a single layer of .020 in. dia. superconducting wire, and the ability to correct this effect has been demonstrated. Passive self-energized correction-coil schemes which do not require external power supplies, are being developed.<sup>5,6</sup> However, the magnitude of the field distortion is nearly directly proportional to filament size;<sup>7</sup> and for the SSC,  $3 \mu\text{m}$  filaments will probably eliminate the need for distributed correction coils;  $8 \mu\text{m}$ , filaments as used in the Tevatron, are easily produced. Recent progress indicates that  $3 \mu\text{m}$  filaments with very high current density can be economically produced<sup>8,9</sup> using a variety of techniques. We can, therefore, eliminate or reduce the required correction field.

#### MAGNET CONSTRUCTION

The LBL model magnets differ in several minor details from the longer BNL models; The LBL cable insulation is two Kapton wraps; a .001 inch butt-wrap (not overlapped) is overlaid with a .002 inch butt-wrap; the outer Kapton has a thin epoxy adhesive layer to hold the turns together after molding. The BNL insulation is identical to that used on the Tevatron and CBA; it has an overlapped wrap of .001 inch Kapton covered by a butt-wrap of fiberglass tape impregnated with B-stage epoxy. Both schemes include molding of each of the four windings at about 10,000 to 17,000 psi in a precision fixture at about 130 C to insure reproducible coil dimensions and to glue the turns together, which will facilitate assembly of the coils.

The ends of the BNL coils have large-radius bends designed to accommodate pre-reacted  $\text{Nb}_3\text{Sn}$  cable. This feature is not necessary for  $\text{NbTi}$  and will be eliminated. LBL ends have only a very slight bulge to allow easy winding of the inner cable around the small bore.<sup>3</sup> Even this small bulge can probably be eliminated, if necessary, with careful winding techniques.

Several layers of pre-shaped .005 in Kapton are placed between layers and over the outside of the assembled windings for electrical insulation. Collar halves are assembled into units about six inches long and fastened around the coils in increments as coils are moved through a collaring press. The winding is squeezed to a pressure about 2.5 times greater than the desired final pre-stress to permit easy insertion of the keys; cable prestress decreases as the load is transferred from press to collars because of keyway clearances and collar deformation.

Fig. 9 shows a completed 1-m model in its rectangular iron yoke. Fig. 10 shows a 4.5 m model ready for testing; it has a 10.5 inch diameter laminated iron yoke as illustrated in Fig. 1.

#### FIELD UNIFORMITY

Field uniformity in accelerator magnets is usually expressed in terms of a harmonic analysis of the variation from a perfect dipole field.

$$B_x + B_y = B_0 \sum_{n=0} c_n z^n \quad \text{where} \quad c_n = b_n + i a_n,$$

defined at a reference radius, in this paper, of 1 cm;  $z = x + iy$ .

The coefficients  $b_2, b_4, b_6$ , etc., are the "allowed" multipole (sextupole, 10 pole, 14 pole, etc.) field components. In a perfectly symmetrical winding, all  $a_n$ 's and odd  $b_n$ 's are zero, and  $b_2, b_4$ , etc., are controlled and minimized by placing turns in the proper location. Field correction magnets are usually used to compensate for small systematic sextupole distortions.

Table I shows the mean value and standard deviation for all non-allowed multipoles in five LBL models.\* The allowed terms,  $b_2, b_4$ , and  $b_6$  are large because these models each have deliberate variations in the cross-section to adjust pre-compression stress on the cable. The table shows that the non-allowed terms are very small, implying a high degree of symmetry in the magnet cross-section and implying that the desired magnet-to-magnet consistency can be expected using these construction methods and cable designs. It is expected that, after more models are constructed, a small dimensional adjustment of the three wedges can be incorporated into the design to bring the allowed multipoles into close agreement with the predicted values. Table II shows measurements on the BNL models, all constructed with identical cross sections; agreement with prediction is good.

#### MODEL MAGNET PERFORMANCE

Fig. 8 shows the training behavior for six 1-m LBL models; magnets C-1 and C-3 have 25 mm aluminium collars; magnets C-4, C-5, and C-6 have improved cable with higher critical current and 15 mm stainless steel collars identical to those in the BNL models. Among these last three models only one quench below 6.4 T was experienced and the critical field was 6.6 T or higher. Fig. 11 shows similar good training behavior for four 4.5 m BNL models. This magnet design promises to meet all requirements for an SSC.

