

Overview of KEKB Accelerator

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KEK**

**KEKBMAC
January 22, 1997**

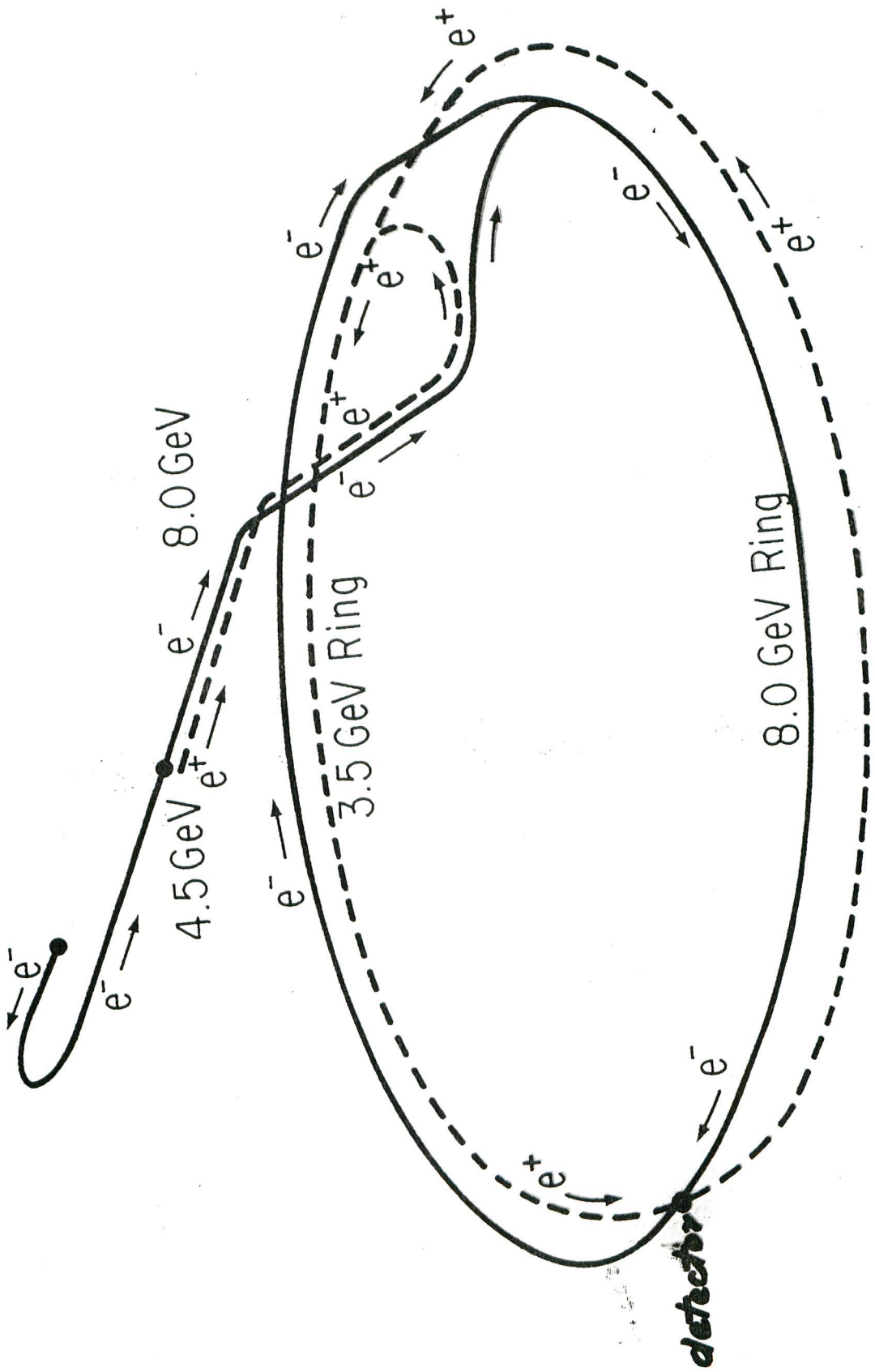
KEKB
=
KEK B-Factory

**Asymmetric, 2-ring,
high-luminosity,
electron-positron collider with
one interaction point
in TRISTAN tunnel
optimized for CP-violation
detection at b-quark sector**

3.5 GeV(e^+) x 8.0 GeV(e^-)

Luminosity Goal

$1 \times 10^{34} \text{cm}^{-2} \text{s}^{-1}$



Linac and Injection

- Present 2.5 GeV linac is being upgraded to 8 GeV to facilitate full-energy injection and to increase positron intensity.**
- Possibility of a small damping ring for positrons (1 GeV, half way along the linac) was suggested and will be studied soon.**

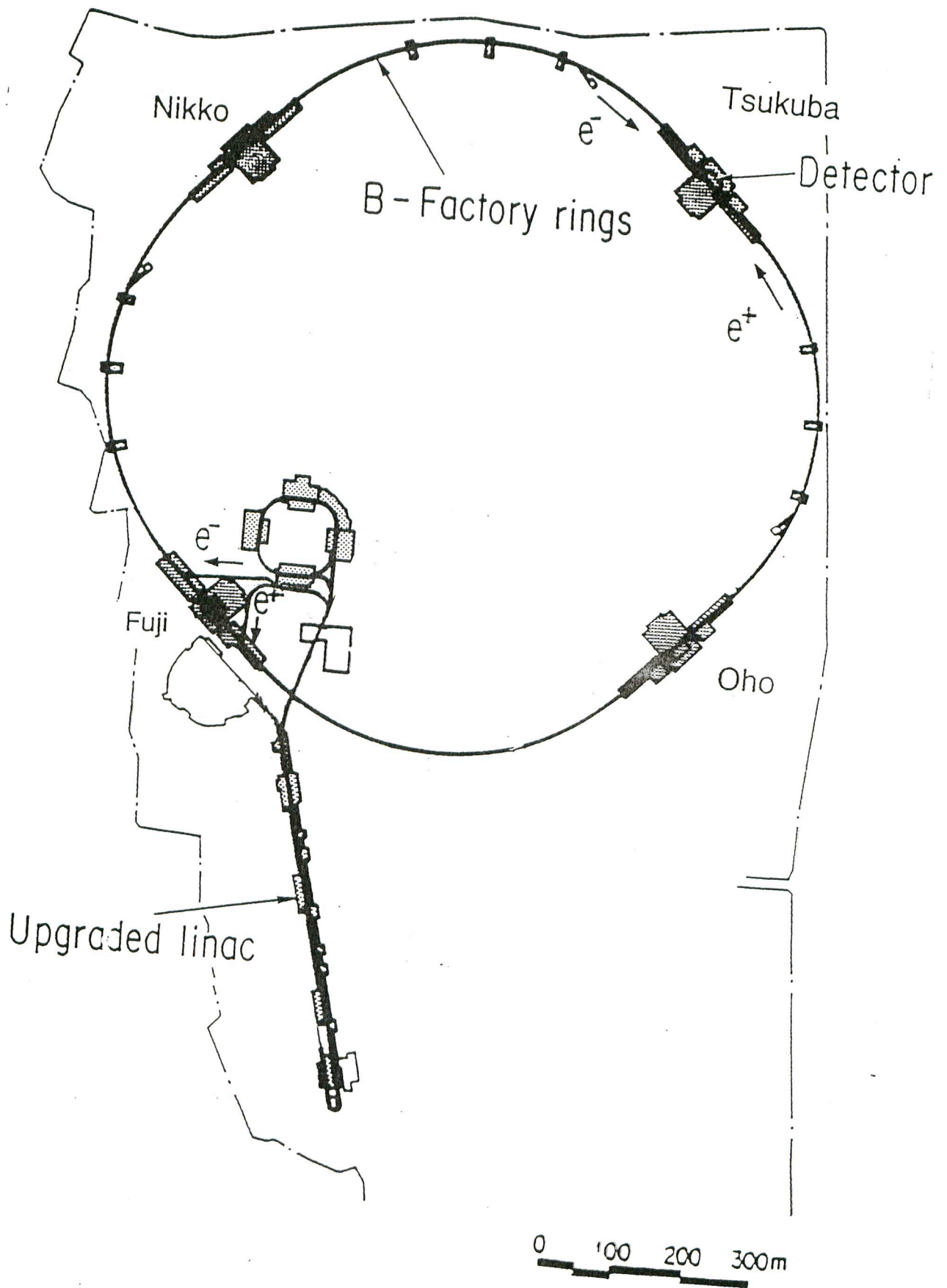
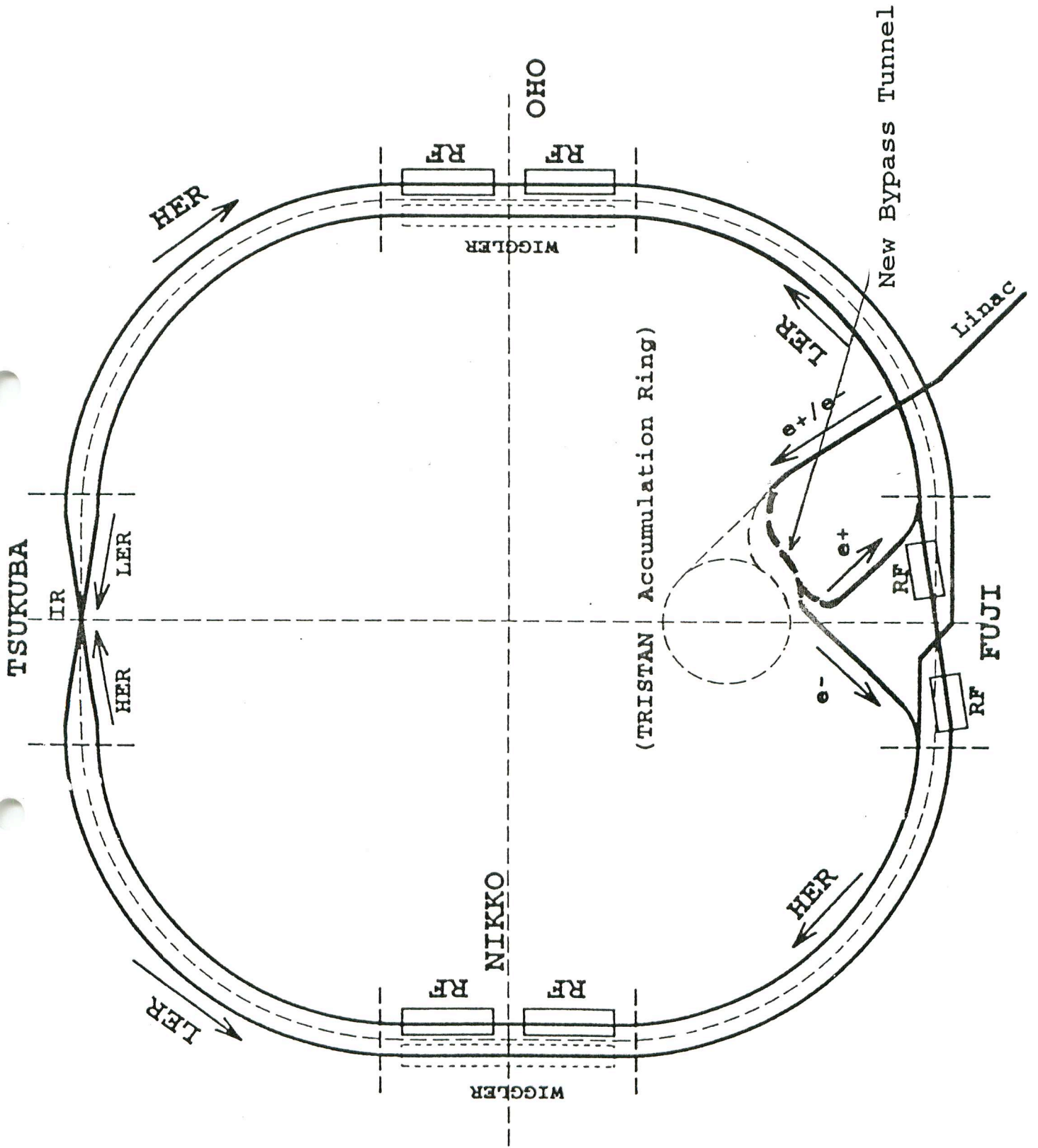
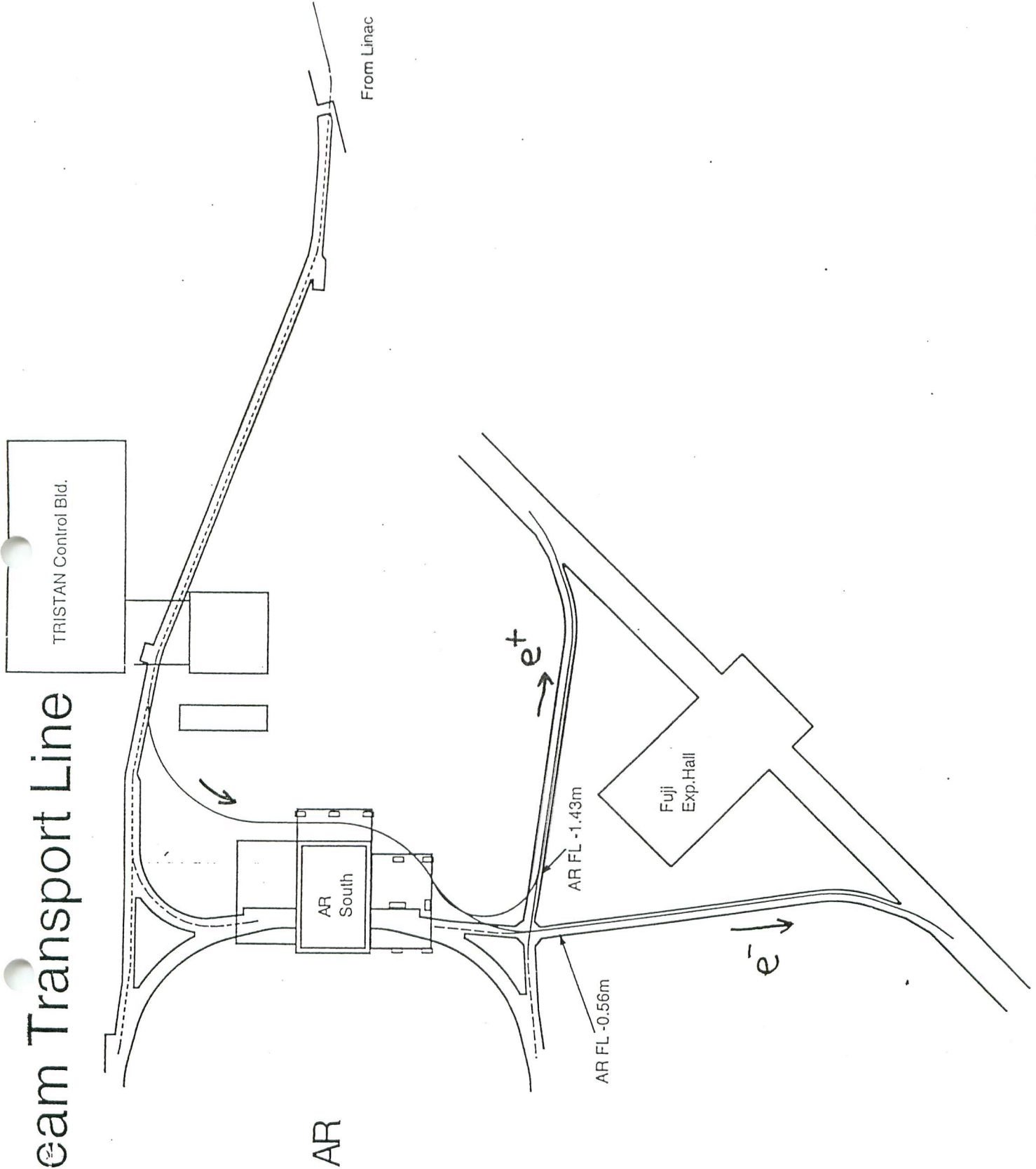
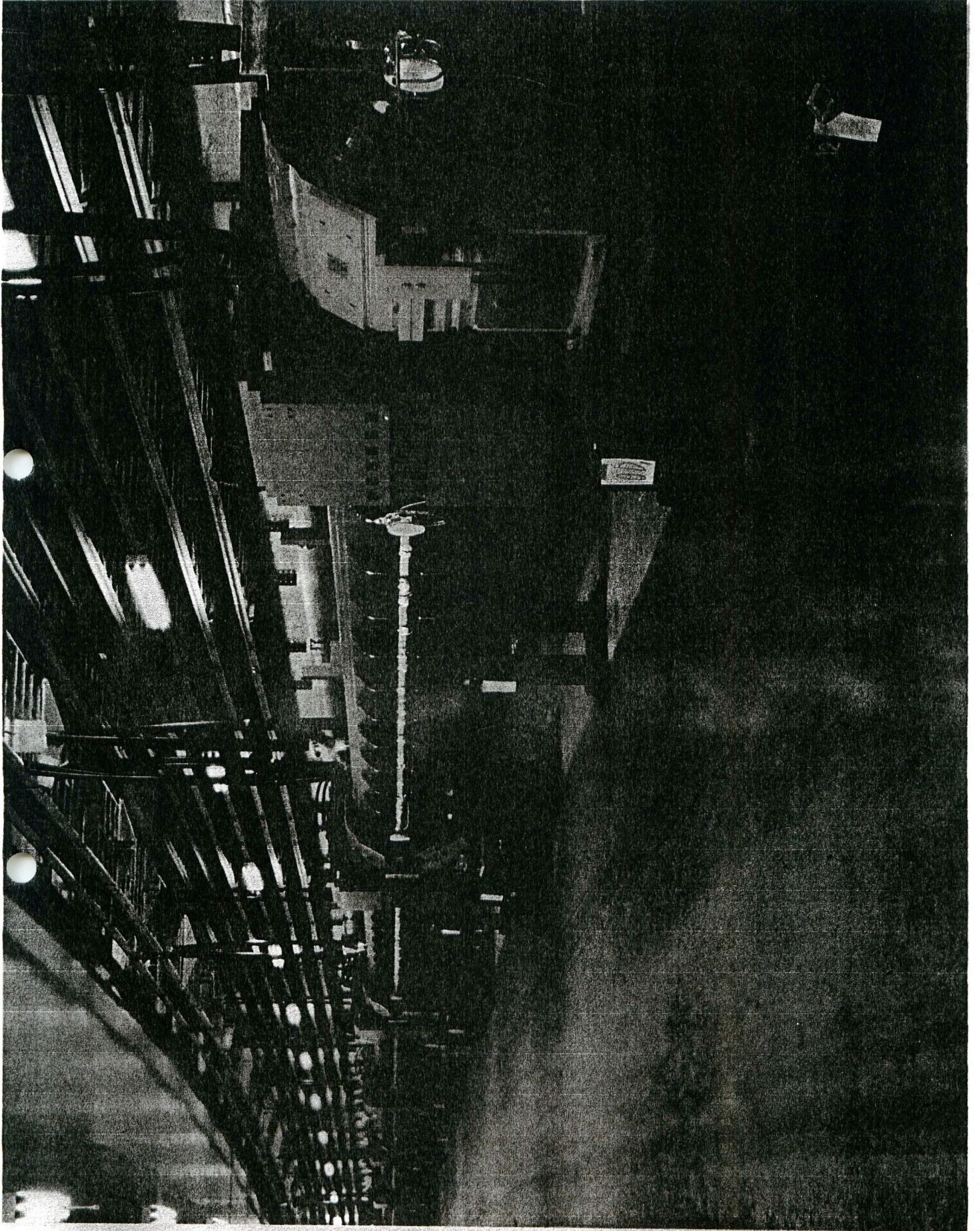


Fig. 2. Layout of KEKB within the KEK site.



