

# IBS in ATF DR

Comments on

- $\epsilon_{y, \text{real}} < \epsilon_{y, \text{measured}}$  ?

- $\Delta \epsilon_y$  due to IBS.  $\frac{\Delta \epsilon_y}{\Delta \epsilon_x}$  bigger than expected ?

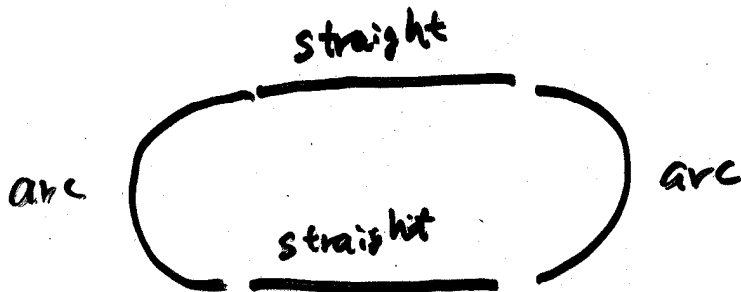
from simulation results.

ATF measurement

( Stronger IBS than calculated ?  
 $\Delta \epsilon_y / \epsilon_y$  bigger than  $\Delta \epsilon_x / \epsilon_x$  ? )

IBS

$$\Delta \epsilon_x \sim \langle \mathcal{H}_x \rangle : \text{arc dominant} \\ \therefore \langle \mathcal{H}_x \rangle_{\text{arc}} \gg \langle \mathcal{H}_x \rangle_{\text{straight}}$$
$$\Delta \epsilon_y \sim \langle \mathcal{H}_y \rangle : \text{arc} \approx \text{straight.}$$



No wiggler.

↓

$$\frac{\Delta \epsilon_y}{\epsilon_{y0}} > \frac{\Delta \epsilon_x}{\epsilon_{x0}}$$

⊙ BPM in straight sections are usually not as good as in arcs.

Some of them are ignored,  
Some of them have poor resolution.

↓

may be  $\langle \mathcal{H}_y \rangle_{\text{straight}} > \langle \mathcal{H}_y \rangle_{\text{arc}}$

⇓

$$\frac{\Delta \epsilon_y}{\epsilon_{y0}} \text{ bigger}$$

## Simulation of DR tuning

Magnet misalignment

Measured

+ additional random misalignment, r.m.s. =  $30 \mu\text{m}$

BPM misalignment

Random offset: 0.3 mm w.r.t. nearest magnet

Random rotation: 0.02 rad.

BPM offset error affect COD correction

BPM rotation error affect Dispersion correction and Coupling correction.

