

GEM Gas Distribution Prototype Progress

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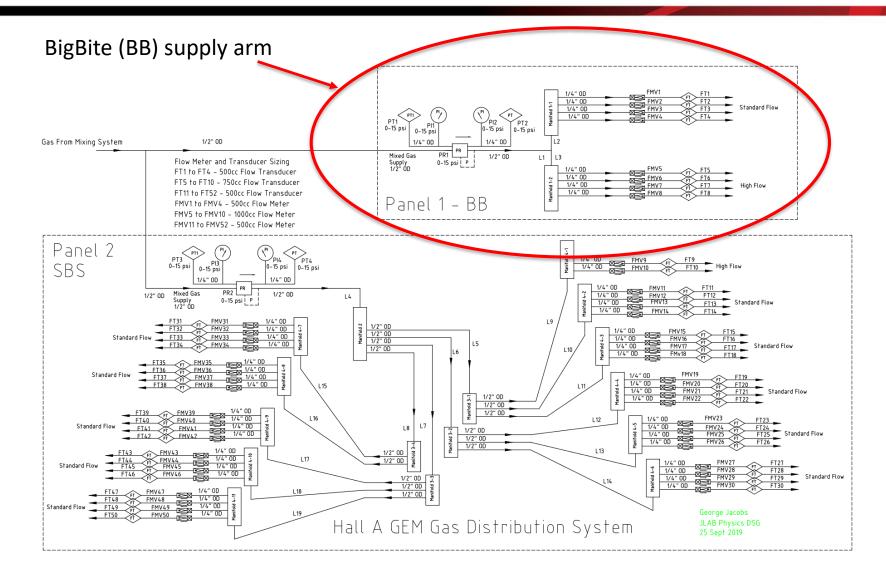


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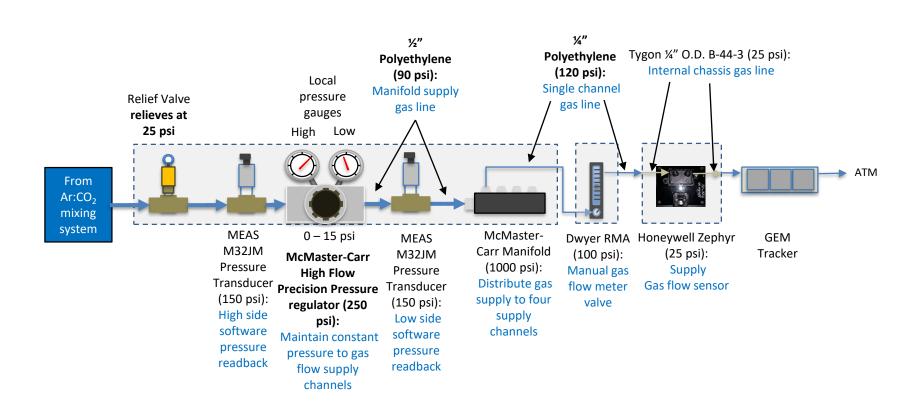