KEKB Beam Transport Line





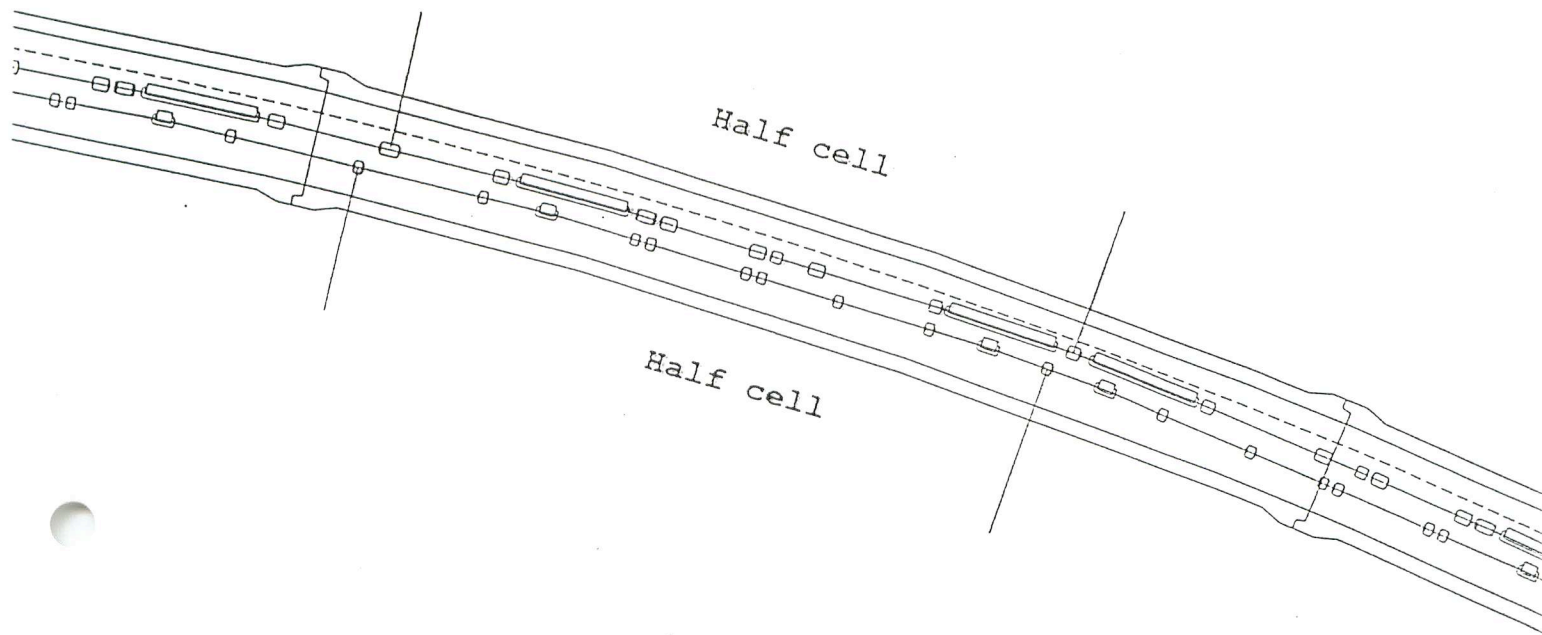


STRAIGHT SECTION



ARC SECTION

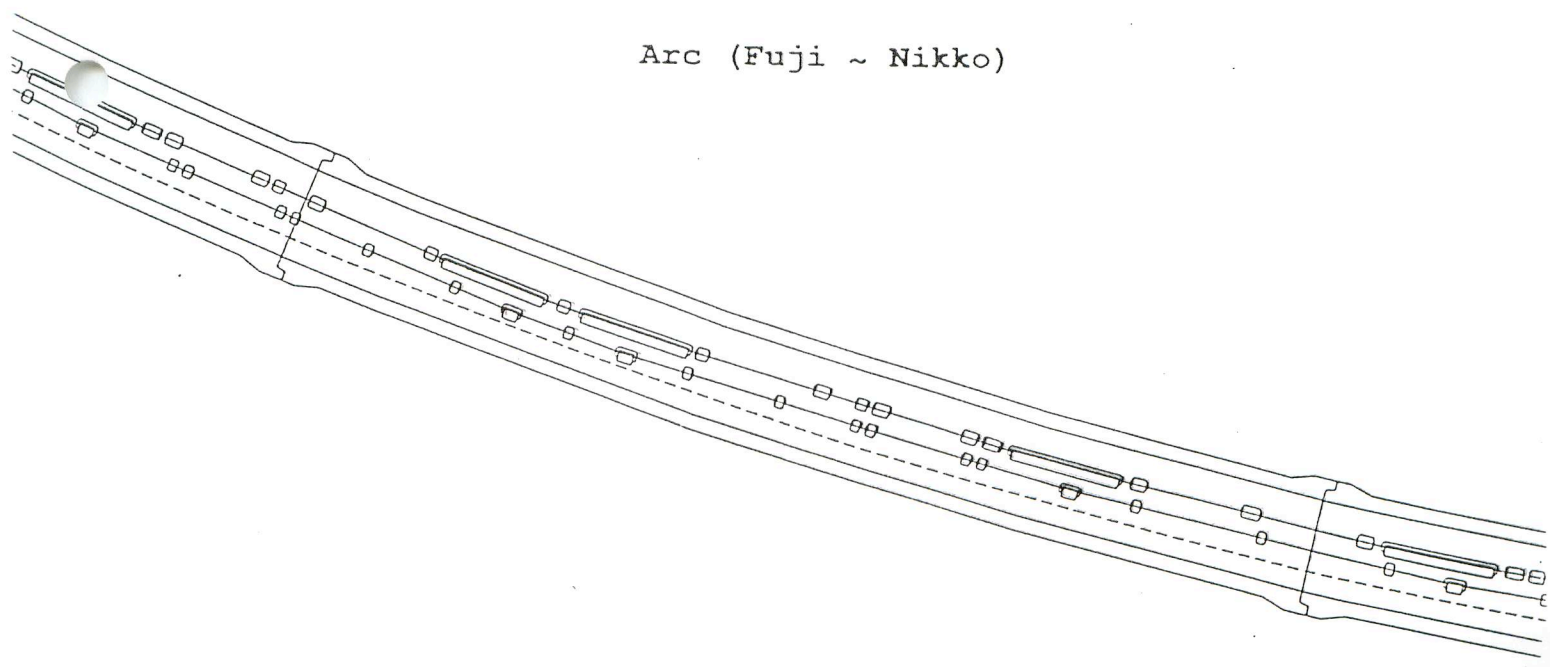
Arc (Tsukuba ~ Oho)



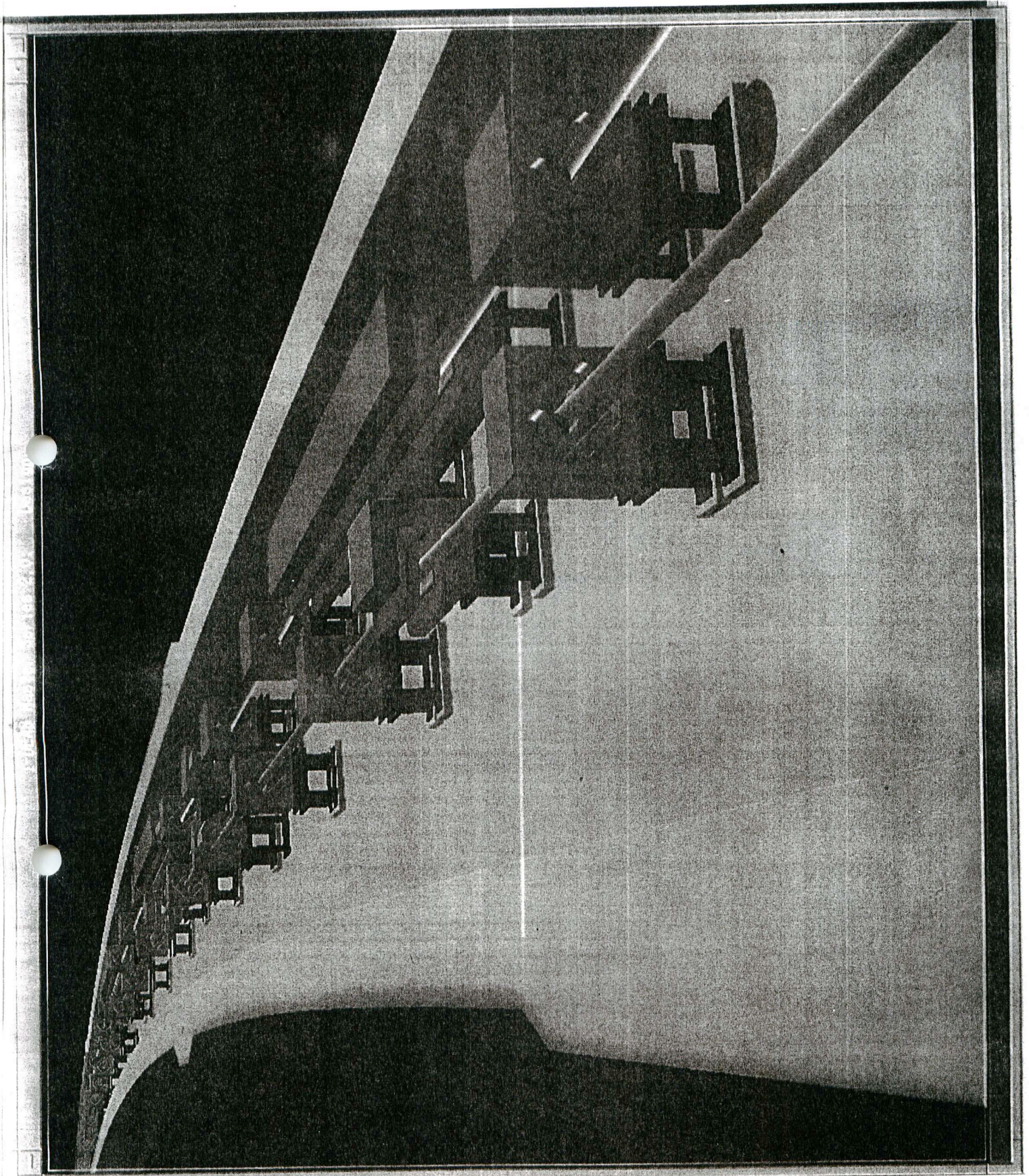
TR2 (S=1/200)

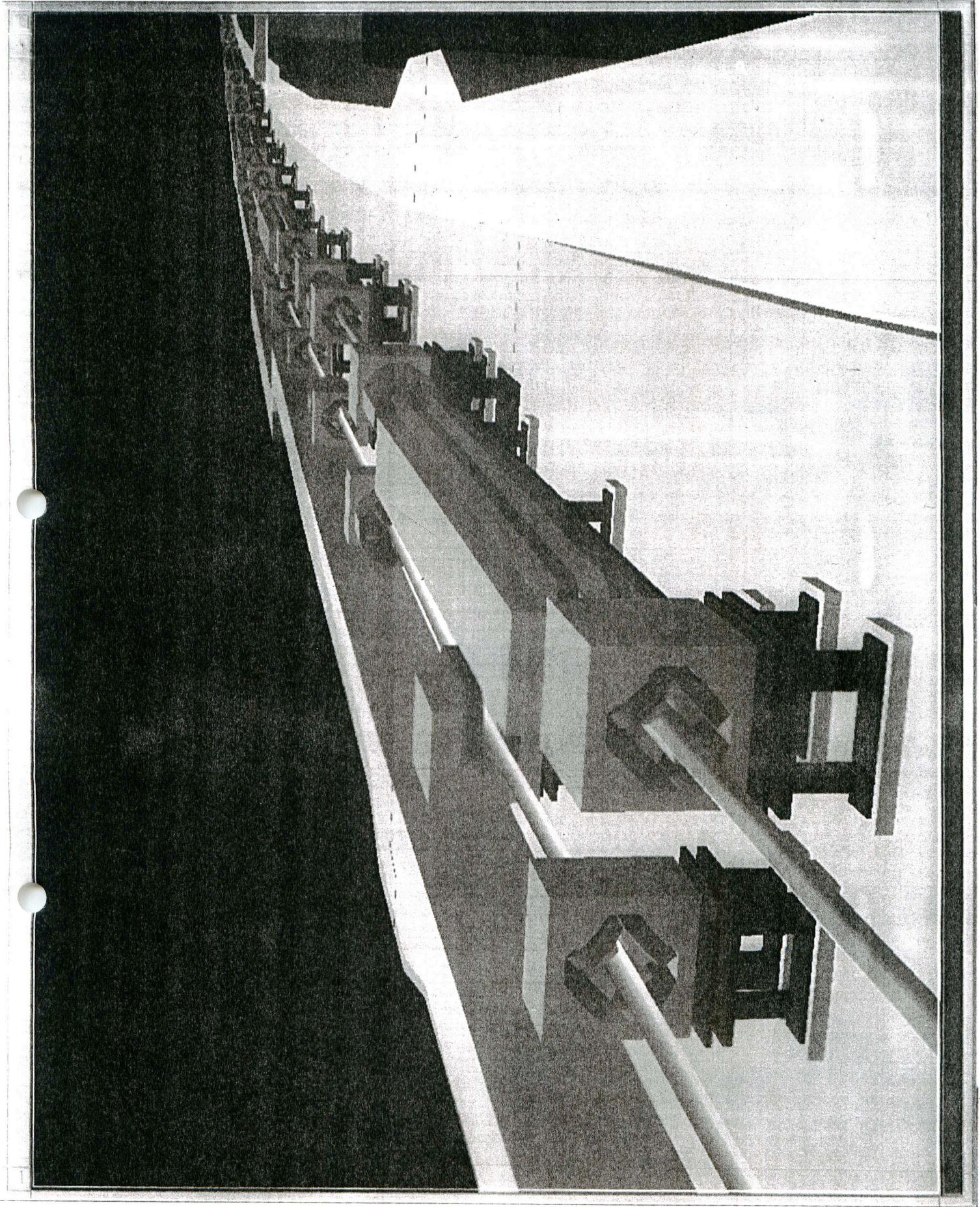
FR2 (S=1/200)

Arc (Fuji ~ Nikko)



FR2 (S=1/200)





$$L = 2.2 \times 10^{34} \xi (1+r) \left(\frac{E \cdot I}{\beta_y^*} \right)_{\pm}$$

L : luminosity ($\text{cm}^{-2}\text{s}^{-1}$)

ξ : beam-beam tunes shift

$r = \sigma_y / \sigma_x$ (at IP)

$r=1$ round beam

$r=0$ flat beam

I : beam current (A)

E : beam energy (GeV)

β_y^* : β -value at IP (cm)

$+$: positron

$-$: electron

KEKB Parameters

– 3.5(e⁺) x 8 GeV(e⁻)

– 3016 m circumference

– Luminosity
 $10^{34} \text{ cm}^{-2} \text{ s}^{-1}$

– Finite-angle crossing ± 11 mrad

– Beam-beam tunes shift 0.05

– $\beta y^* = 1$ cm

– Current
1.1A(e⁻), 2.6A(e⁺)