Corrections

1. COD, 2. V-COD+Dispersion, 3. Coupling

⇒ IBS calculation using SAD

COD correction: using steering magnets, minimize

$$\sum_{BPM} x^2 \text{ and } \sum_{BPM} y^2$$

Vertical COD-dispersion correction: using steering magnets, minimize

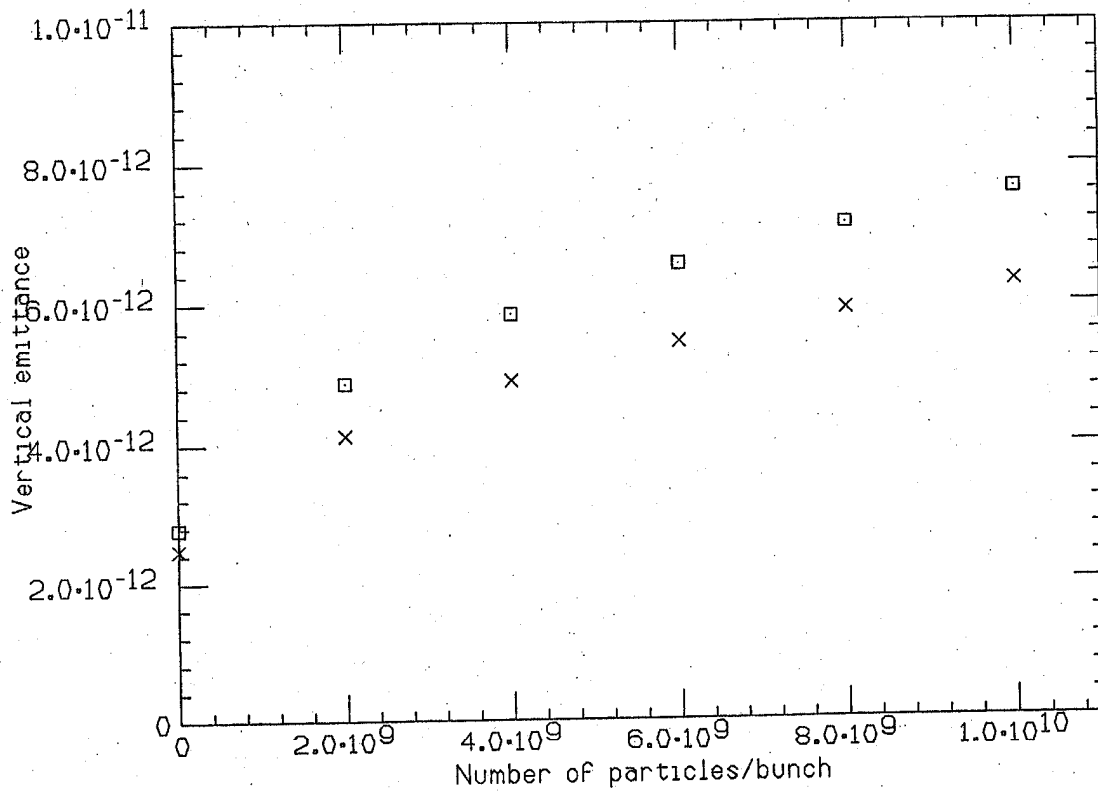
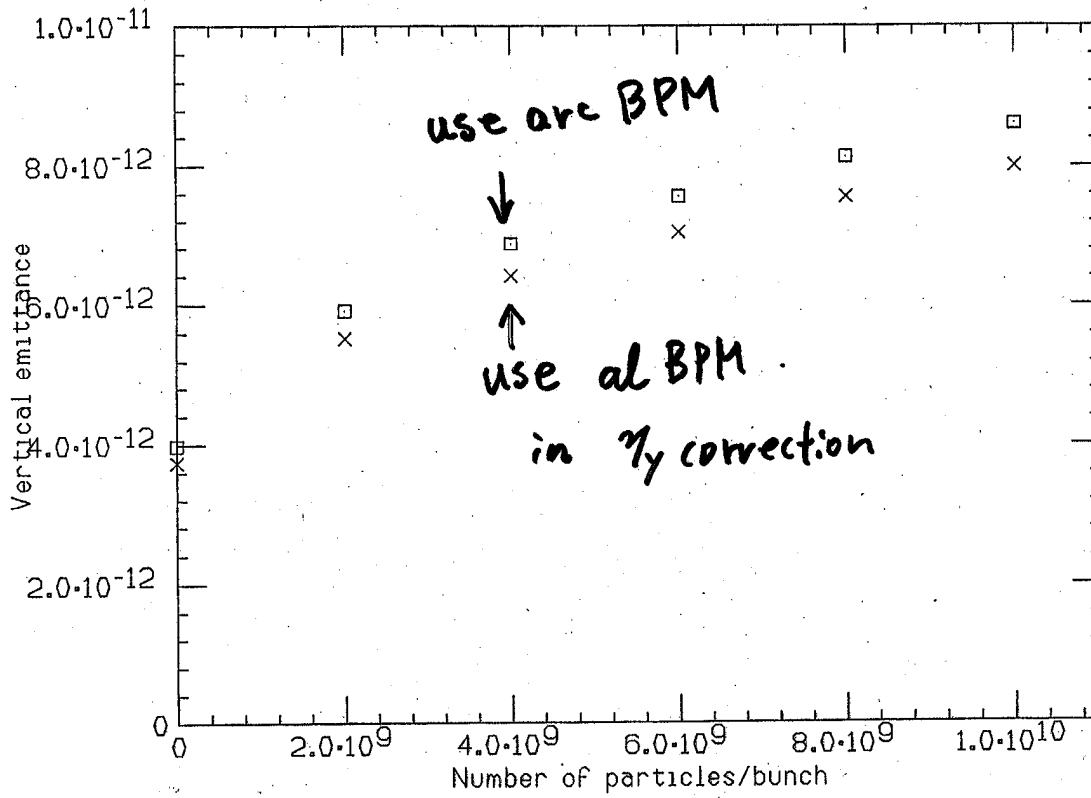
$$\sum_{BPM} y^2 + r^2 \sum_{\underline{\underline{BPM}}} \eta_y^2$$

compare  $\left\{ \begin{array}{l} \text{use all BPM} \\ \text{use only arc BPM} \end{array} \right.$