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\*Model C-1 has a different distribution of turns and wedges in the cross-section, and is not included.

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TABLE I

Measurements on LBL SSC Dipoles at  $r = 1$  cm,  $B_0 = 3$  T,  
in units of  $10^{-4}$  X Dipole.

		<u>Magnet Designation</u>					<u>C-2 thru C-6, Expected</u>		
		C-2	C-3	C-4	C-5	C-6	Mean	$\sigma$	$\sigma^*$
*Allowed*	$b_2$	6.33	12.01	16.54	9.85	-6.06	7.73-	8.55	2.15
	Harmonics $b_4$	1.00	1.24	-0.03	-0.50	0.54	0.77	0.77	0.59
	$b_6$	0.36	0.38	0.13	0.14	-0.68	0.07	0.43	0.08
	$b_8$	0.84	0.78	0.62	0.66	0.64	0.71	0.10	0.02
*Forbidden*	Harmonics $b_1$	-1.51	2.96	0.30	-0.79	-1.58	-0.12	1.88	1.8
	$b_3$	0.05	-0.24	0.28	0.41	0.13	0.13	0.25	0.35
	$b_5$	-0.08	-0.09	0.03	0.06	-0.17	-0.05	0.09	0.059
	$b_7$	-0.27	0.10	-0.04	0.02	0.27	0.02	0.20	0.016
	$a_1$	-0.55	0.25	0.09	-0.51	-1.42	-0.43	0.658	3.3
	$a_2$	0.54	0.92	0.09	0.26	1.01	0.56	0.40	0.63
	$a_3$	0.12	0.25	-0.02	-0.08	-0.06	0.05	0.14	0.69
	$a_4$	0.22	0.20	-0.02	-0.02	-0.03	0.12	0.16	0.14
	$a_5$	-0.04	0.04	0.04	-0.02	0.00	0.00	0.04	0.16
	$a_6$	0.06	0.03	0.02	0.01	0.02	0.03	0.02	0.034
	$a_7$	-0.16	0.20	0.01	-0.01	-0.01	0.00	0.13	0.030
	$a_8$	0.12	0.08	0.06	0.07	0.00	0.07	0.04	0.006

Calculated "allowed" terms for the theoretical cross-section are  
 $b_2 = .4$ ,  $b_4 = 0$ ,  $b_6 = .2$ ,  $b_8 = .8$

TABLE II

Measurements on BNL SSC Dipoles at  $r = 1$  cm,  $B_0 = 2$  T,  
in units of  $10^{-4}$  X Dipole.

		Magnet Designation				SLN-8 THRU SLN-11		Expected $\sigma^*$
		SLN-8	SLN-9	SLN-10	SLN-11	Mean	$\sigma$	
*Allowed* Harmonics	$b_2$	-2.03	-2.82	-5.62	-5.09	-3.89	-1.74	2.0
	$b_4$	0.10	-0.21	-1.07	-0.78	-0.49	0.53	0.59
	$b_6$	0.02	0.01	-0.12	0.02	-0.02	0.07	0.08
	$b_8$	0.93	0.91	0.92	0.92	0.92	0.01	0.02
*Forbidden* Harmonics	$b_1$	0.59	-0.39	1.01	-0.16	0.26	0.65	1.8
	$b_3$	-0.06	-0.05	0.25	-0.25	-0.03	0.21	0.35
	$b_5$	-0.01	0.03	-0.03	-0.01	-0.01	0.03	0.059
	$b_7$	0.09	0.05	0.00	0.26	0.10	0.11	0.016
	$b_9$	-0.01	-0.01	-0.01	0.00	-0.01	0.00	
	$a_1$	-1.23	-2.51	-2.47	1.96	-1.06	2.10	3.3
	$a_2$	0.32	0.24	0.32	0.24	0.28	0.05	0.63
	$a_3$	-0.43	-0.40	-0.96	-0.37	-0.54	0.28	0.69
	$a_4$	-0.05	0.05	-0.20	0.22	-0.01	0.18	0.14
	$a_5$	-0.19	-0.03	0.12	0.13	0.01	0.15	0.16
	$a_6$	0.02	0.04	-0.05	0.07	0.02	0.05	0.034
	$a_7$	-0.01	0.00	0.01	0.01	0.00	0.01	0.030
	$a_8$	0.09	0.15	0.09	0.15	0.12	0.03	0.006
$a_9$	-0.02	-0.00	-0.02	-0.02	-0.02	0.01		