– Number of bunches and bunch spacing
5000 , 0.6 m

Table 1: Main Parameters of KEKB

Ring		LER	HER	
Energy	E	3.5	8.0	GeV
Circumference	C	3016.26		m
Luminosity	\mathcal{L}	1×10^{34}		$\text{cm}^{-2}\text{s}^{-1}$
Crossing angle	θ_x	± 11		mrad
Tune shifts	ξ_x/ξ_y	0.039/0.052		
Beta function at IP	β_x^*/β_y^*	0.33/0.01		m
Beam current	I	2.6	1.1	A
Natural bunch length	σ_z	0.4		cm
Energy spread	σ_ε	7.1×10^{-4}	6.7×10^{-4}	
Bunch spacing	s_b	0.59		m
Particles/bunch	N	3.3×10^{10}	1.4×10^{10}	
Emittance	$\varepsilon_x/\varepsilon_y$	$1.8 \times 10^{-8}/3.6 \times 10^{-10}$		m
Synchrotron tune	ν_s	0.01 ~ 0.02		
Betatron tune	ν_x/ν_y	45.52/45.08	47.52/43.08	
Momentum compaction factor	α_p	$1 \times 10^{-4} \sim 2 \times 10^{-4}$		
Energy loss/turn	U_o	0.81†/1.5††	3.5	MeV
RF voltage	V_c	5 ~ 10	10 ~ 20	MV
RF frequency	f_{RF}	508.887		MHz
Harmonic number	h	5120		
Longitudinal damping time	τ_ε	43†/23††	23	ms
Total beam power	P_b	2.7†/4.5††	4.0	MW
Radiation power	P_{SR}	2.1†/4.0††	3.8	MW
HOM power	P_{HOM}	0.57	0.15	MW
Bending radius	ρ	16.3	104.5	m
Length of bending magnet	ℓ_B	0.915	5.86	m

†: without wigglers, ††: with wigglers

Tentative New Baseline of Commissioning Schedule

1. Mid May-June 1998

**Commissioning of full
upgraded linac**

2. July-Mid September 1998

Shutdown

3. October 1998

**Commissioning of full
KEKB accelerator system**

**Commissioning strategy with
Belle detector are being
discussed.**

Tentative Milestones

- April 1994** **Project approval and start of construction**

- July 1995** **Bidding for LER main equipment**

- Dec. 1995** **Start of dismantling of TRISTAN**

- May 1996** **Bidding for HER main equipment and QCS**

- July 1996** **Beam test at AR**
- Oct. 1996**
- Nov. 1996**

- Dec. 1996** **Start of bypass tunnel construction**

- Jan. 1997** **Start of installation of magnets in the tunnel**

- **Oct. 1997** **Completion of new
bypass tunnel**

- **May-June 1998** **Commissioning of full
upgraded linac and
transport lines**

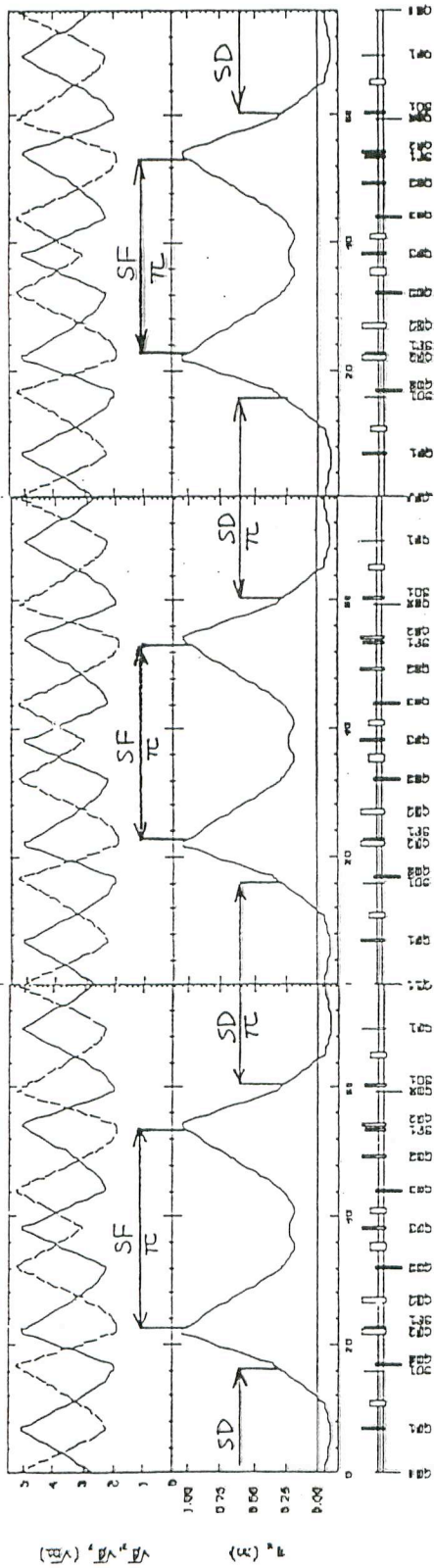
- **Oct. 1998** **Commissioning of full
KEKB accelerator**

- **Early 1999** **Start of physics
experiment**

Lattice Design

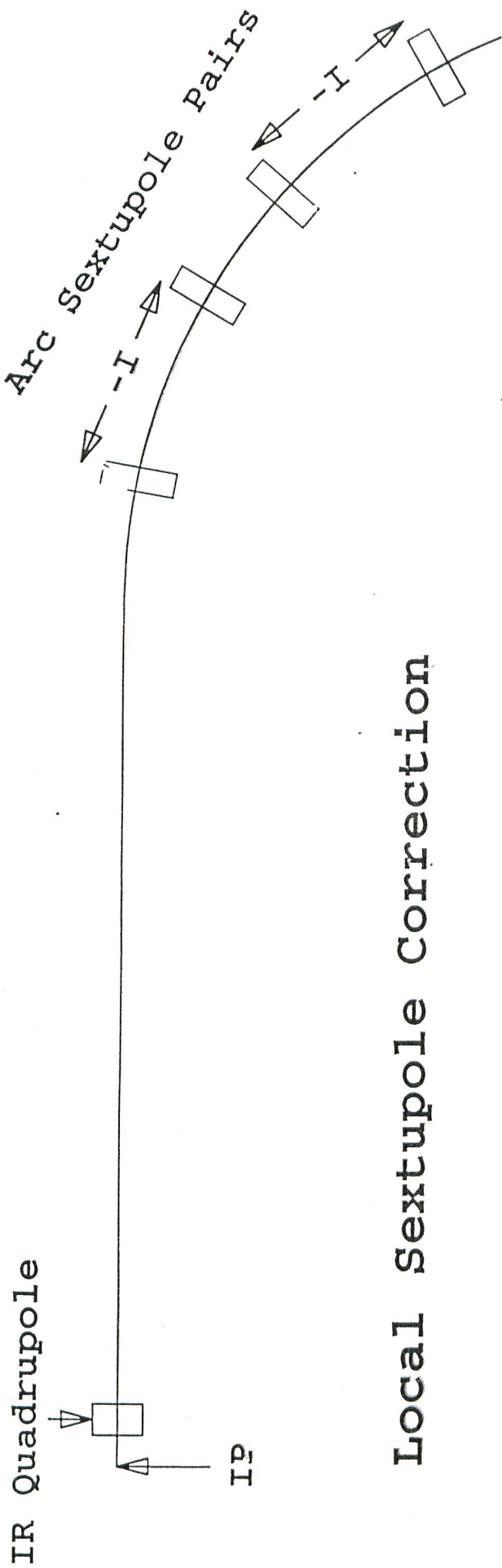
- Non-interleaved sextupole chromaticity correction
- $2.5 \pi/\text{cell}$ phase advance
- Variable α $-1 \sim 4 \times 10^{-4}$
- Variable ϵ_x $10 \sim 40 \text{ nm}$
- Local chromaticity correction in LER

2.5π cell, LER

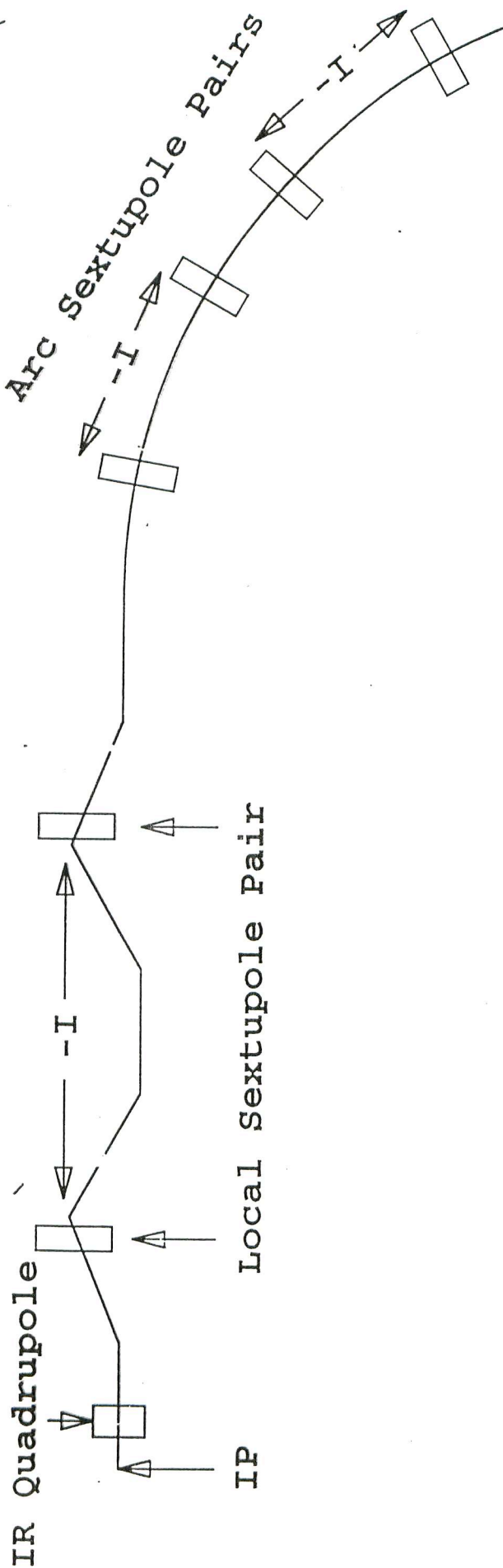


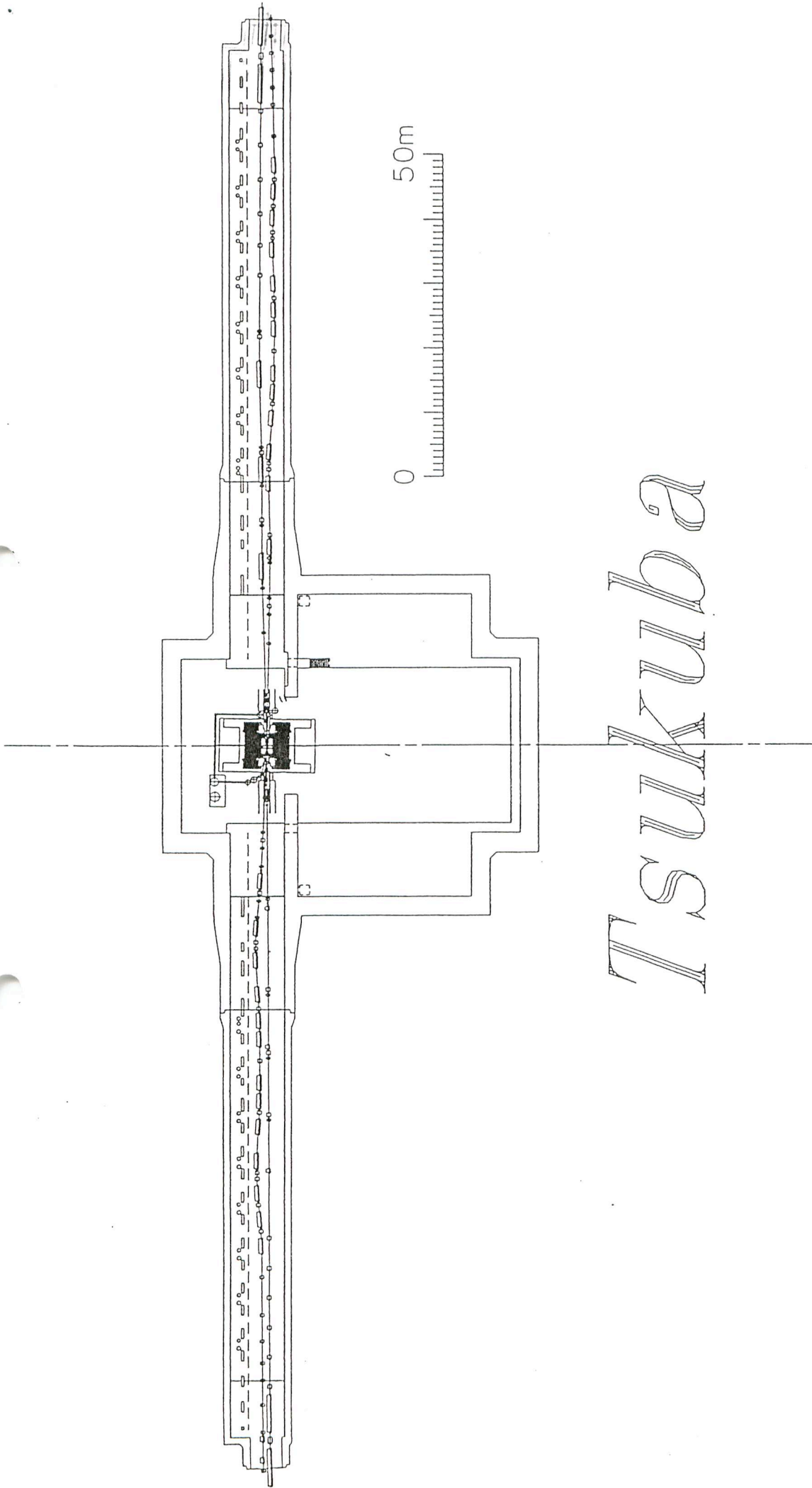
← 2.5π →

Non-local Sextupole Correction



Local Sextupole Correction





Tsukuba

Cavities

1. ARES

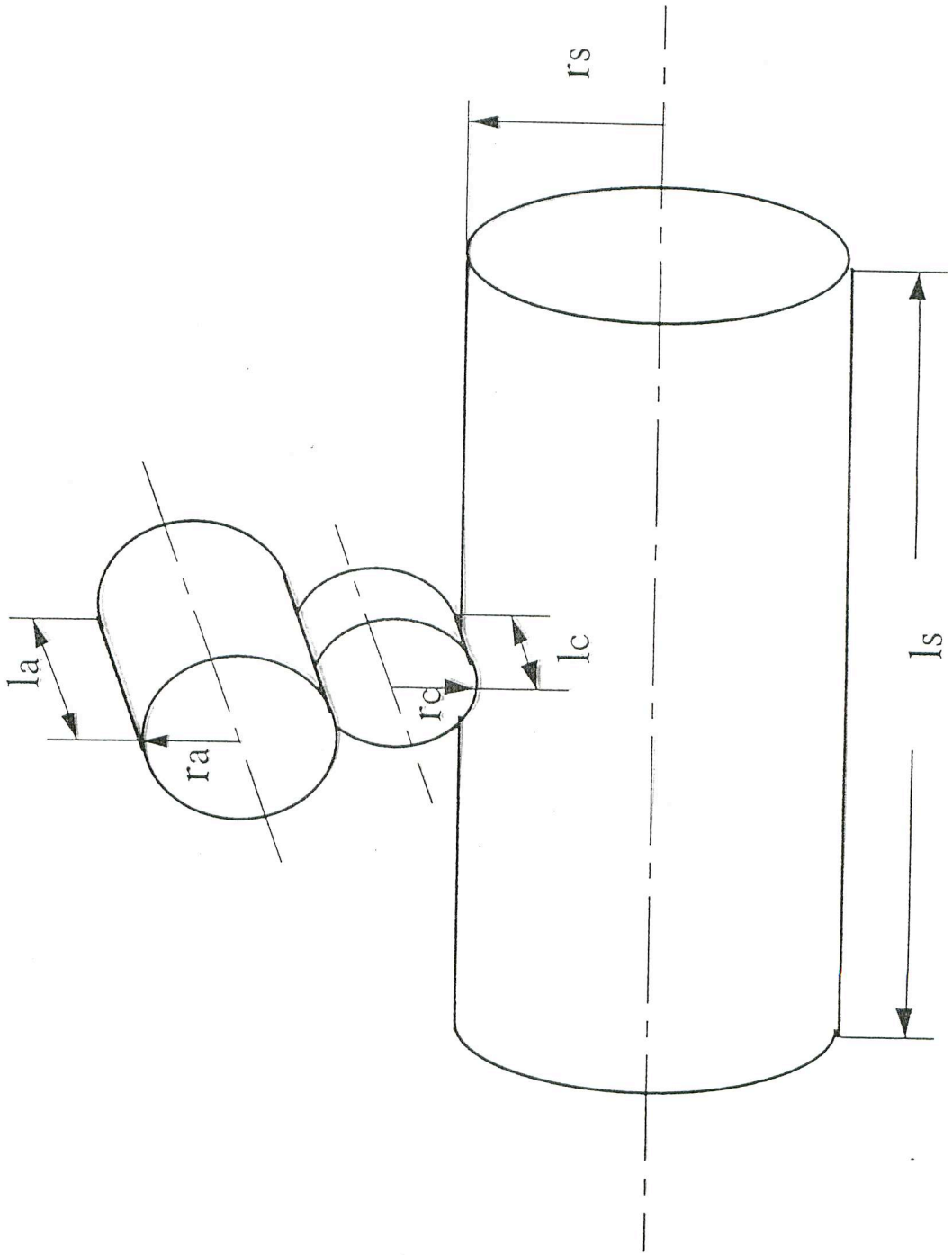
- Two types of ARES were tested at AR up to 500 mA.**
- Mass production will start from JFY1997.**