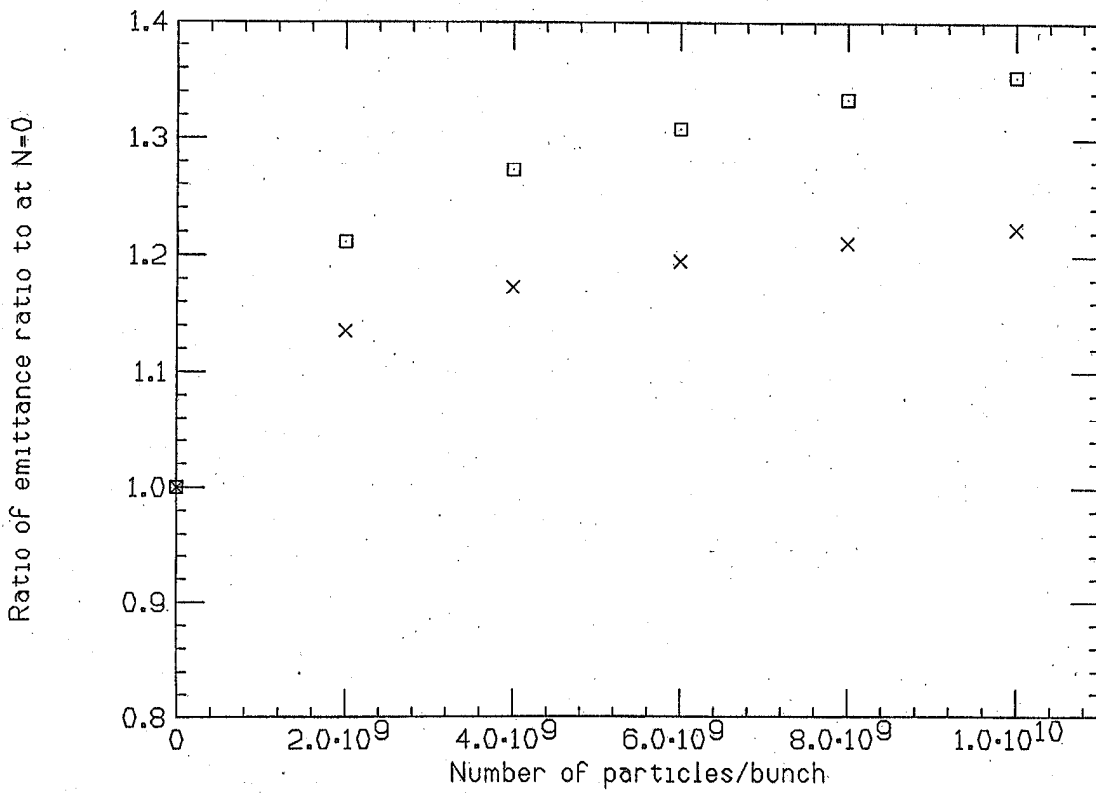
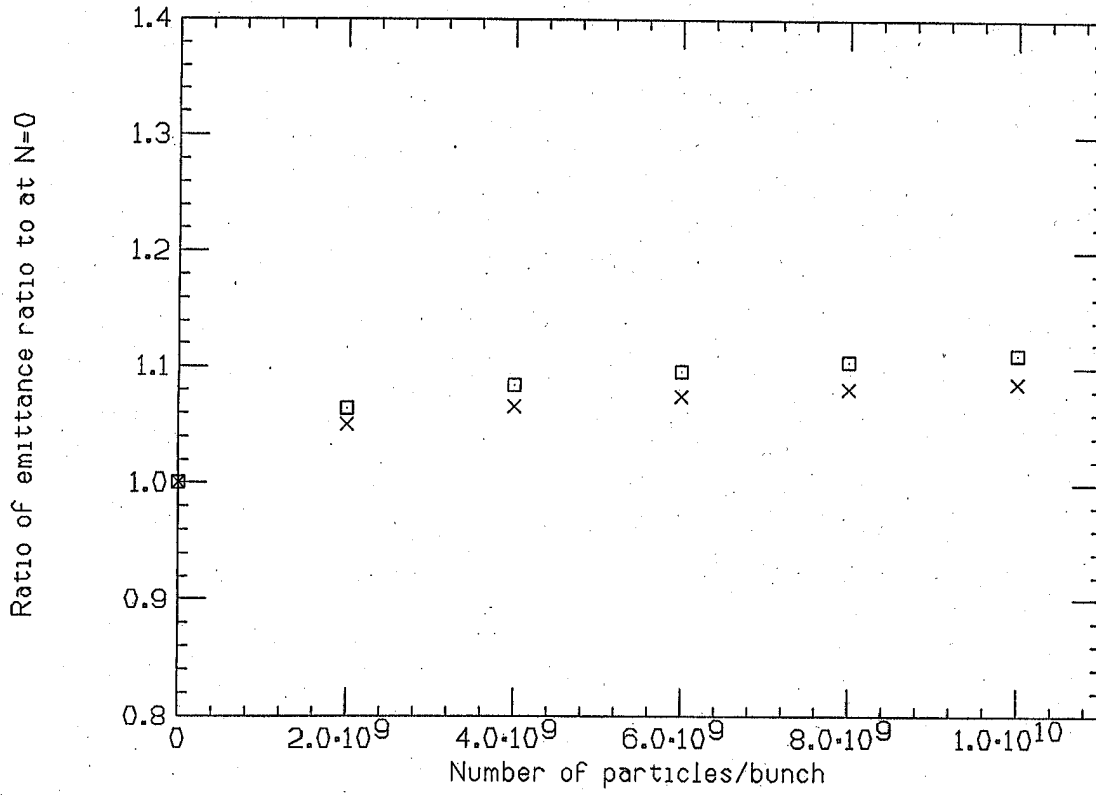
Coupling correction: using skew quads, minimize