\*predicted by extrapolation from Tevatron and CBA dipole magnet measurement.<sup>1,2</sup>

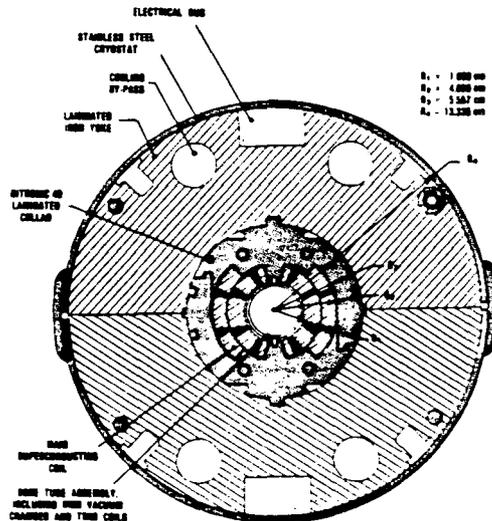
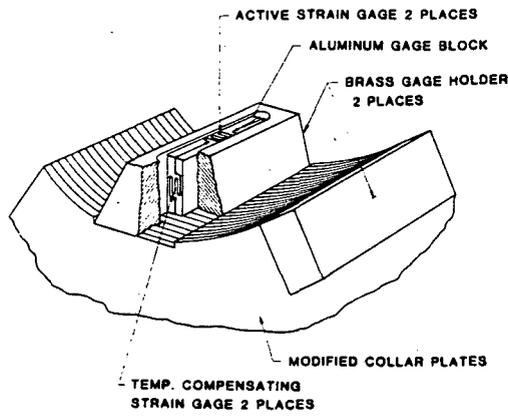
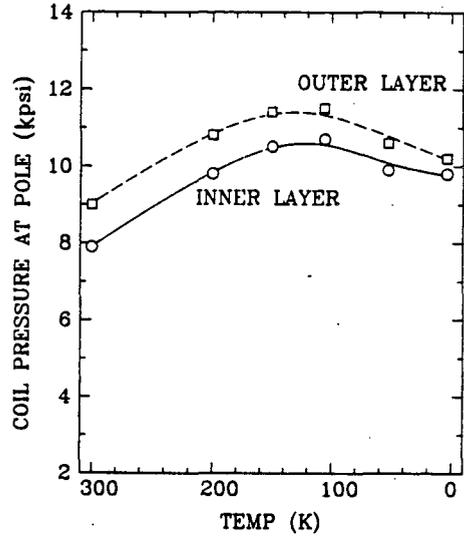


Fig. 1 Cross-section of collared coil assembly surrounded by a circular split yoke of laminated steel.



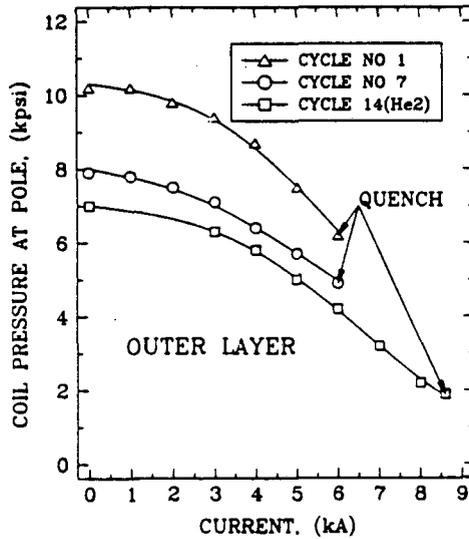
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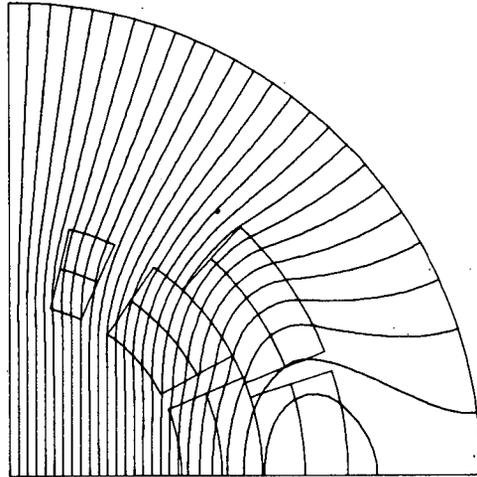
Fig. 2 Location of strain gages used to measure circumferential pressure between cable and collars.