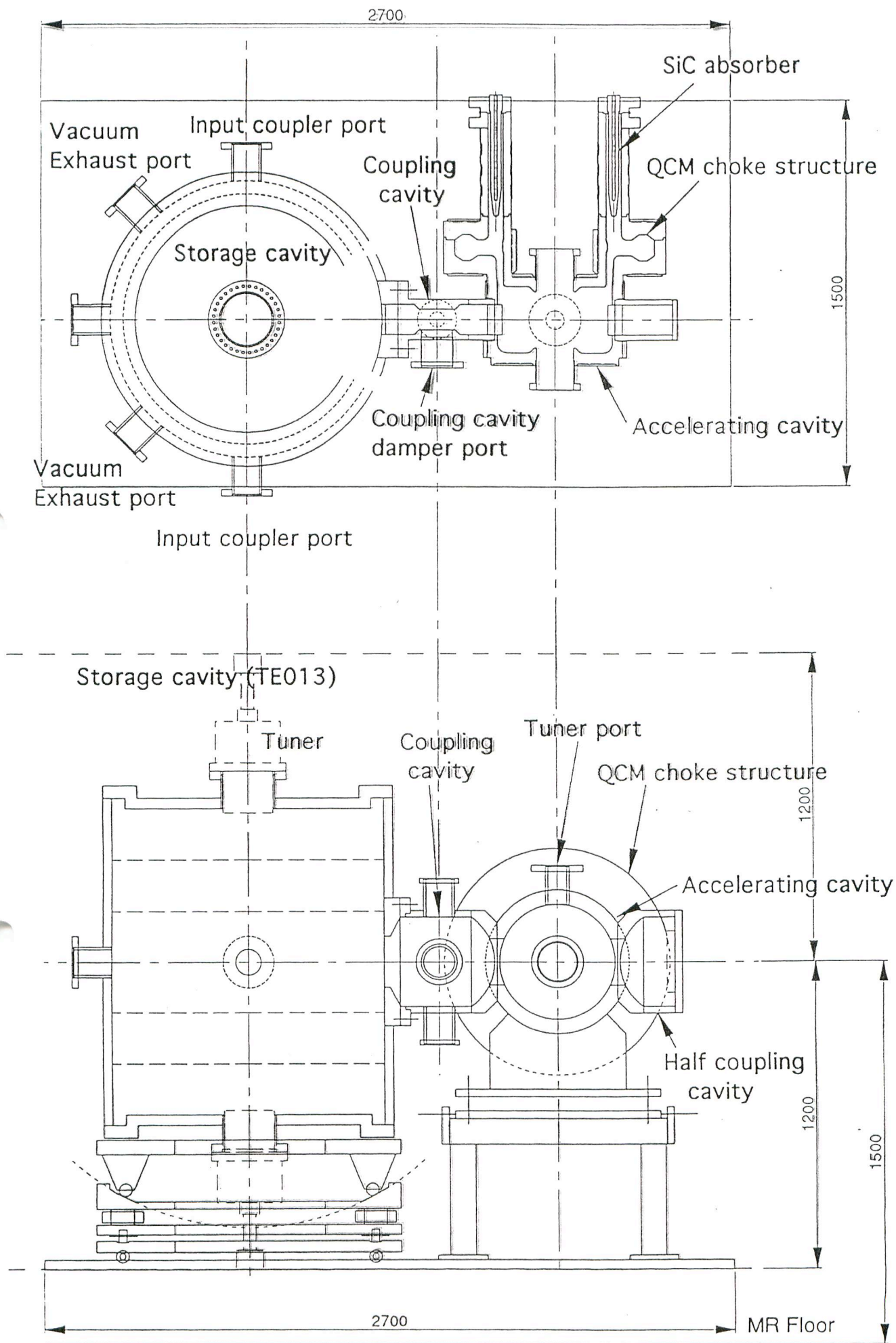
2. SCC

- First1prototype was installed in AR and beam-tested up to 570 mA.**

3. Installation(by 1998 end)

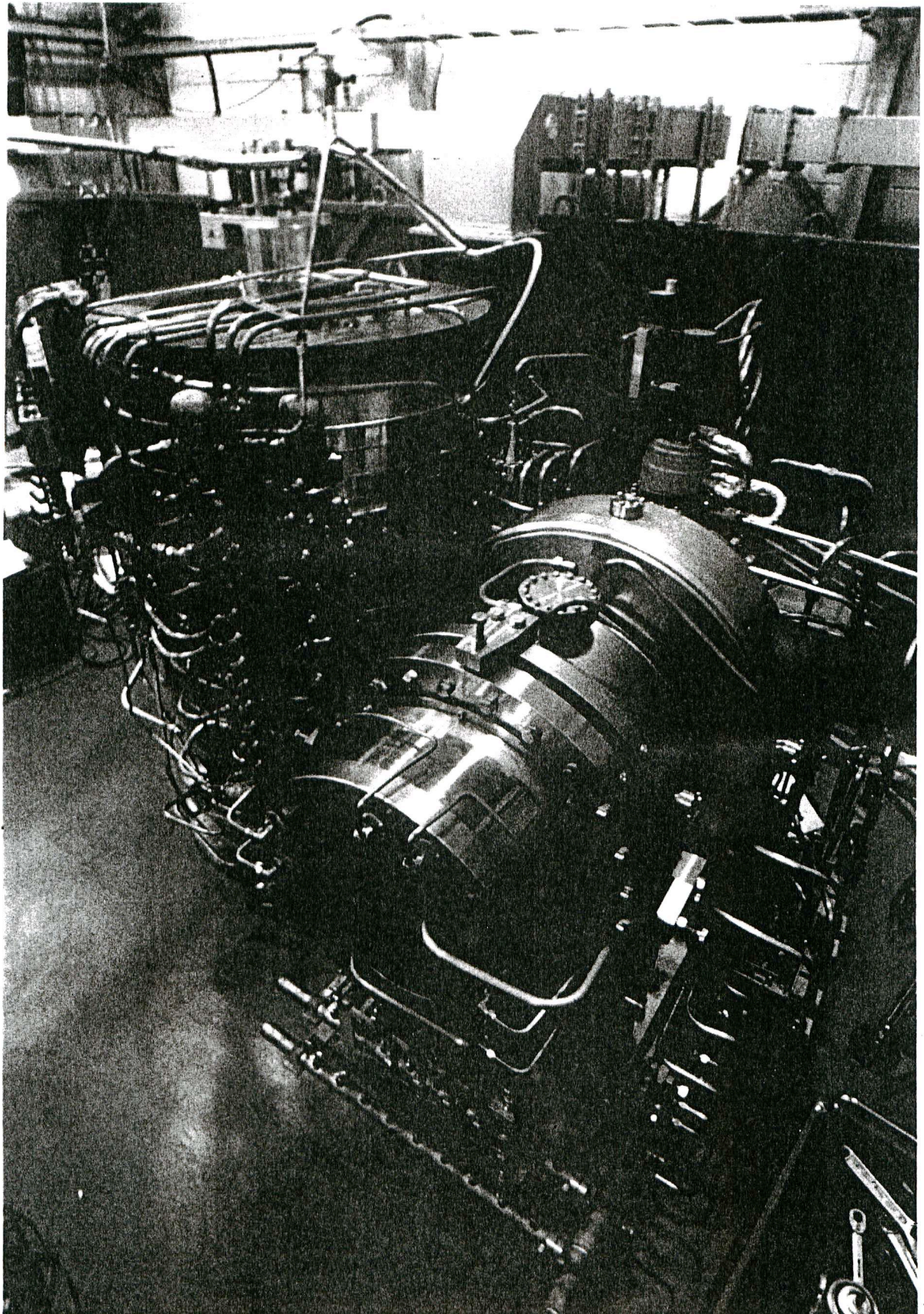
- LER: 10 ARES (at Fuji)**
- HER: 5 SCC (at Nikko)**
16 ARES (at Oho)

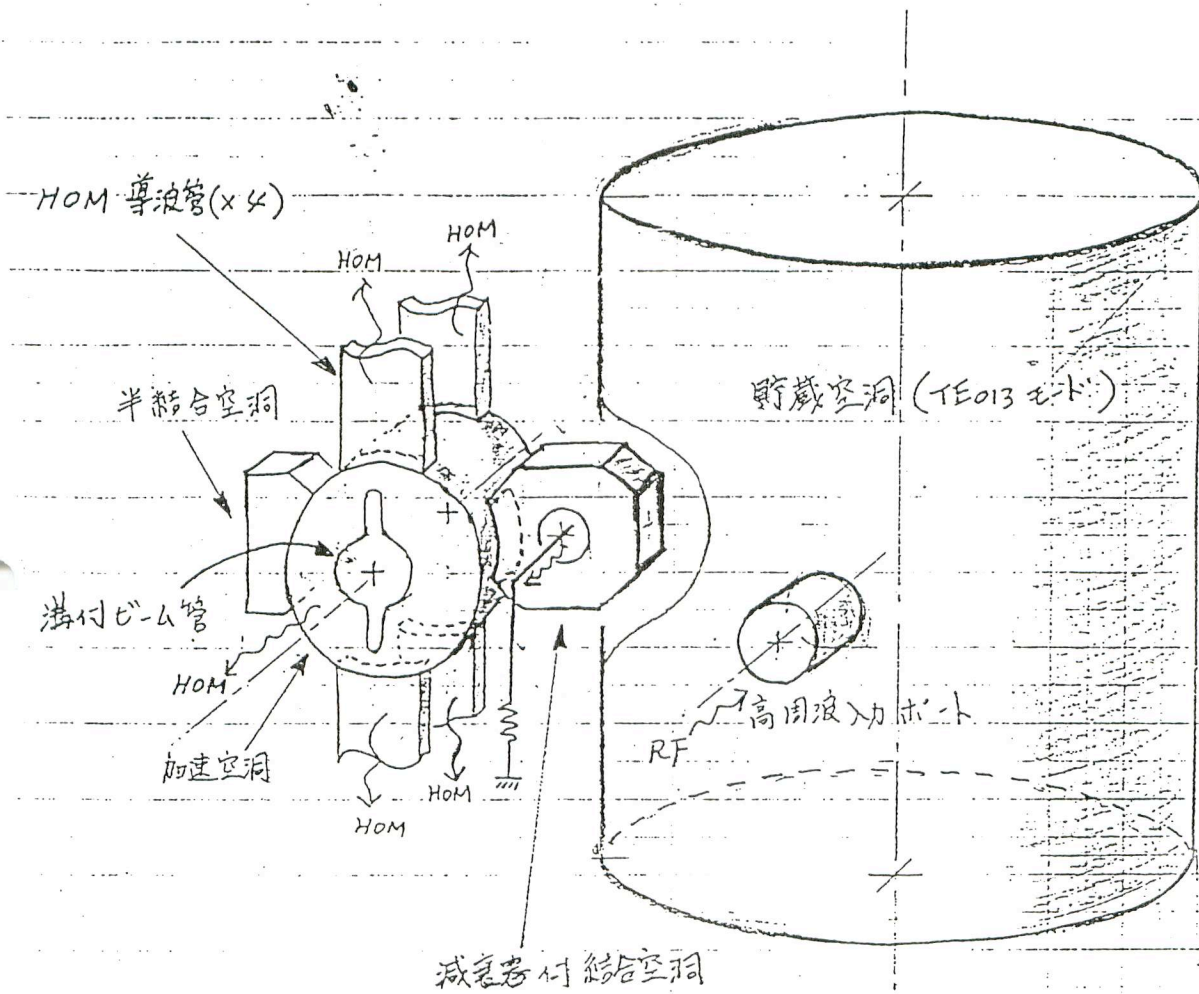




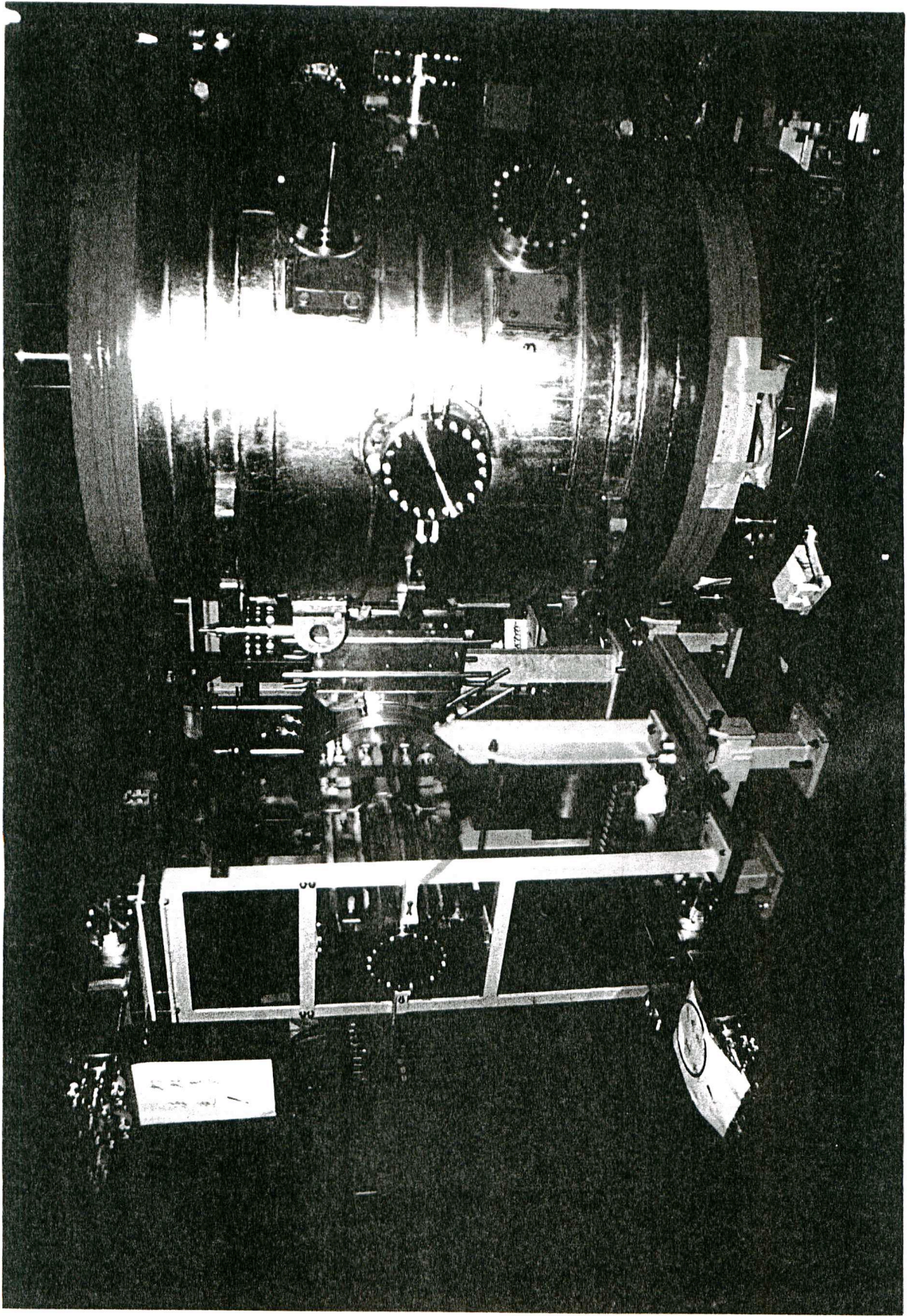
ARES (TE013)

