Present: Steve Plate, Holger Witte, Mike Courthold, Jason Tarrant,

New Actions:

         Steve and Holger to look at the loads from the magnetic powering / quenches and ensure that the x-bars are able to prevent significant movement of the PRY due to magnet force, i.e. that there will be no significant movement or loading on the bases / platforms / floor fixings for the PRY.  With respect to this Holger is looking into strain gauges or similar to determine the amount of movement in the PRY when the magnets are powered, if the movement is deemed too high the magnets will be stopped as per request at collaboration meeting.

         Jason to ask Andy about the approvals on Steve Plate’s drawings, in particular engineering approval and will this approval require a review (Final Design Review) before the PRR, also what is the status of the production readiness review?  Steve to send on the list of additional approvals required (safety, QC etc) in case any are relevant for us. – **Jason spoke to Andy, Jason to organise a phone based FDR when both PRY & base / platform drawings are finishes, expected by mid-march, this is for approval only and separate to the PRR.**

         Steve will send back the marked up PRY detail drawings to Andy which do not need modification with the justification of why.

         Jason to ask Andy about the delivery of the PRY to RAL, in particular how the large pieces can be handled and where they will be stored.  Steve mentioned that the parts will be delivered with ply facings to protect machined surfaces.  Batons might be used if applicable to act like pallets to enable lifting by a forklift, or the plates can be shipped on end in an open topped container to allow them to be lifted out vertically by crane etc.  Steve warned that the plates are only being given a prime and will not be weather proof so this will impact on where then can be stored before installation in the MICE Hall – **Jason spoke to Andy, Andy agreed to create a spec for delivery reception, handling on site and storage for RAL.**

         Jason to check that Holger’s V-Plate link segments can be craned into place on both the upstream and downstream V-Plates

Other:

         Holger and Mike discussed the powering schemes of the magnets and that there will be limitations on the way the mangets are powered w.r.t coil quenches.

Previous Actions:

Actions from previous meetings

         Steve Plate to determine best method of fit check, especially if the frame and main PRY plates are procured from separate vendors.

         Steve Plate to circulate the assembly procedure for the PRY around mid-March for review by the Hall installation team to determine if they are confident about the install or whether we need to employ a structural installation contractor to undertake the install in the MICE Hall.

         Ken asked who would be analysing the quench forces, Holger to email Ken regarding this.

         Holger showed that 30 cm of 1010 or JFE-EFE steel would be insufficient with the current configuration of the ToF cage to prevent the PMT-axial high field levels.  Holger presented alternative solutions based on either reducing the bore or adding rings or straight bars just internally on the inside bore.  Holger to contact Maurizio, John Cobb or Alan Bross to find out who might be able to determine if the bore can be reduced.  Jason to measure the actual ToF1 cage at RAL as the ‘inherited’ models say the ToF air gap is 102 mm whereas Holger has information to say the gap is 130 mm – Await update from Holger

         Jason to update TD-1189-1167 & TD-1185-1905 referencing the positions of the Virostek plates at various steps with additional information including the centres from the MICE datum point at D2 / Apex 2, also include changes to the ToF cage if necessary and re-circulate (this was based too on a phone conversation between Jason & Paul 04/02/14).

         Paul & Holger to establish correct fields for flip and solenoid modes.

         Jason Tarrant & James Watson to check the fixing arrangement for the legs of the PRY as it differs significantly from Steve Plate’s pre-load method.  The original idea to provide a full platform support (all apart from S-E corner) has been found to be impractical due to the complexity of the trench roof support and the many ‘live’ services that are attached to it, a rework of this to accommodate a full platform would be too time consuming and costly

         Steve Plate to supply Holger Witte with the weights of the parts for shipping quotes.  Shipping plan to be circulated (with rough dates) to show what parts of the PRY will arrive at RAL and when. Any change to delivery dates to be fed back to Alan Bross, also any delivery updates to be cc’d or forwarded to Jason Tarrant for update of the installation schedule.

         There was discussion about when Steve should visit to assemble the PRY, the support frame can be pre-assembled but the main shielding plates (the heavy engineering works) would require Steve to visit.

         Holger Witte and Mike Courthold to discuss and confirm the quench scenarios that may worst affect loads.

As usual any comments, changes required etc, please let me know,

Best regards,

Jason