$$C_{xy} \equiv \sqrt{\sum_{H\text{-steers}} \left( \frac{\sum_{BPM} \Delta y^2}{\sum_{BPM} \Delta x^2} \right) / N_{steer}}$$

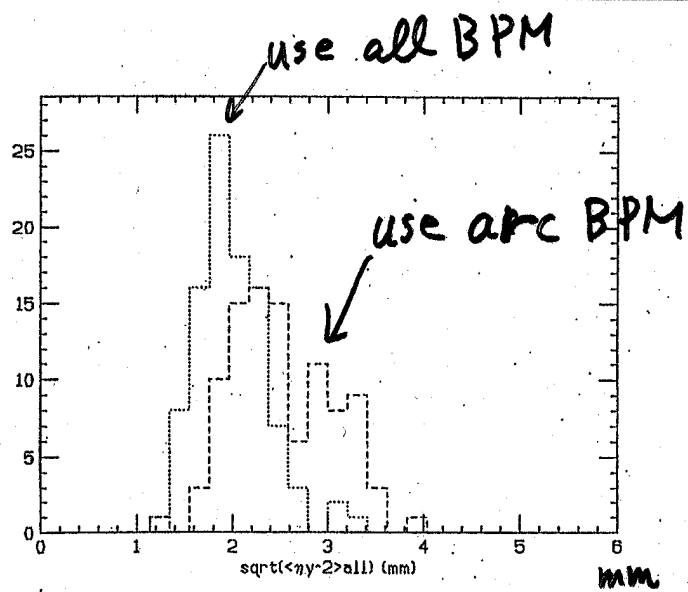
# $\epsilon_y$ vs. $N$



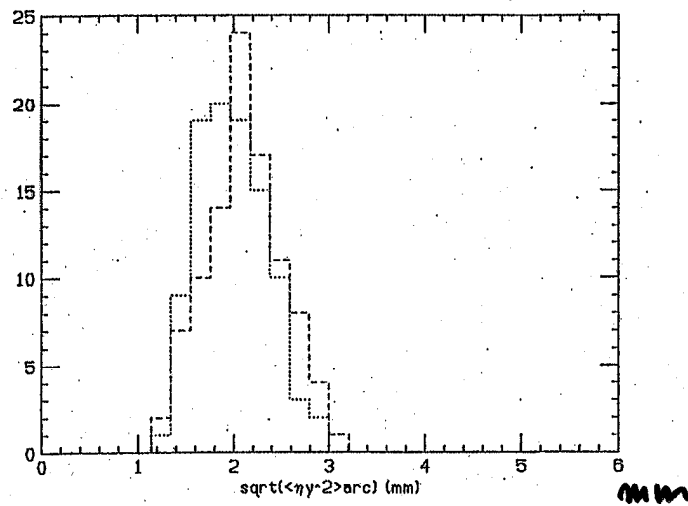
$$\frac{E_y}{E_x}(N=?) / \frac{E_y}{E_x}(N=0) \text{ vs. } N.$$