ARES空腔 架台構造
影山達也 1995年5月22日

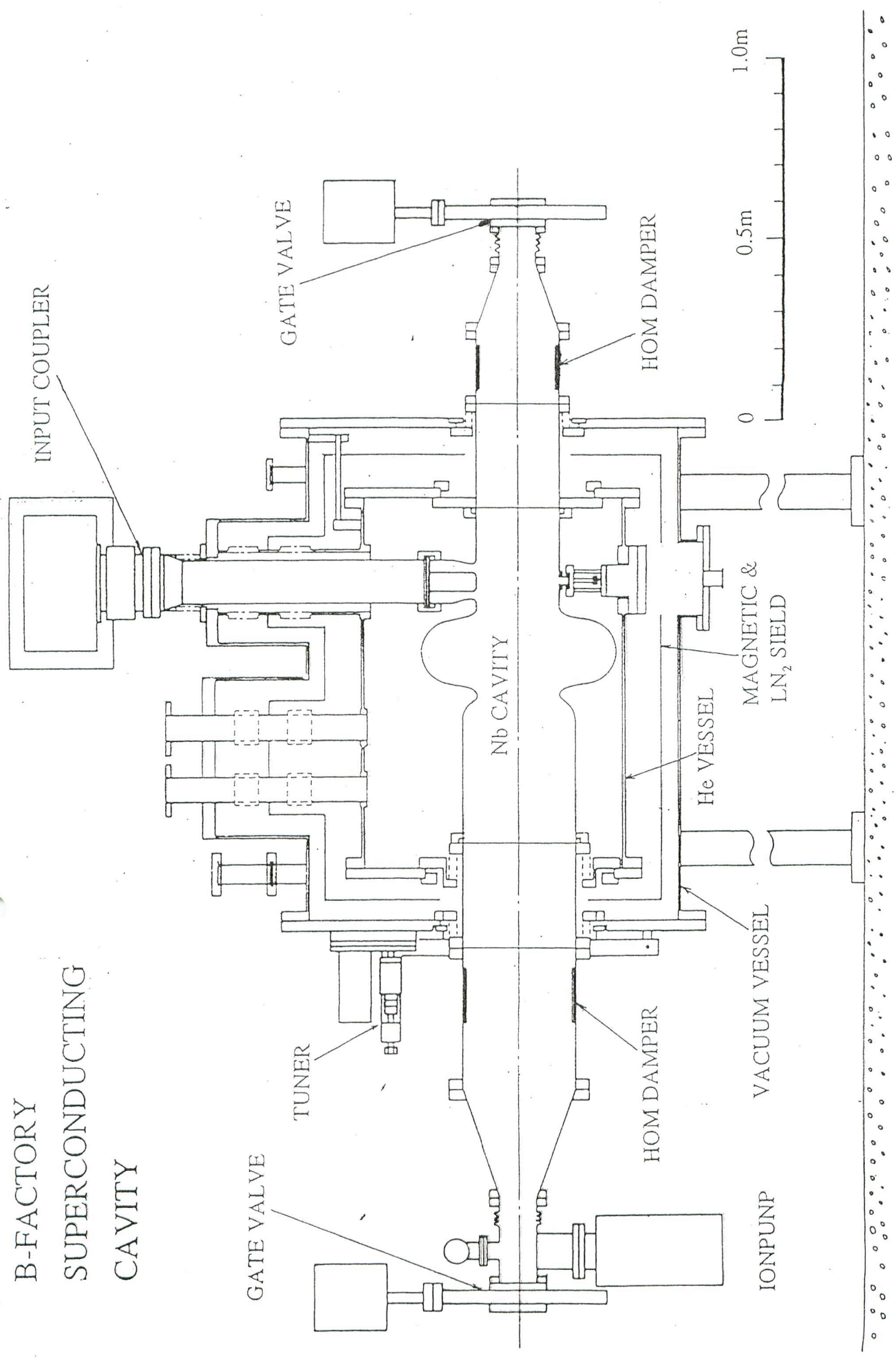


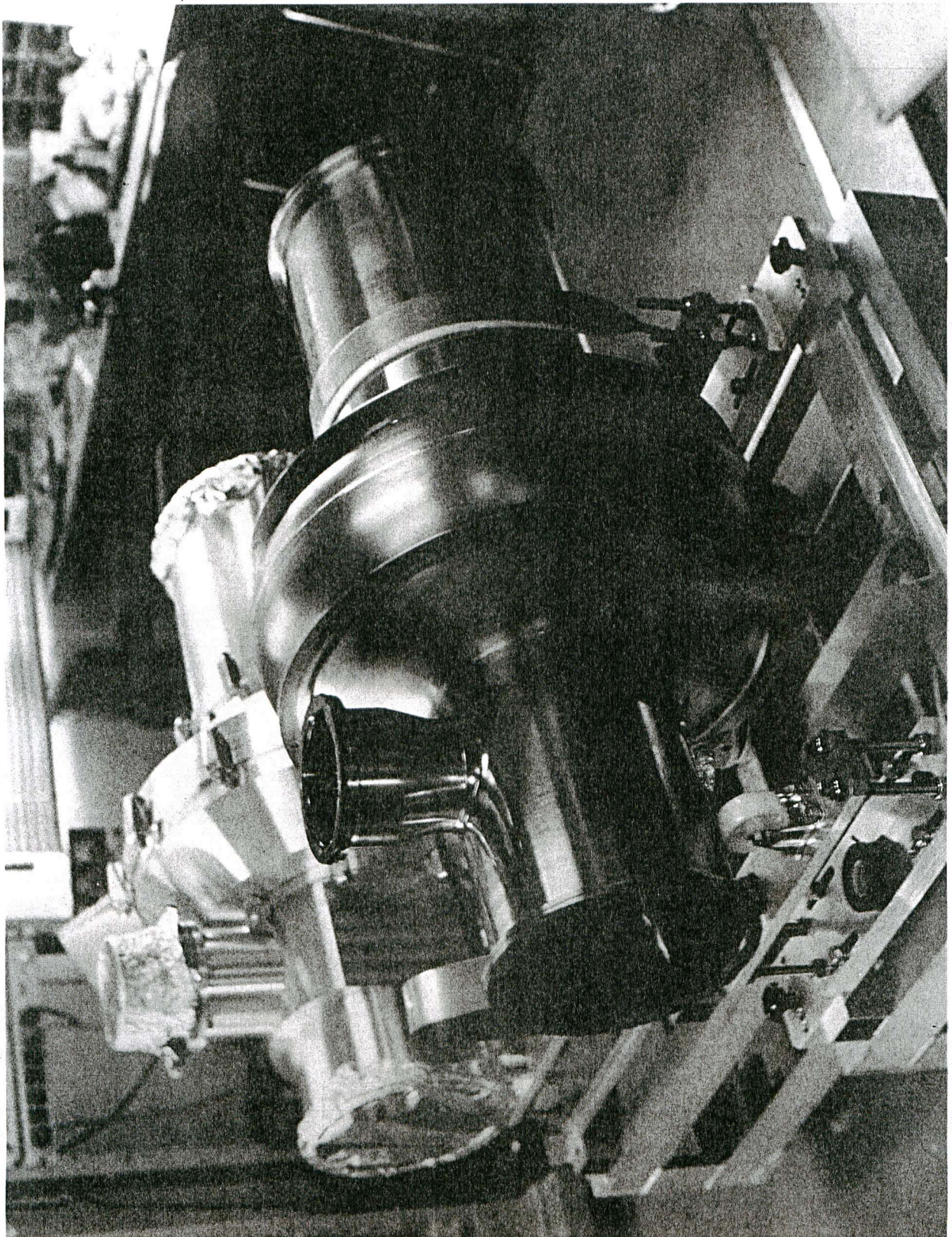


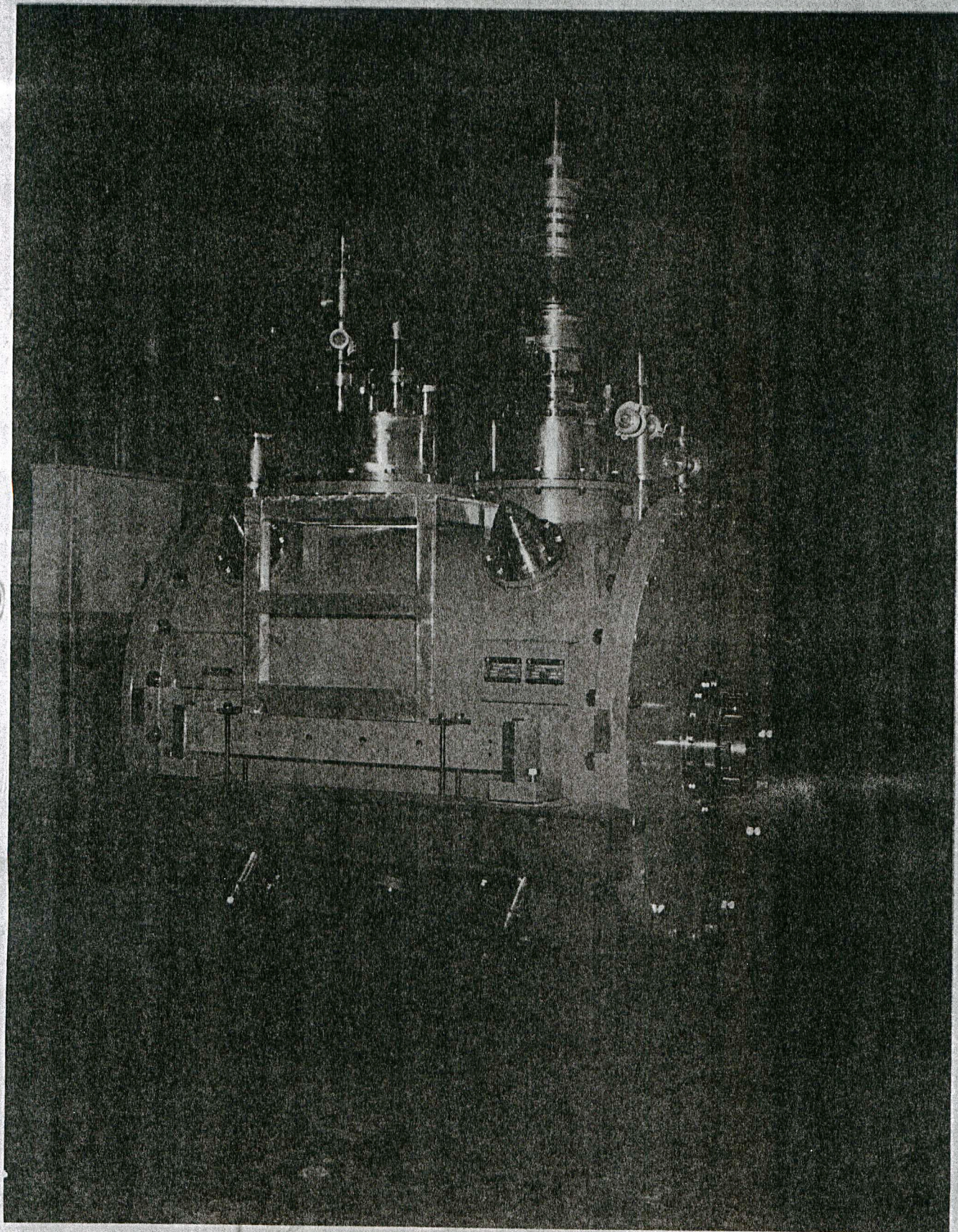
96試 ARES 空洞

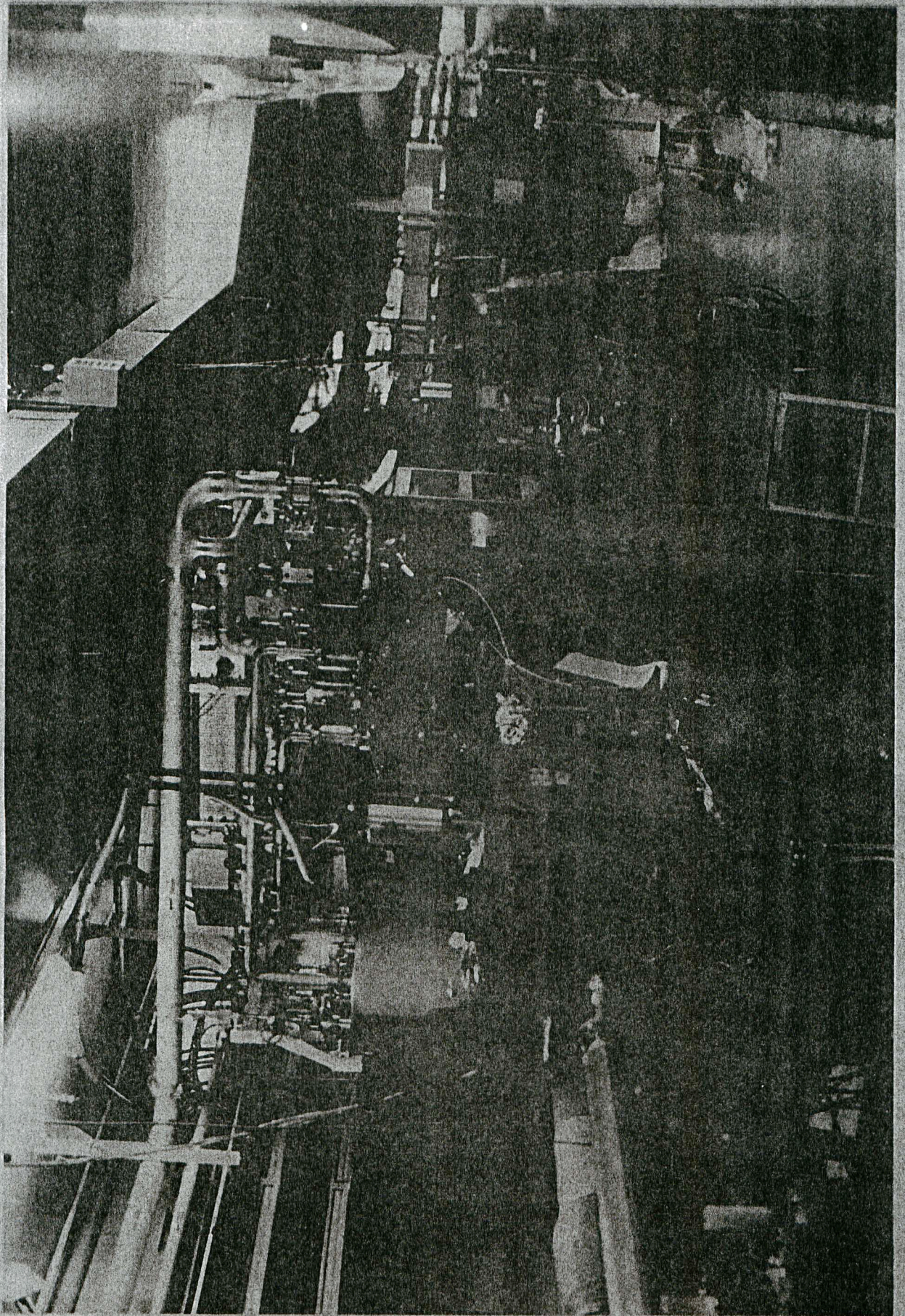


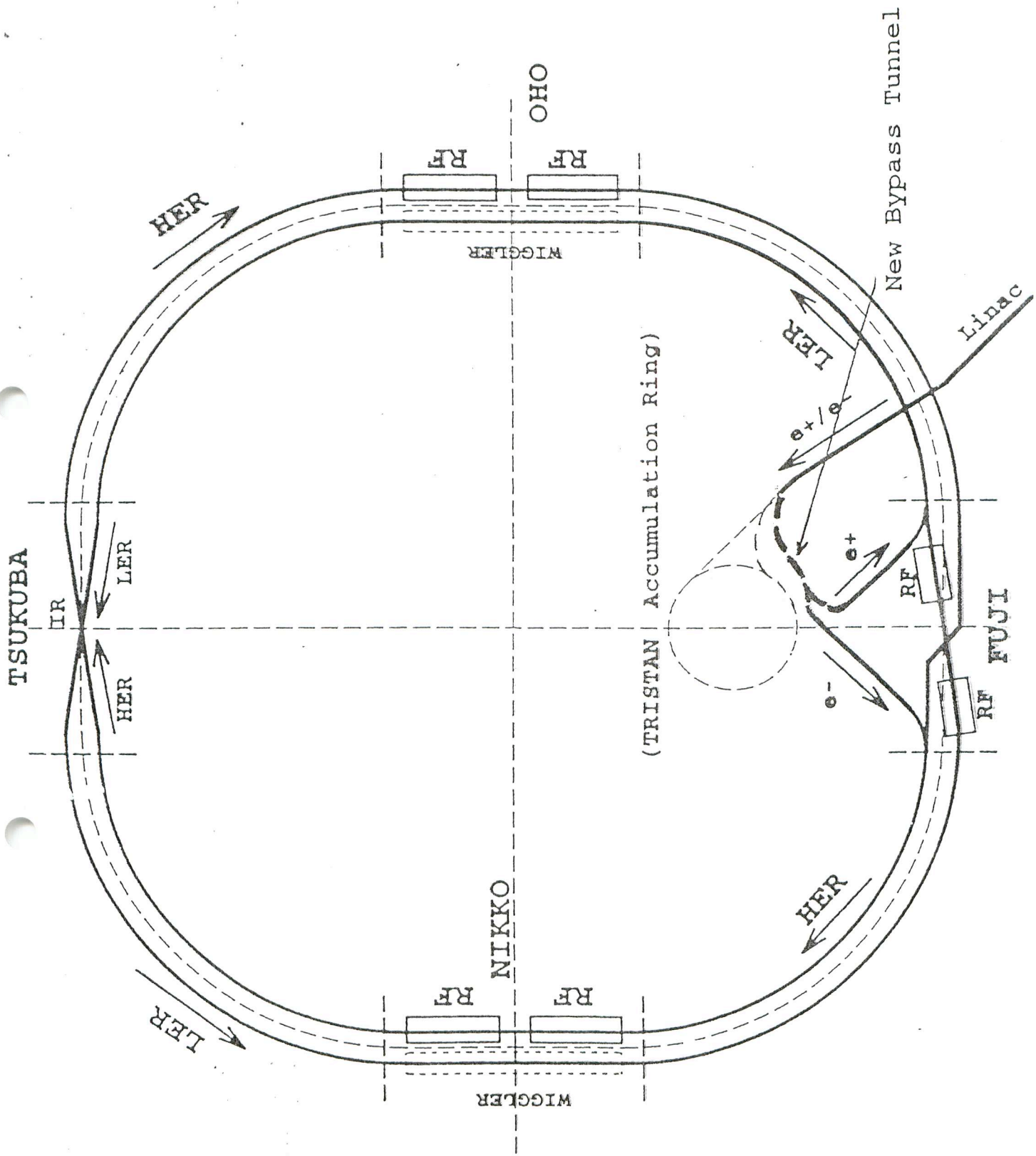
B-FACTORY SUPERCONDUCTING CAVITY





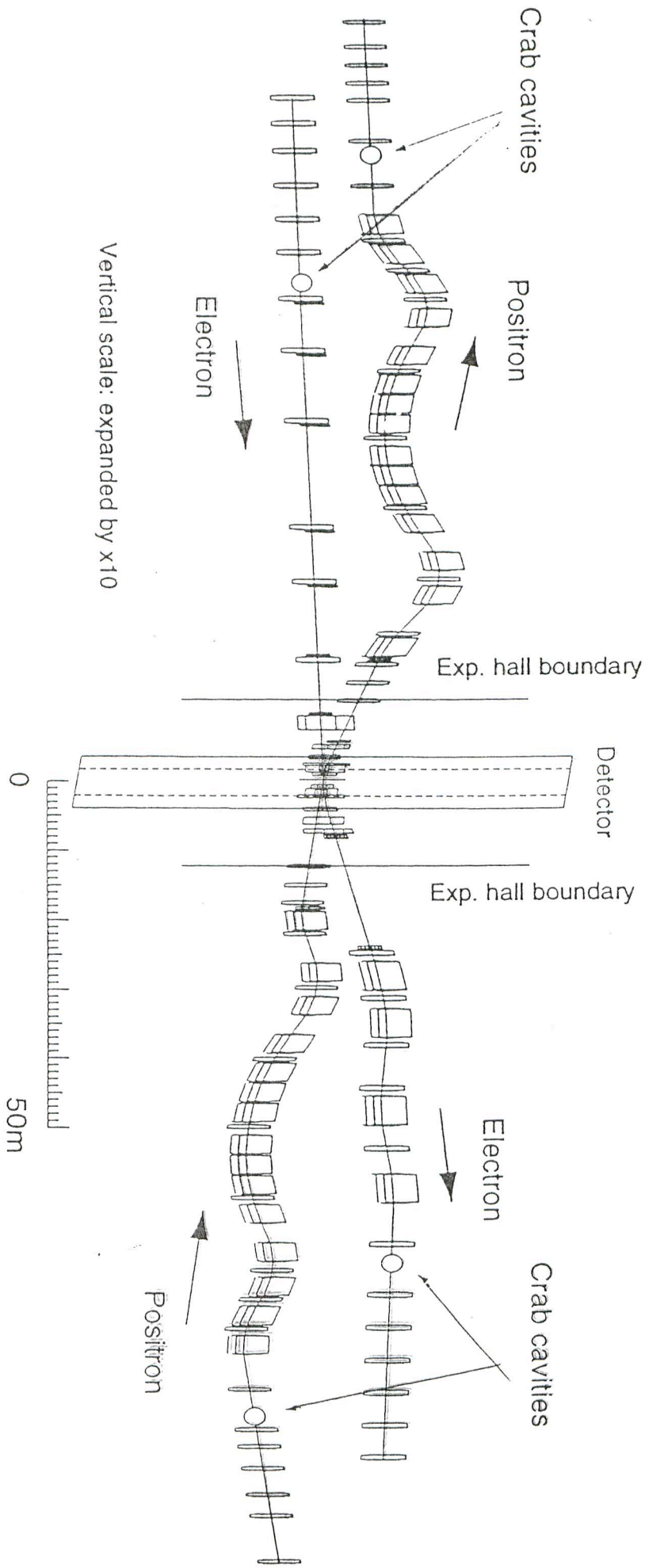






Interaction Region

- Our choice is a finite-angle crossing of ± 11 mrad.
- Simulation study has shown no substantial increase of tails at our operating point.
- We should be prudent prepare for a crab-crossing scheme.
- Crab cavities will be ready by one year after the first collision.
- Superconducting quads have been ordered; system test with BELLE solenoid will be in autumn of 1997.
- R&D of QC1EL is in progress.