Fig. 3 Pressure vs. temperature during initial cooldown of magnet.



LBL 858-1498

Fig. 4 Pressure vs. current for outer layer cycled showing decrease as coil is cycled. (6 kA = 6 T)



XBL 858-3195

Fig. 5 Field line plot; includes transport current plus magnetization effects.

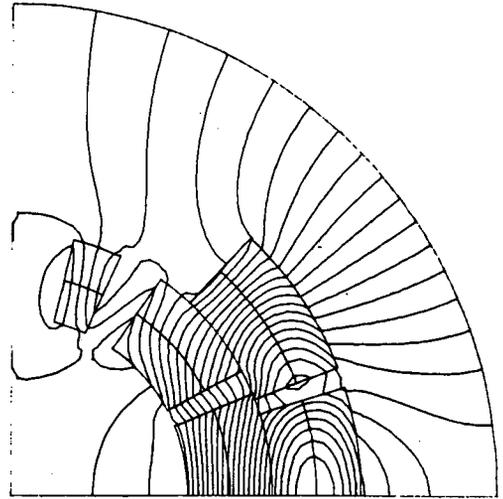


Fig. 6 Field line plot for magnetization only at  $B_0 = 0.28$  T.

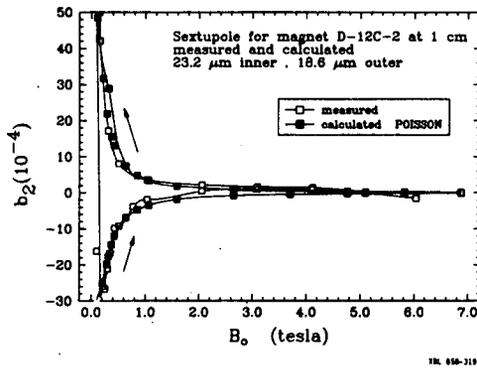


Fig. 7 Measured sextupole harmonic vs.  $B_0$  for LBL model D12C-2 compared with calculated values.