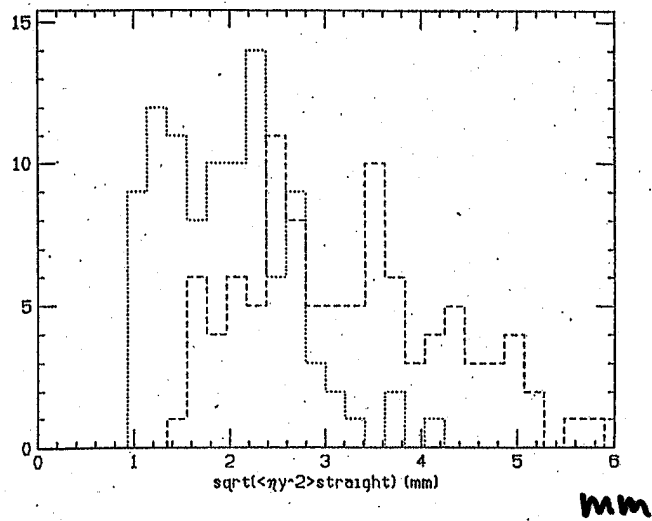
$$\sqrt{\langle \eta_y^2 \rangle}_{\text{all}}$$



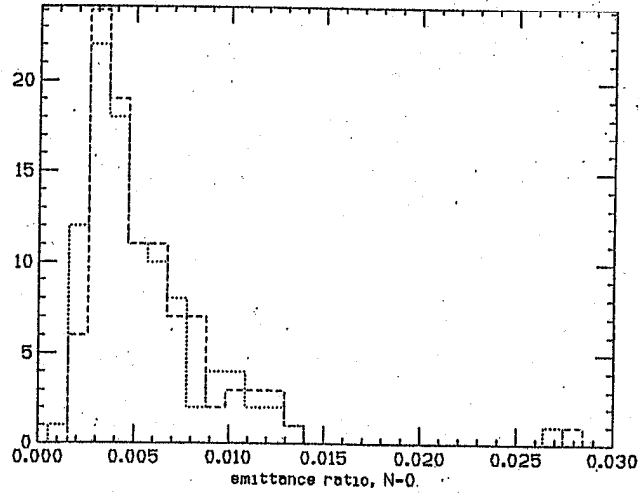
$$\sqrt{\langle \eta_y^2 \rangle}_{\text{arc}}$$



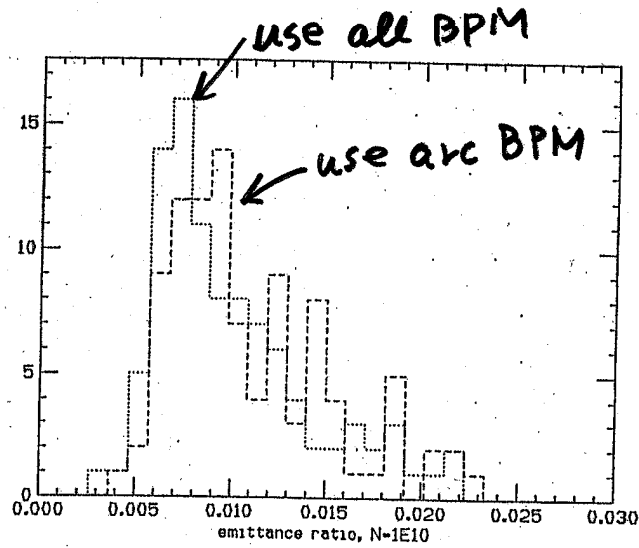
$$\sqrt{\langle \eta_y^2 \rangle}_{\text{straight}}$$