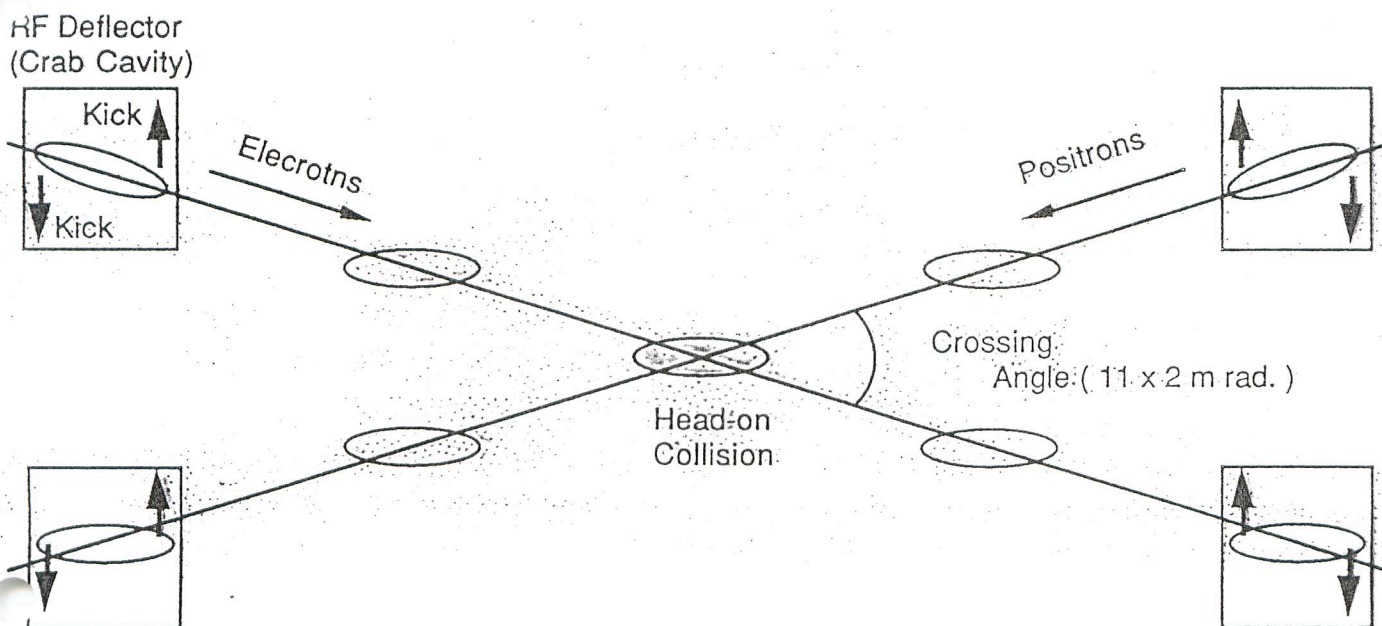
Why crab crossing ?

The crab crossing scheme allows a large crossing angle collision without introducing any synchrotron-betatron coupling resonances. 2,3)

2) R. B. Palmer, SLAC-PUB-4707, 1988.

3) K. Oide and K. Yokoya, SLAC-PUB-4832, 1989.

Crab crossing scheme

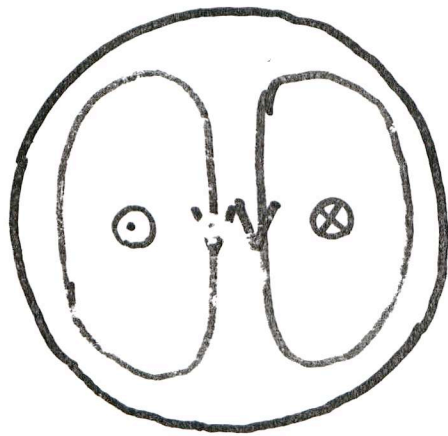


Why superconducting cavity ?

	LER	HER	
Beam Energy	3.5	8.0	GeV
RF Frequency	508.887		MHz
Crossing Angle	± 11		mrad
β_x	0.33	0.33	m
β_{crab}	20	100	m
Required kick	1.41	1.44	MV

Crab Cavity

• Crab Mode = TM₁₁₀

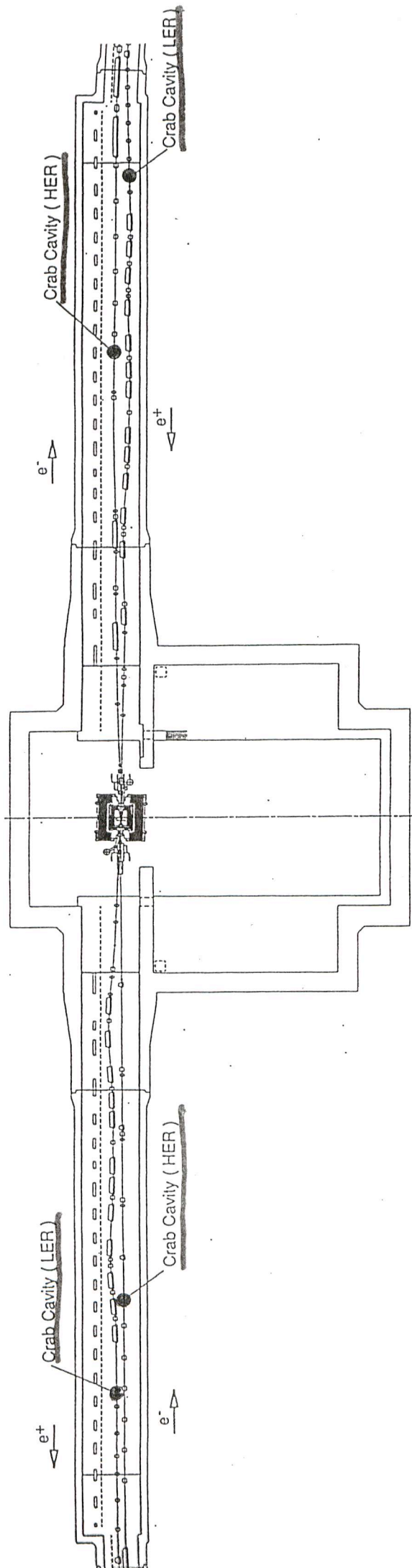


⊙ ⊗ E

↻ B

• Not only HOMs but also fundamental mode should be damped.

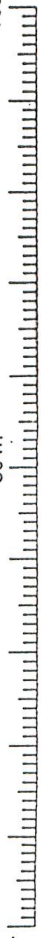
KEKB
Tsukuba Experimental Hall



100 m

50 m

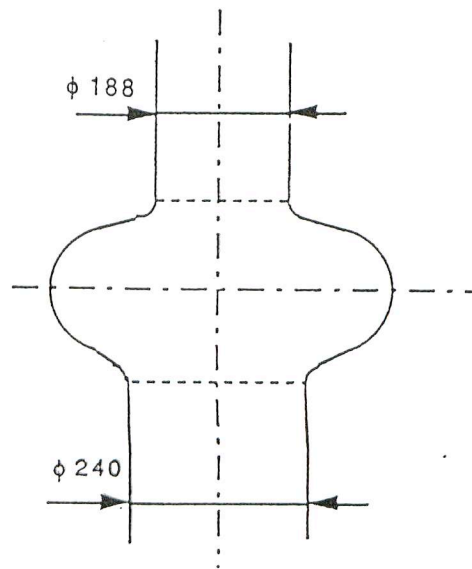
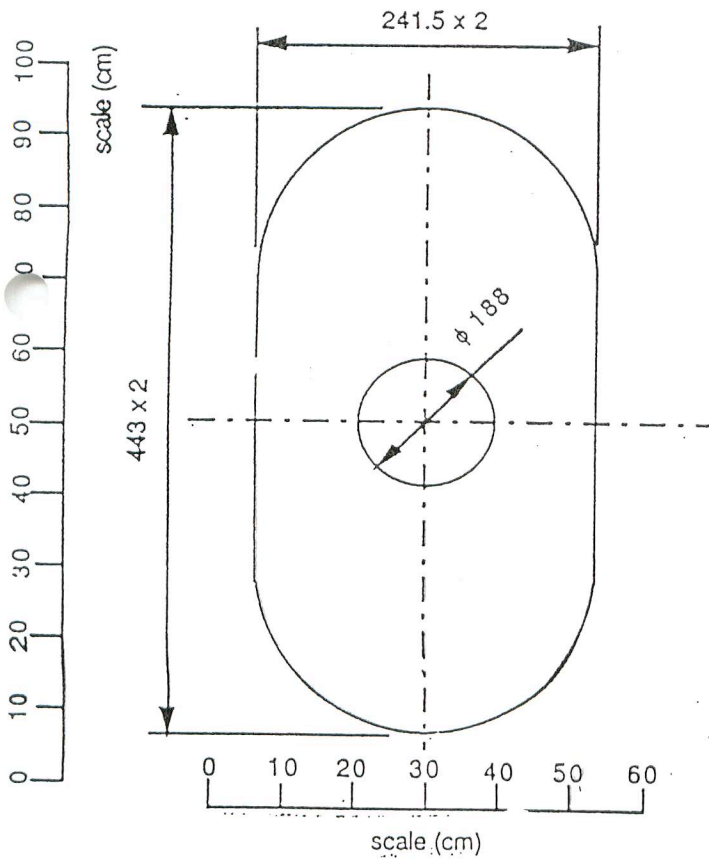
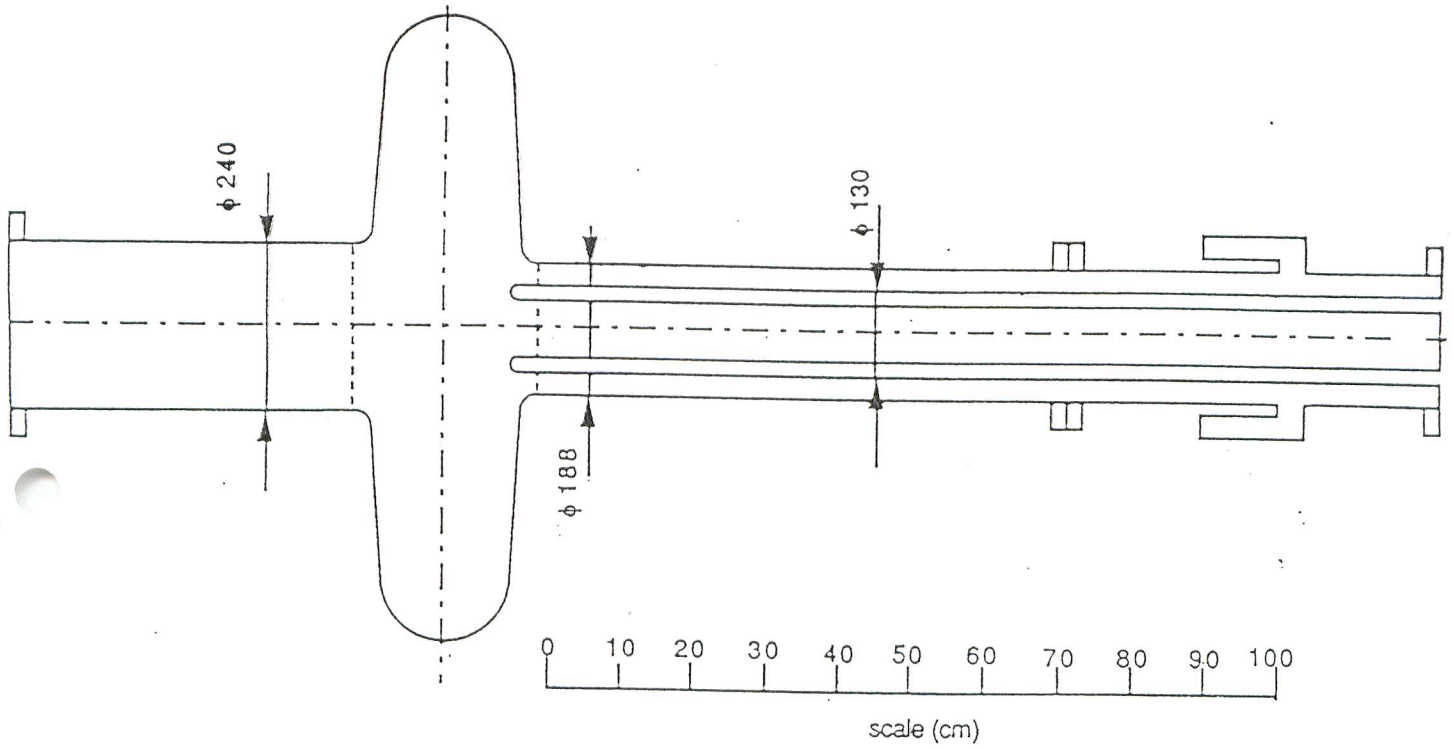
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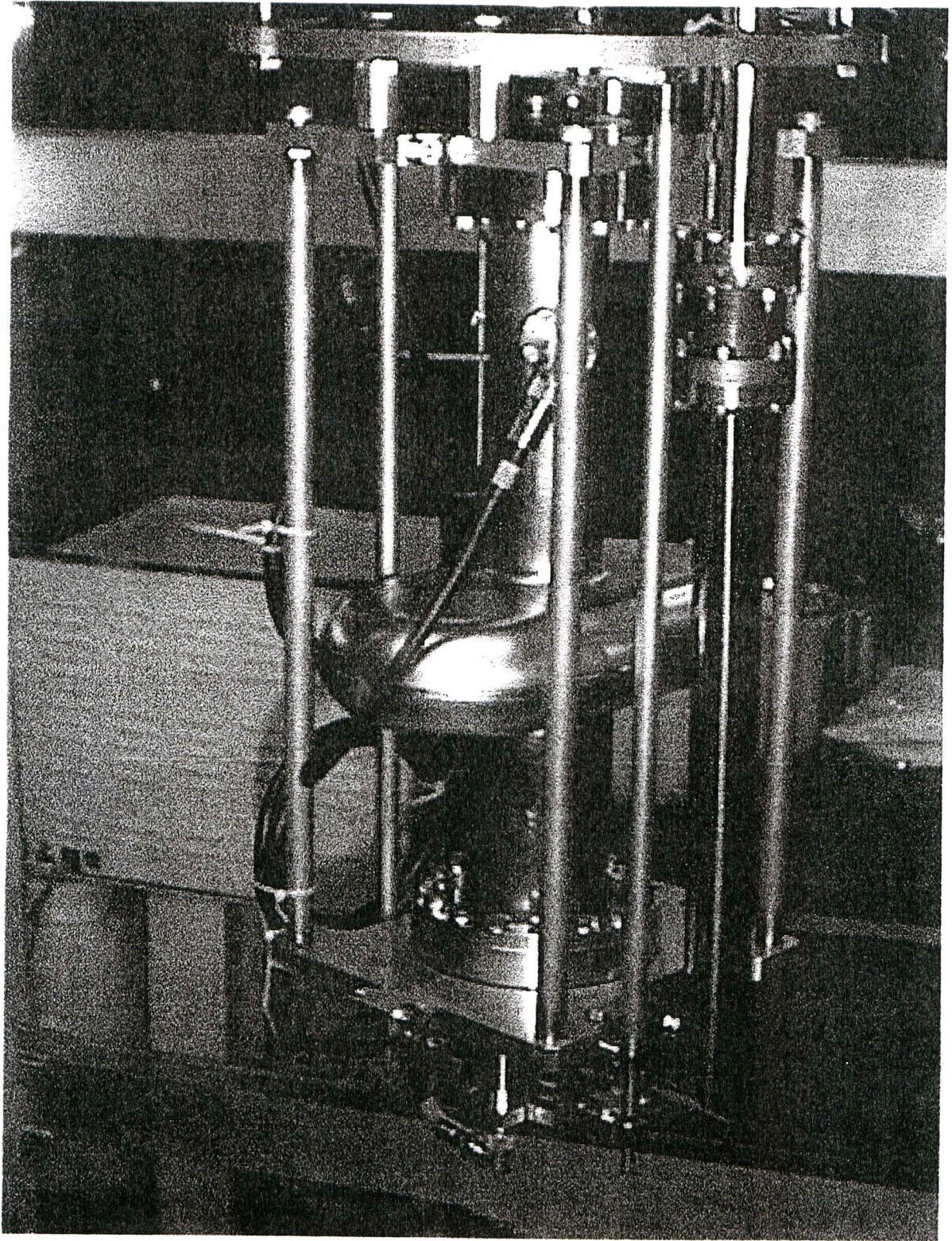