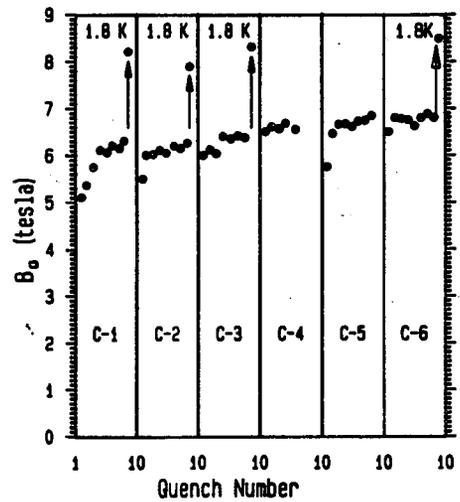
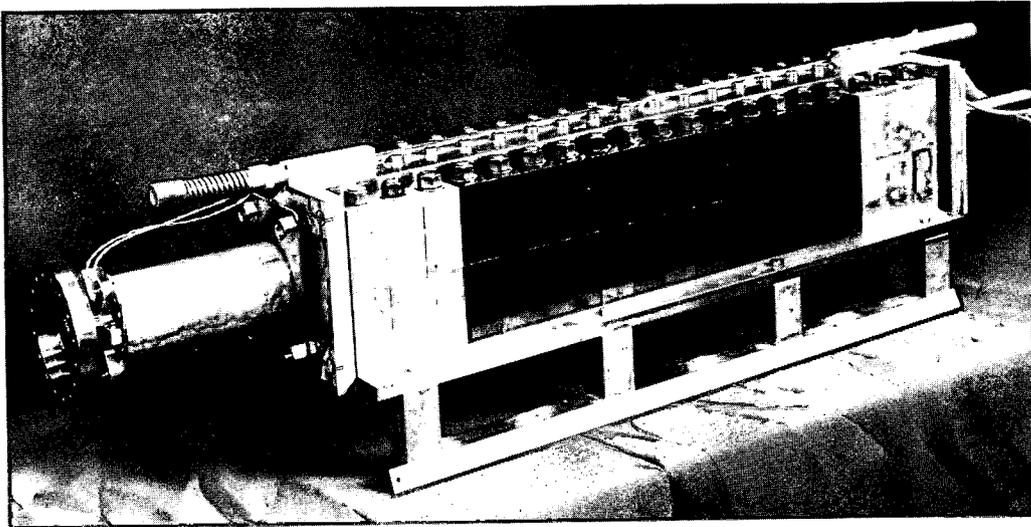
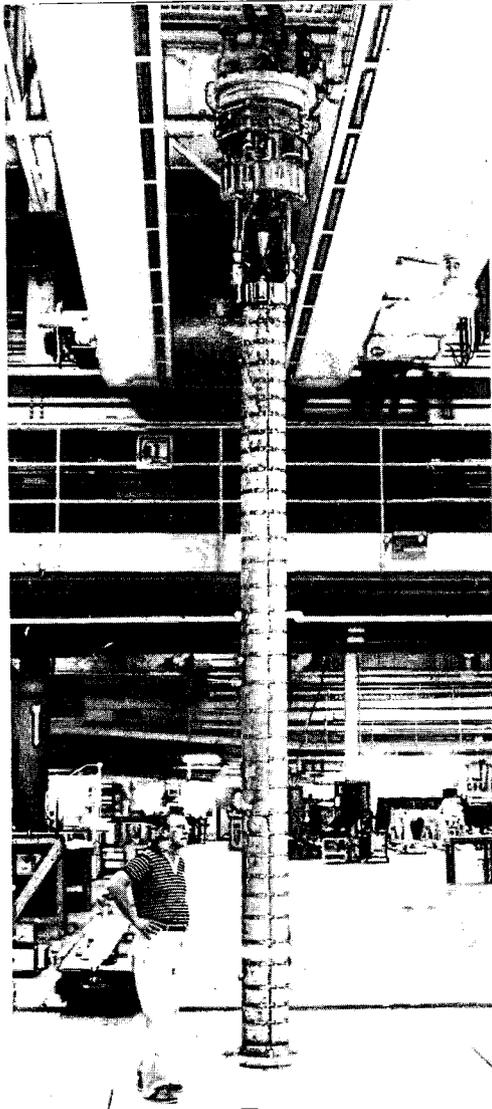


Fig. 8 Training behavior of the first six 1-m LBL SSC dipole models at 4.4K. C-1,3 have 25 mm Al collars; C-2 has 15 mm machined collars; C-4,5,6 have 15 mm stamped collars and improved cable. Critical field achieved at 1.8K is shown.



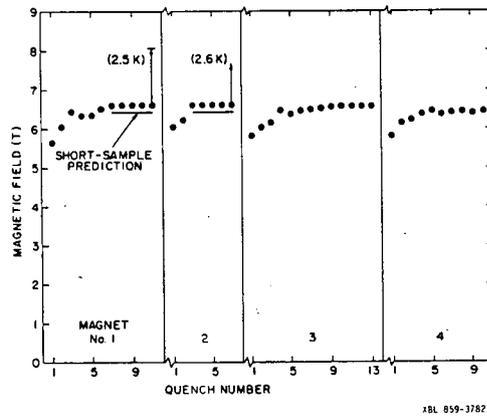
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Fig. 9 1-m LBL model with a rectangular iron yoke ready for testing in a horizontal cryostat.



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Fig. 10 4.5 m BNL model with a circular laminated iron yoke ready for testing in a vertical cryostat.



LBL 859-3782

Fig. 11 Magnetic field at quench of four 4.5 m BNL SSC dipole models at 4.5K.

This report was done with support from the Department of Energy. Any conclusions or opinions expressed in this report represent solely those of the author(s) and not necessarily those of The Regents of the University of California, the Lawrence Berkeley Laboratory or the Department of Energy.

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