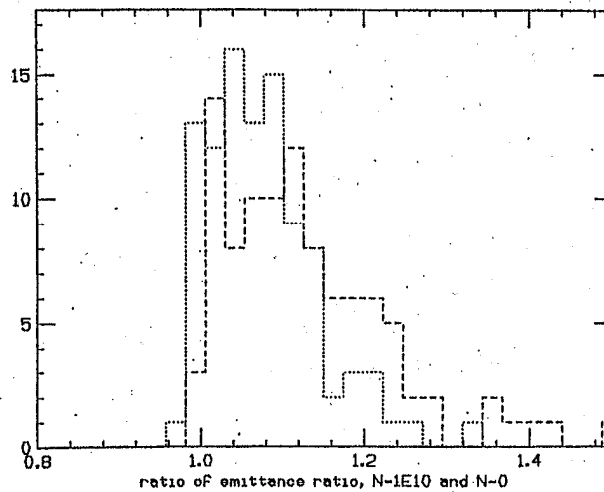
$$\frac{\epsilon_y(N=0)}{\epsilon_x(N=0)}$$



$$\frac{\epsilon_y(N=10^{10})}{\epsilon_x(N=10^{10})}$$



$$\frac{\epsilon_y(N=10^{10})}{\epsilon_x(N=10^{10})} / \frac{\epsilon_y(N=0)}{\epsilon_x(N=0)}$$