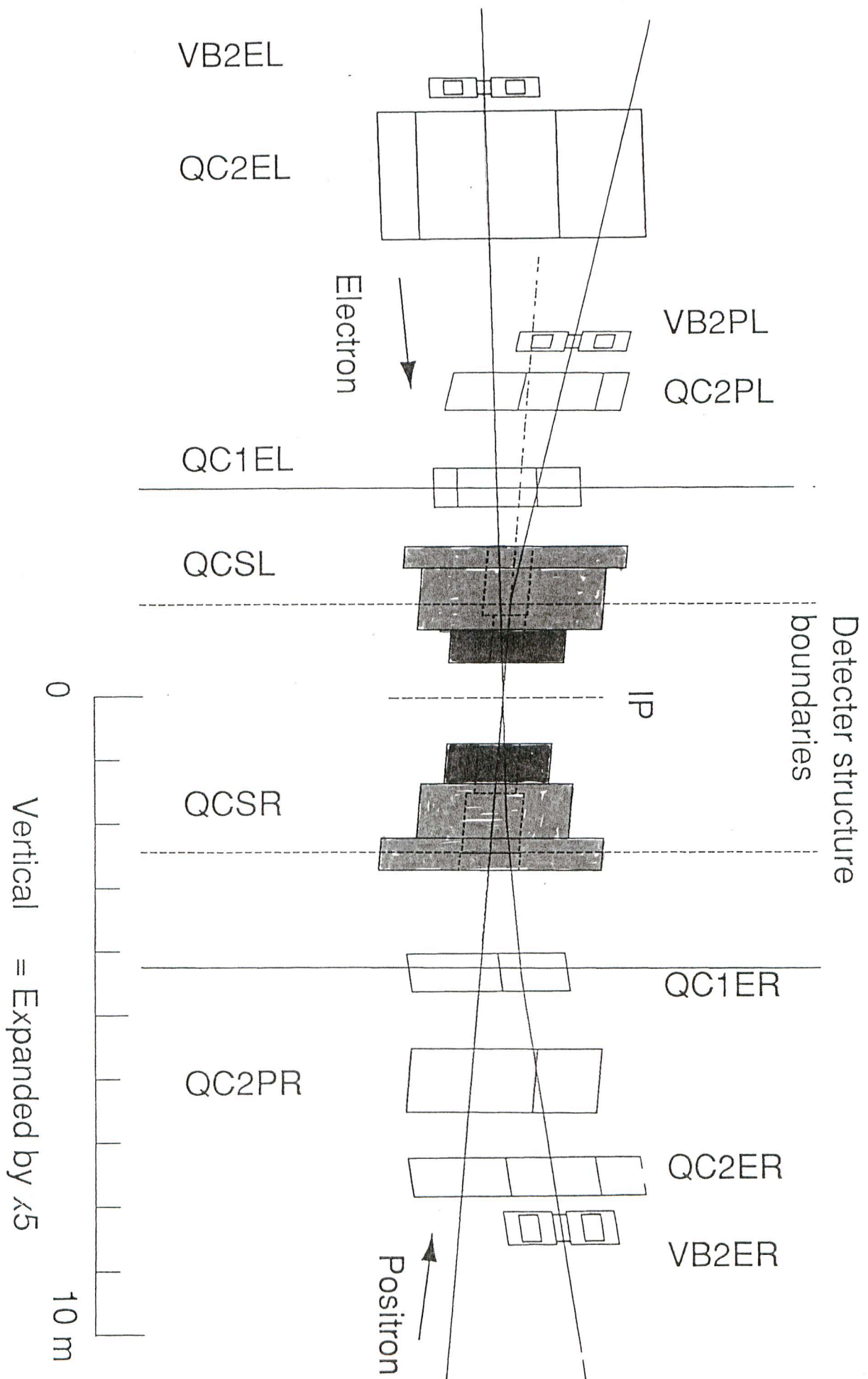
KEK-B Crab Cavity

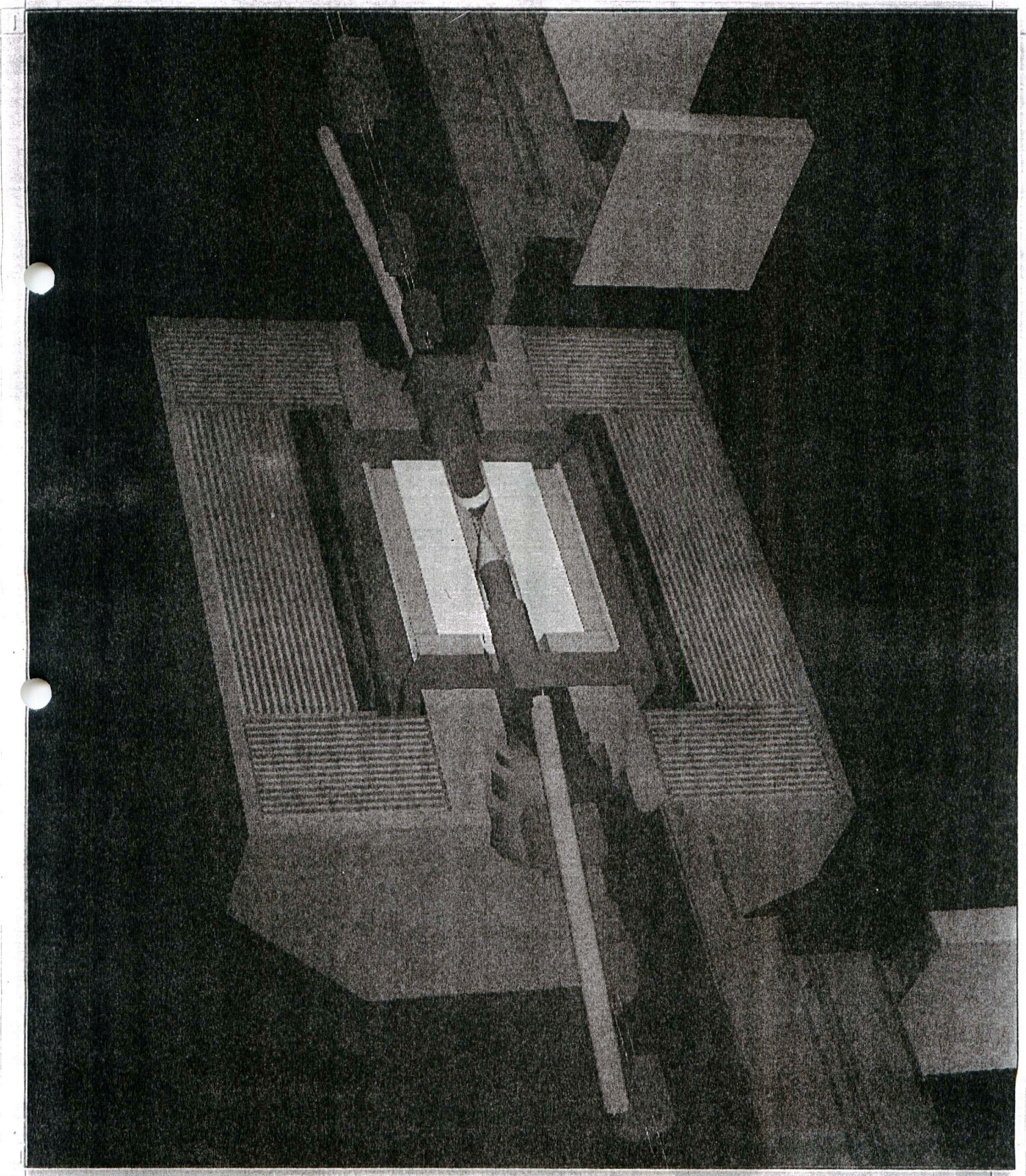
Mar.24, 1995
K. Hosoyama
(revised from Mar. 16)

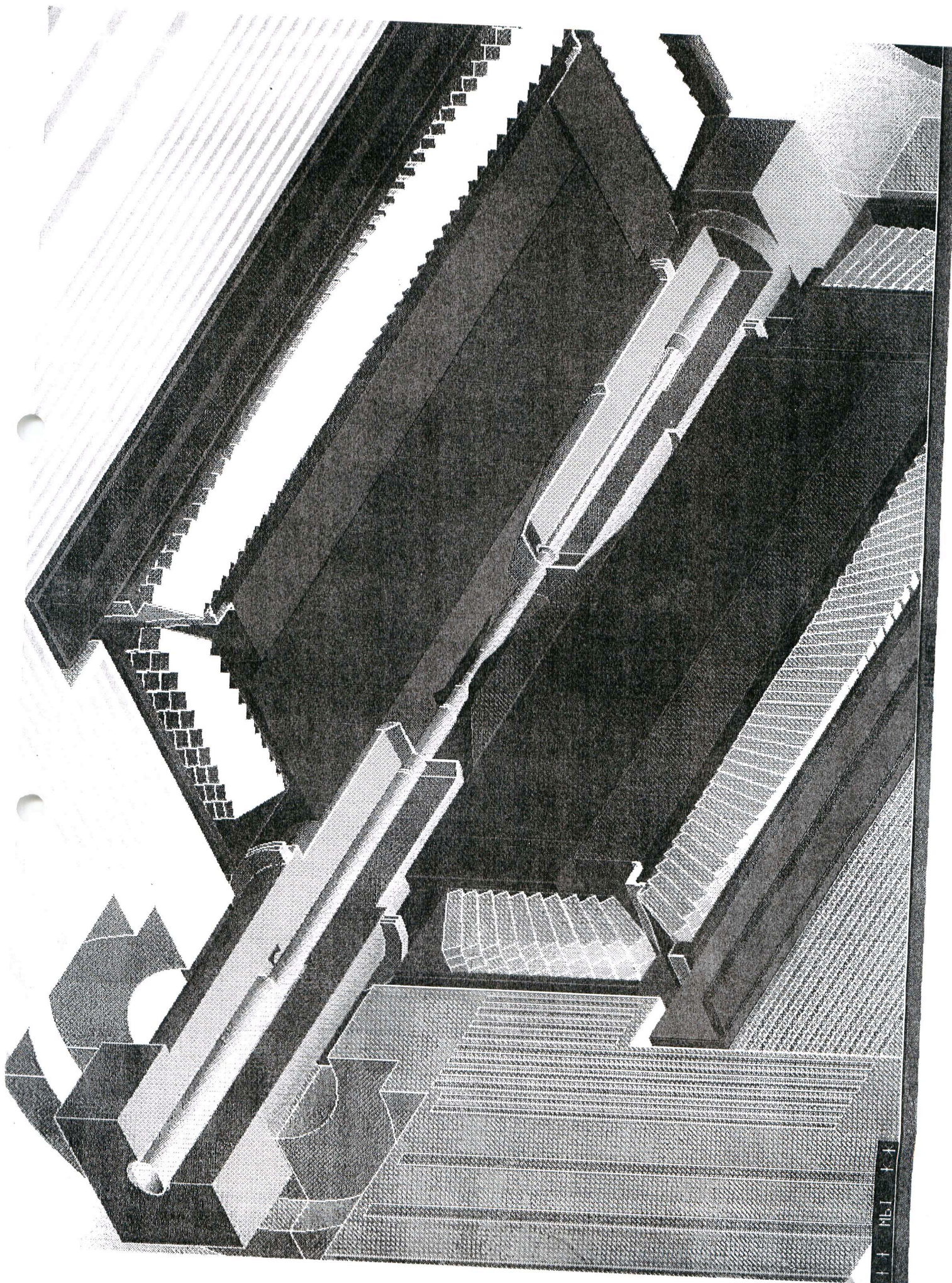


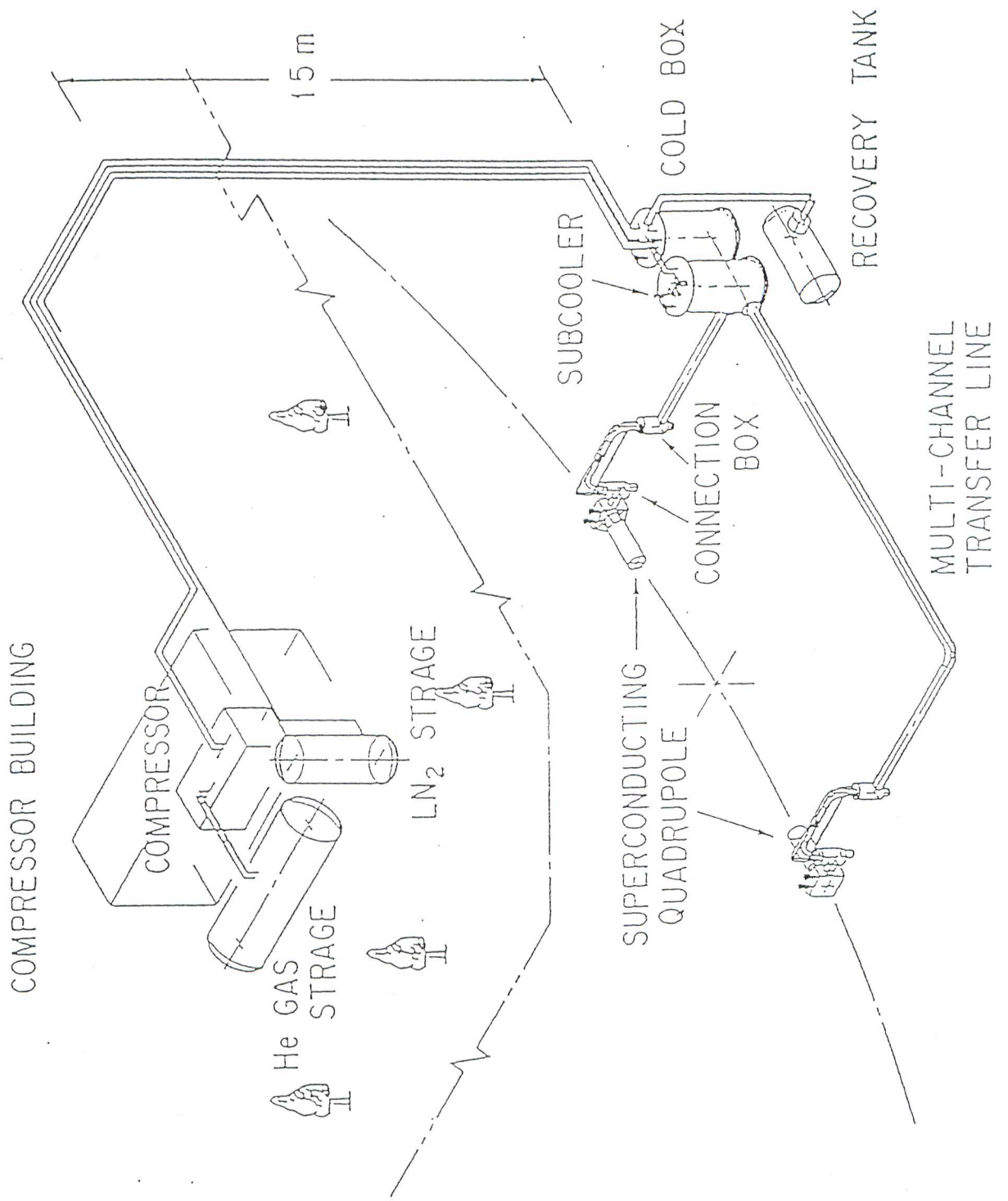


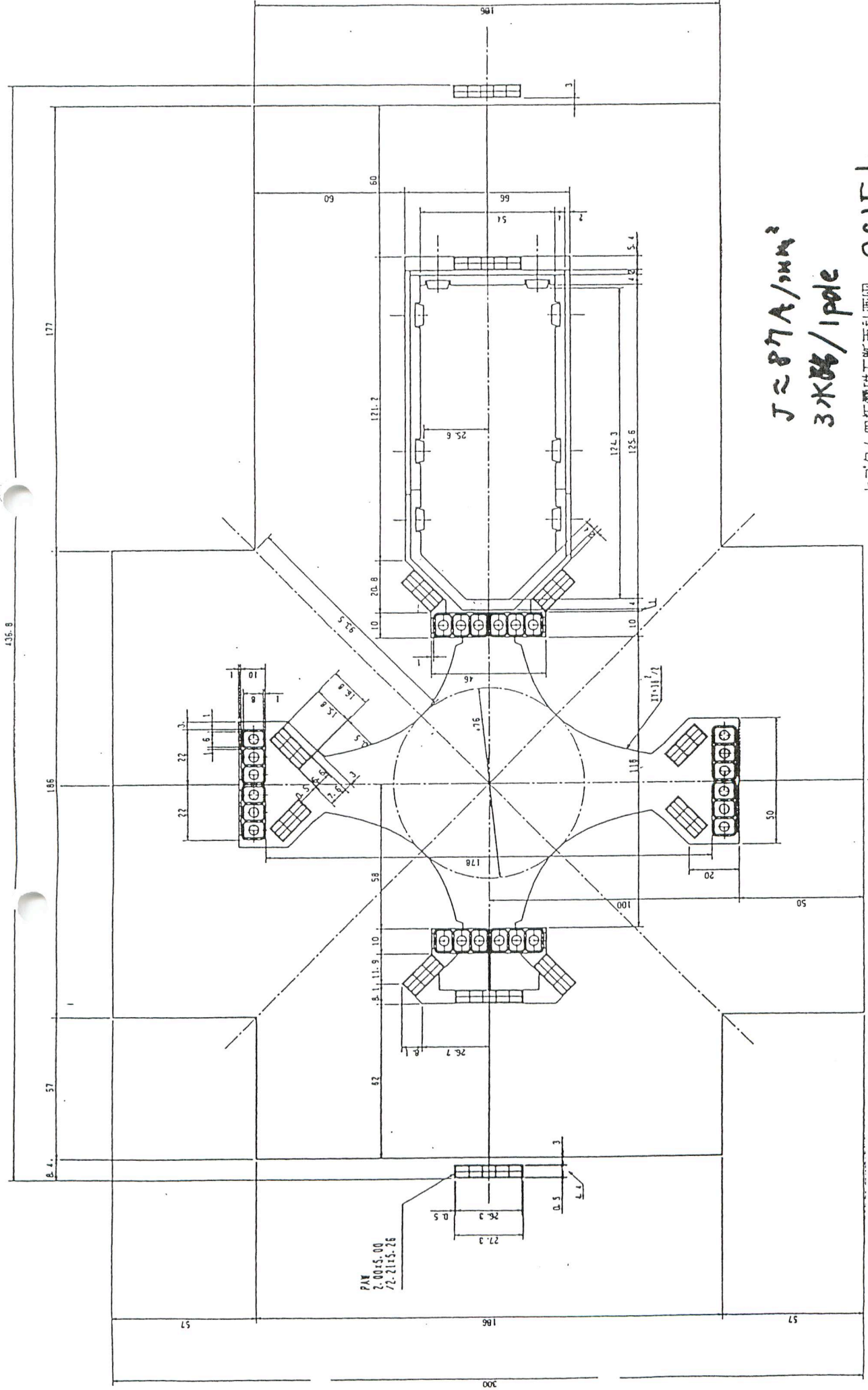
1/3 Scale Nb Crab Cavity (1.5 GHz)