HALL A GEM Gas Distribution P&I Diagram





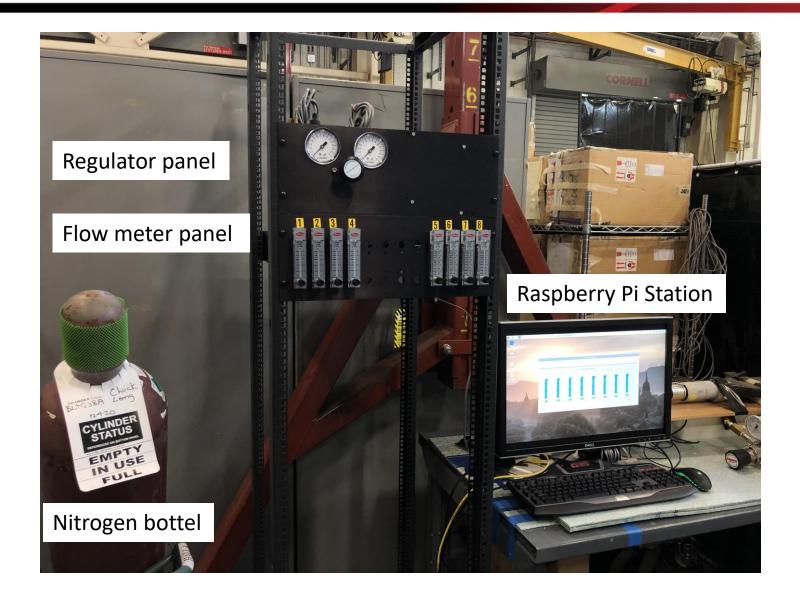
Single Channel Diagram



Schematic shows a single channel of gas supply/exhaust to a GEM detector



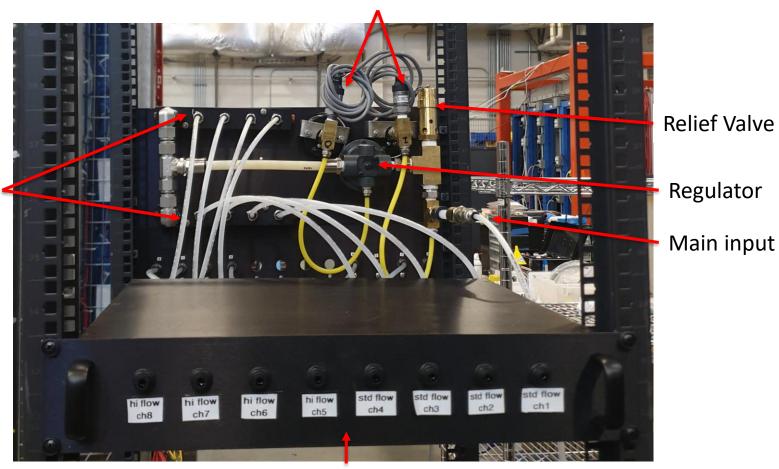
Prototype GEM gas distribution system





Rack back: Gas flow sensor chassis with panel parts

Pressure sensors

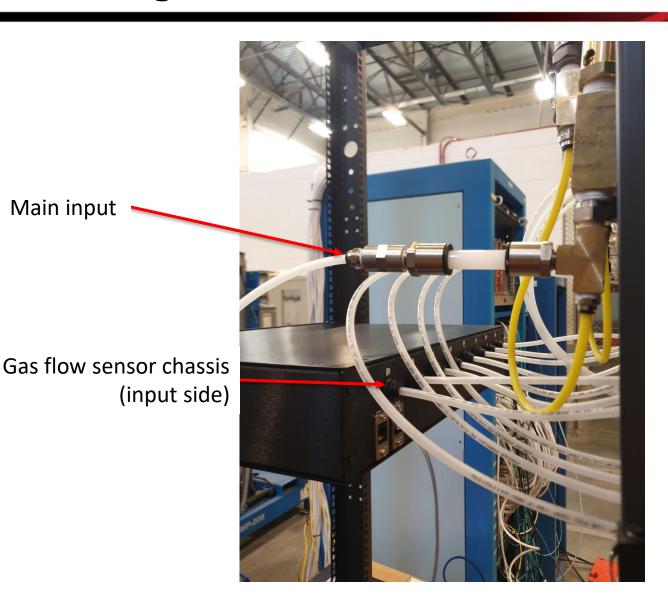


Gas flow sensor chassis (output)



Manifolds

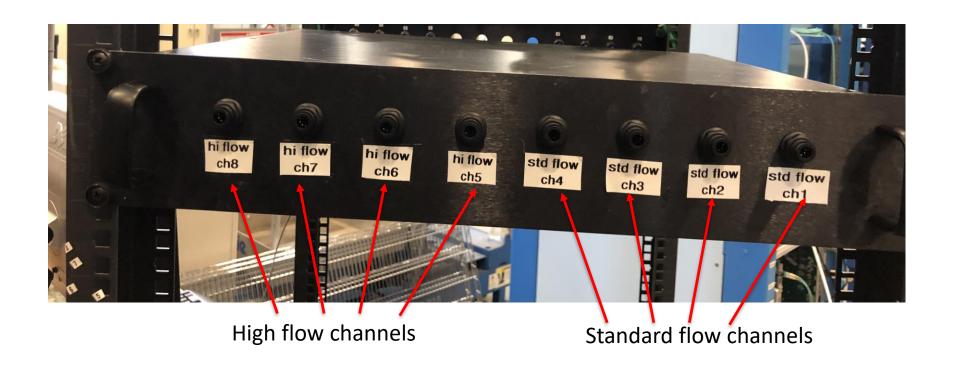
Rack gas line connection: GFS chassis input