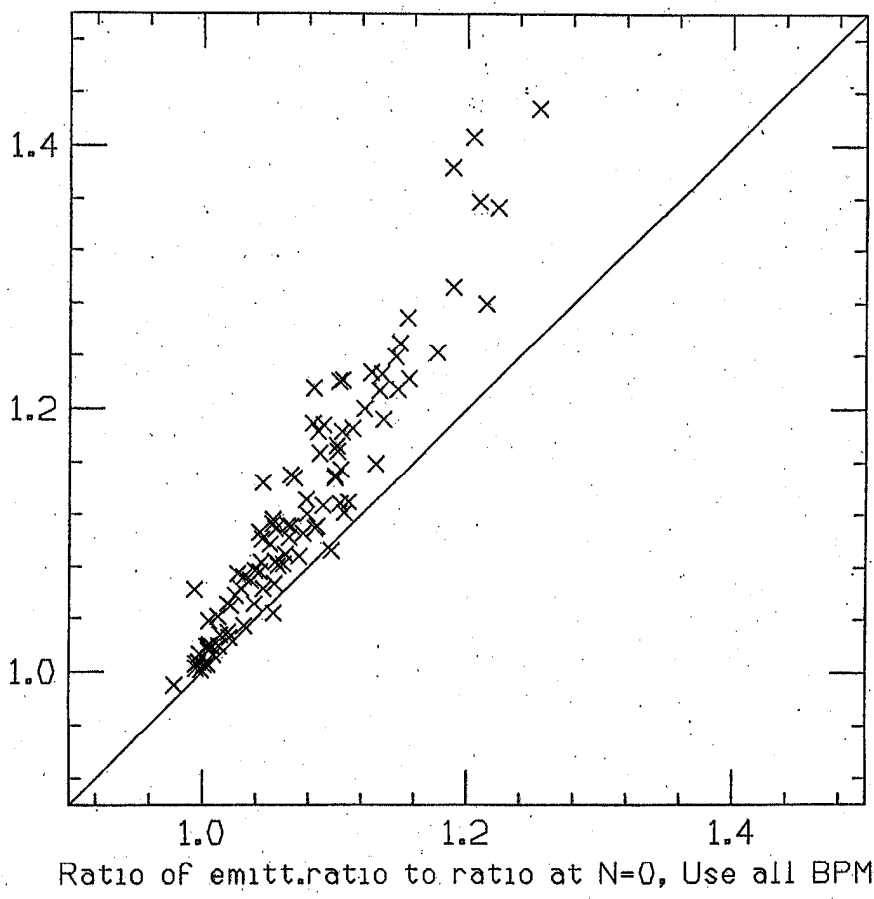




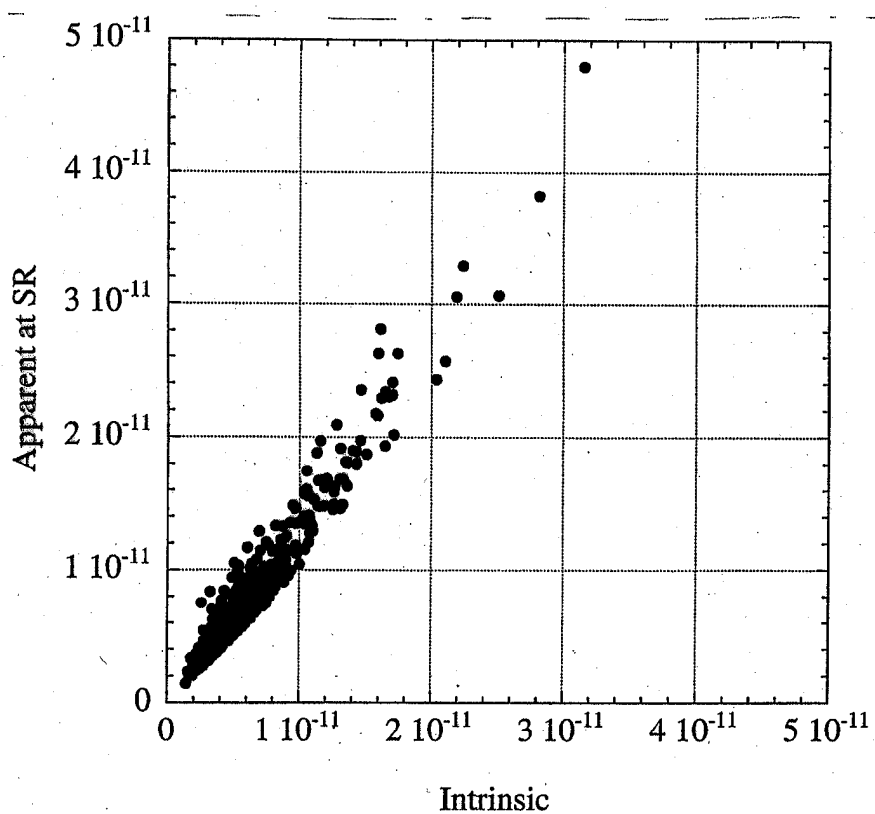
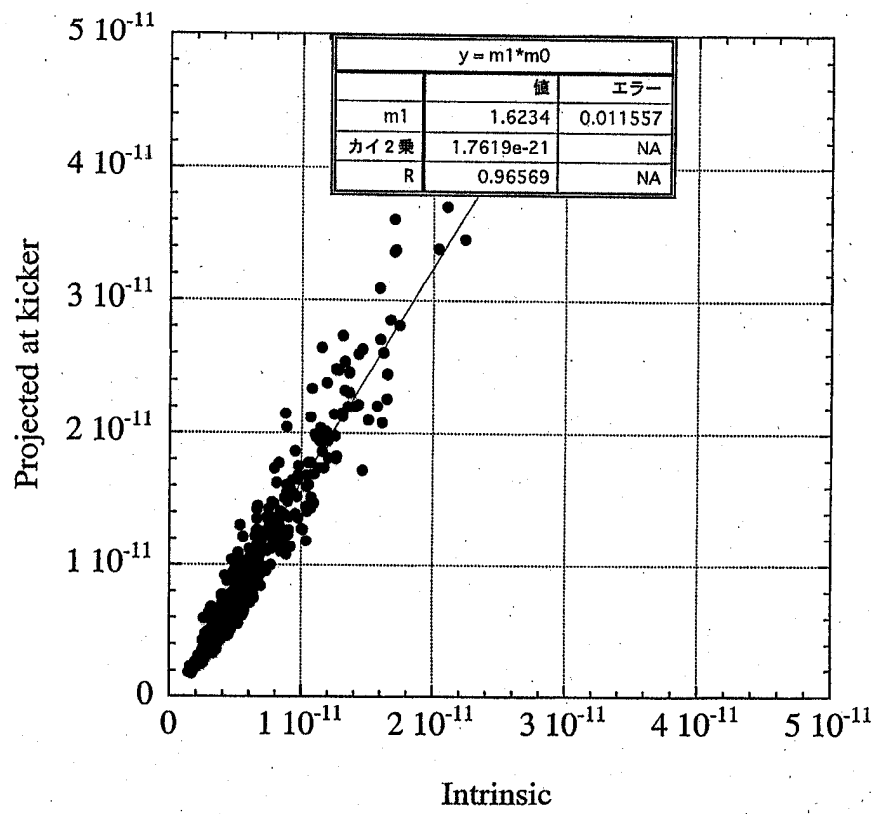
*Use arc BPM.*

Ratio of emitt. ratio to ratio at N=0, Use arc BPM

### Ratio of Ratio



*use all BPM*



$E_{y, \text{real}} \sim \frac{1}{1.5} E_{y, \text{apparent}}$  due to residual X-Y coupling (local)