J ≈ 87A / 20mm²
 3水磁 / 1pole

セラム四極電磁石断面計画図 QCIEM

PNK
 2.00±5.00
 /2.21±5.26

Photoelectron Instability (PEI) and Fast-Ion Instability (FII)

PEI:

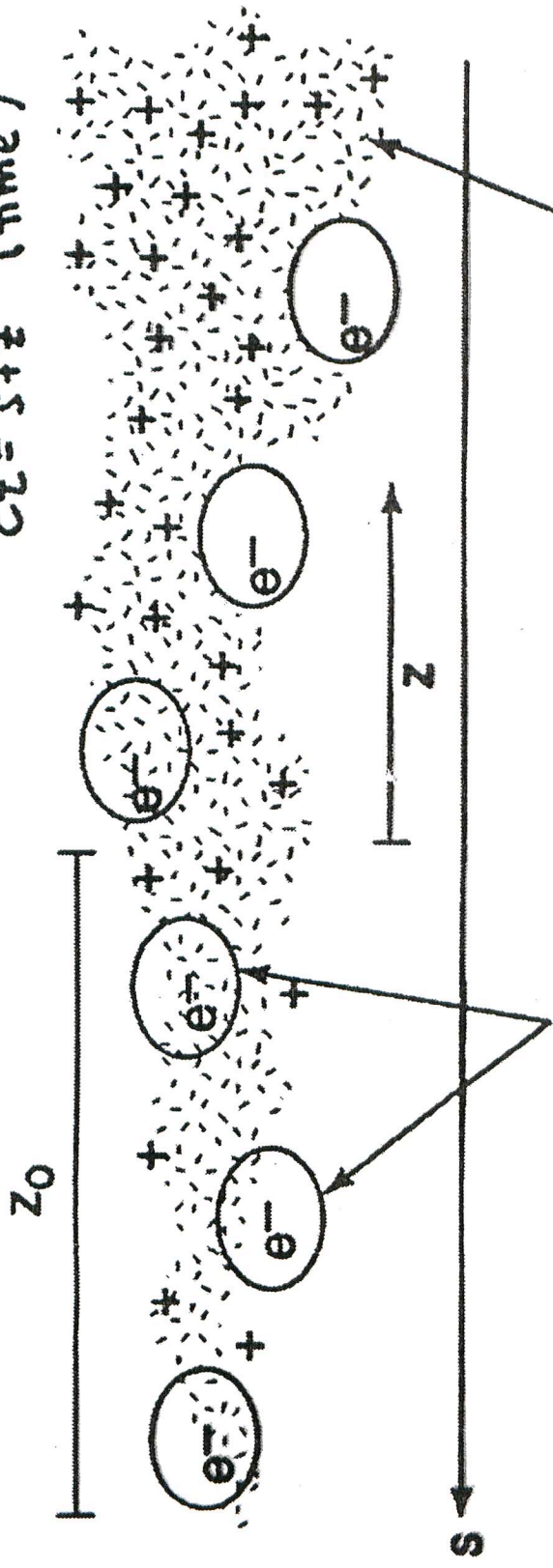
- (1) PEI is a serious concern for LER.**
- (2) PEI was first observed at KEK PF and needs to be experimentally confirmed.**
- (3) Experiments were done at BEPC by IHEP-KEK collaboration in June and December 1996.**
- (4) PEI was observed at BEPC. Phenomenon was very similar to that observed at PF.**

FII

- (1) FII is a large concern for HER.**
- (2) Only two experiments so far: one at LBL and the other at KEK AR.**
- (3) These experiments observed increasing transverse oscillation amplitude along a bunch train.**
- (4) Further test is planned at POSTECH jointly by PAL and KEK.**

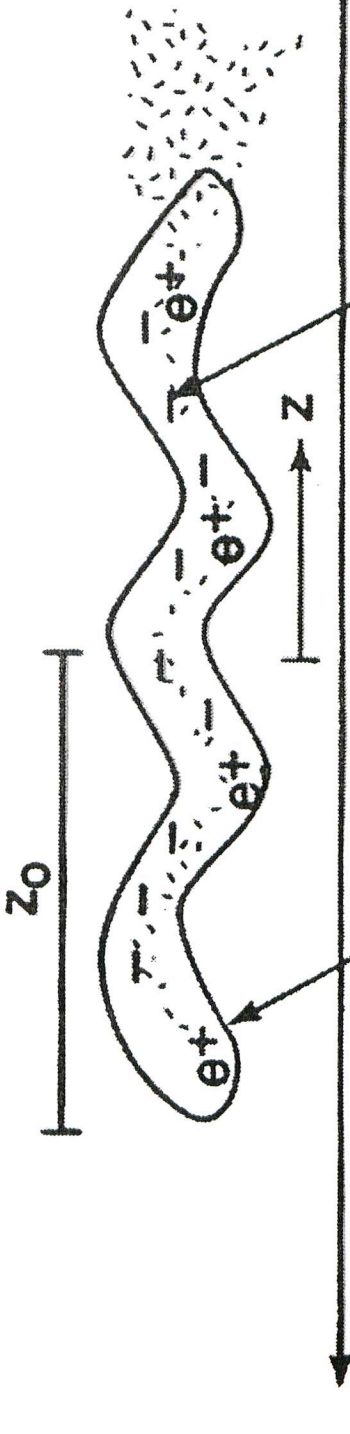
International workshop at KEK on July 8-11, 1997.

$$ct = s + z \quad (\text{time})$$



Electron Bunch train

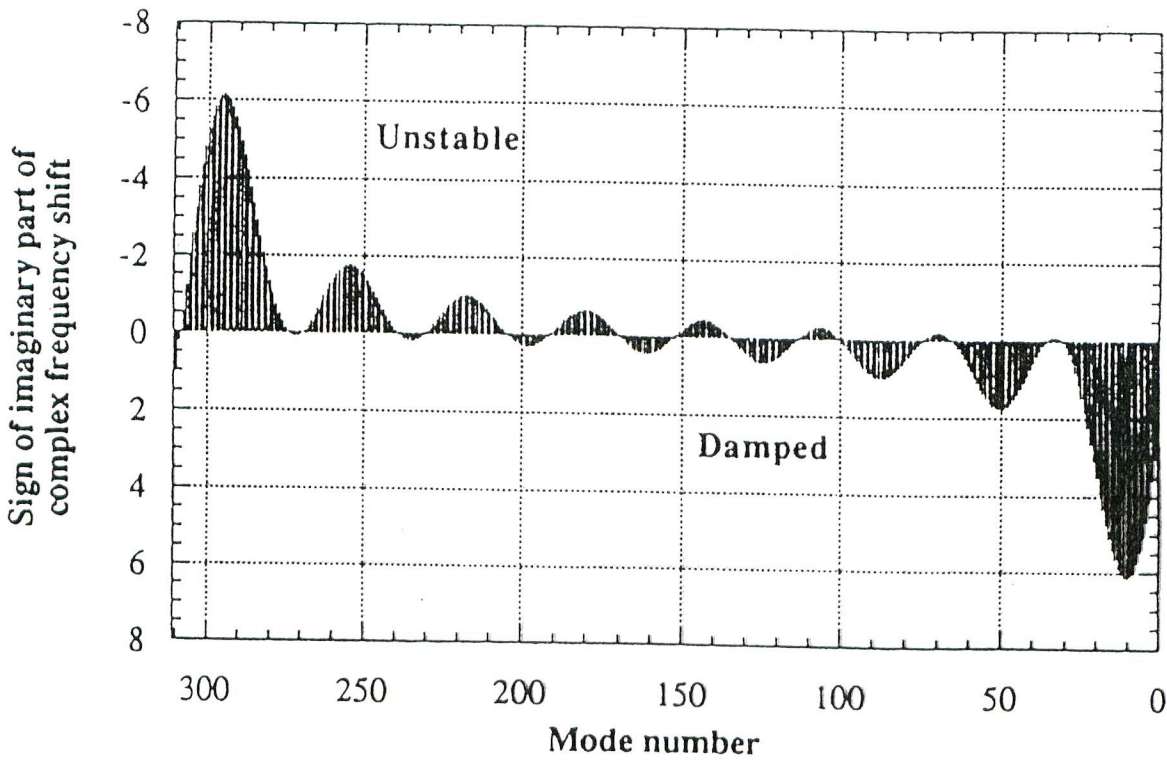
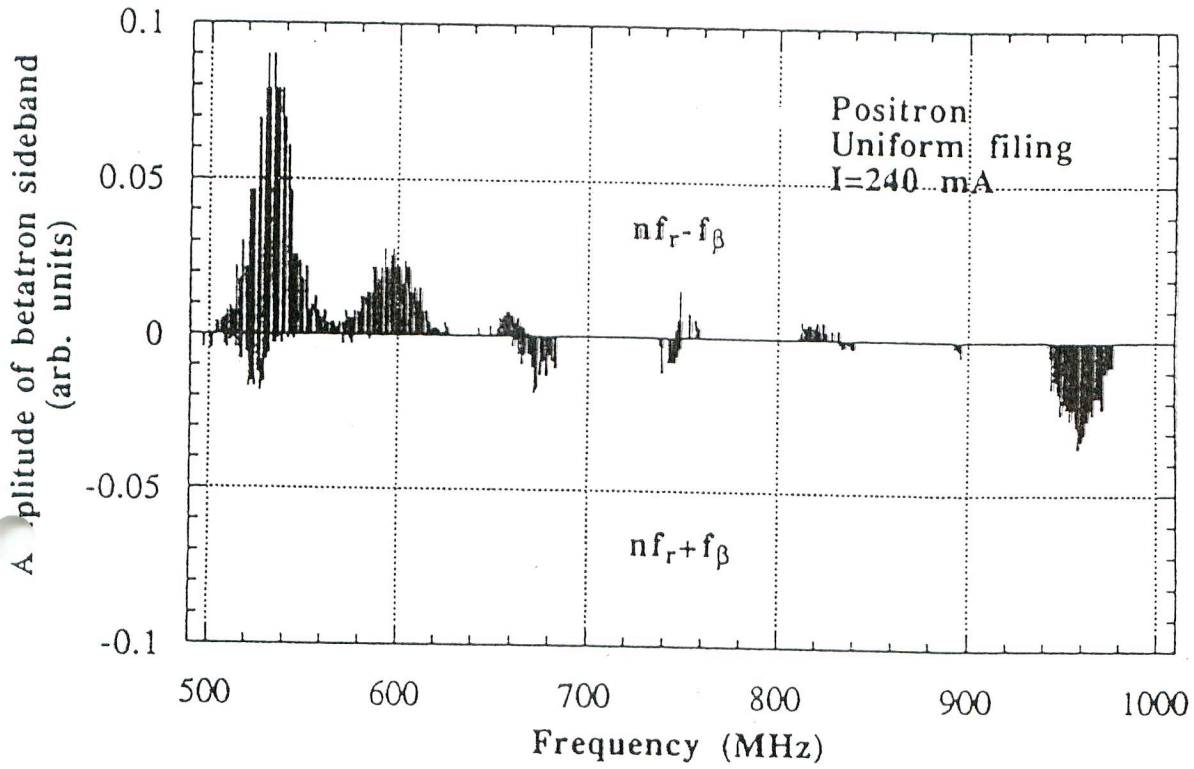
Ions



Atomic
Electrons

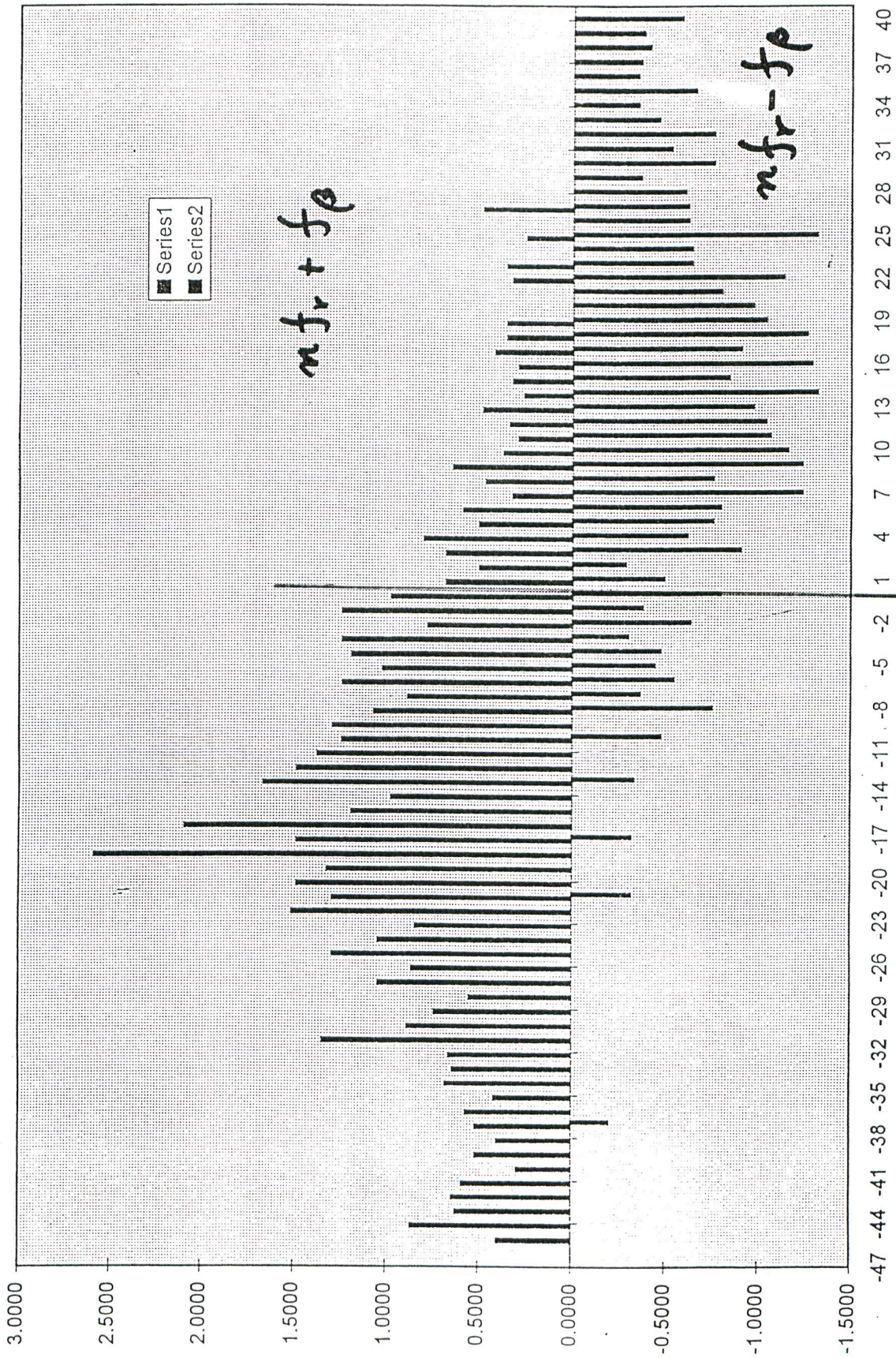
Positron Bunch

PF



BEPC

Chart2



400MHz

Machine Studies at AR

- July, October and November 1996.**
- Multi-bunch, high-current (500 mA) beam in AR at 2.5 GeV.**
- Replace all APS cavities with cavities for KEKB (one ARES-A, two full ARESs, and one SCC).**
- These cavities were beam-tested successfully.**
- Prototype bunch-by-bunch feedback system was tested and worked.**
- FII was observed !?**

Results of Beam Test in TRISTAN AR

(July, October, November)

(1) Superconducting Cavity

Beam current	570 mA(1.1 A)
Accelerating voltage	2.5 MV(1.5 MV)
HOM power	4.2 kW(5 kW)
Beam power	168 kW(400 kW)

(2) Normal-conducting Cavity

**Two types of ARES were successfully
operated with 500 mA**

(3) Feedback System

**500 MHz bunch-by-bunch beam feedback
system worked well both for transverse and
longitudinal directions**

(4) Instability

Fast-ion instability was observed

Summary

- **Construction is going smoothly.**
- **Big progress on cavities and feedback system on the basis of AR beam study.**
- **Equipment is now being delivered to KEK and about to be installed in the tunnel.**
- **Milestones for commissioning have been established.**
- **Collaboration on PEI experiment is productive.**
- **Collaborations with IHEP and BINP on steering magnets fabrication.**