Main input

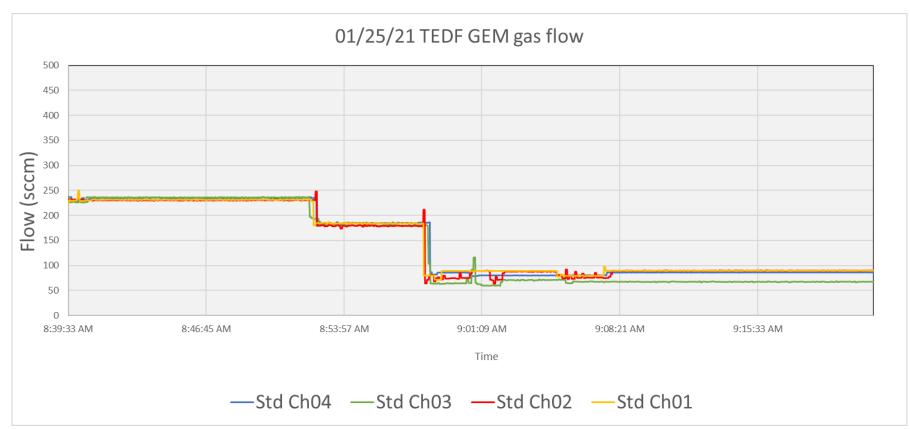
Rack Back: Gas Flow Sensor chassis



- Output to detector side shown
- Input side on rear panel



Remote flow monitoring

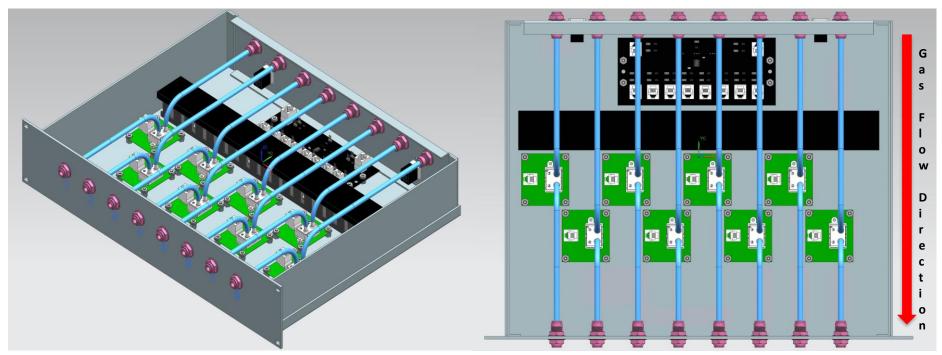


 DSG monitored flow transition from 235 sccm down to 80 sccm, channel 3 was set to 67 sccm



Gas flow sensor chassis layout

Designed Gas Flow Sensor Chassis



- Houses one Multiplexer board and eight Gas Flow Sensor boards
- Provides gas flow readout for eight channels of gas
- Chassis for full system: BigBite = 1 (8 channels) Super BigBite = 6 (42 channels)

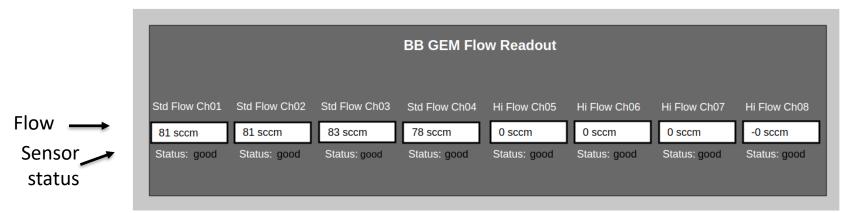
Gas flow sensor chassis talk



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Software Development

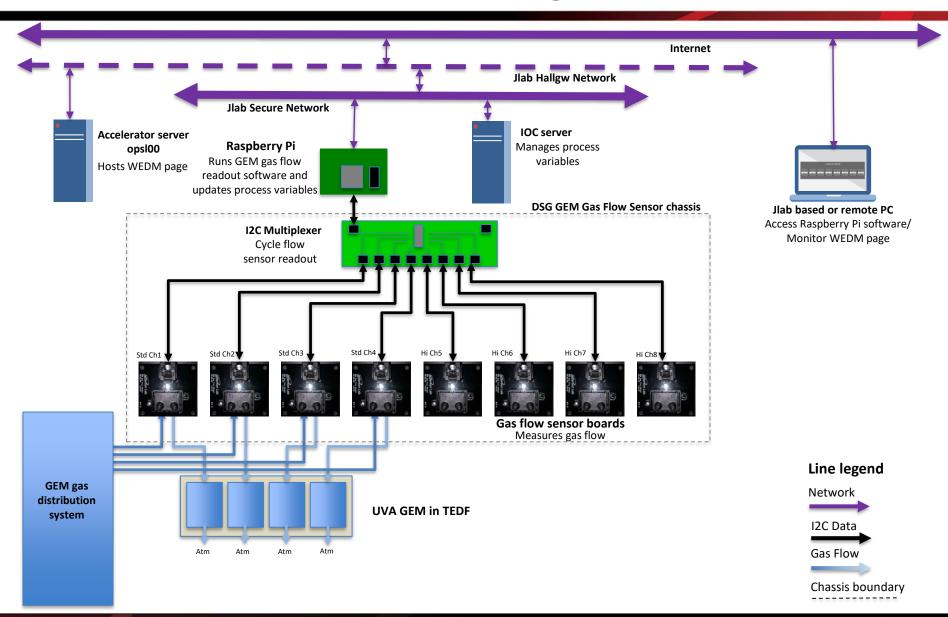
DSG has developed WEDM web-based monitoring



- DSG is developing regulator input and output pressure signals to the remote monitoring capabilities of the system
- DSG has developed prototypes for the exhaust flow system for the GEM detectors



Data flow diagram





Conclusion

- The DSG prototype system is installed and supplying gas to the GEM test setup in the TEDF highbay
- DSG continues to monitor and upgrade towards the commissioning of the full operational system



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End

Thank You



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Conclusion

- Both of the initial issues of the defective regulators and manufacturer misrepresented compatibility of gas line materials have been resolved by the DSG and the prototype distribution system is performing as expected
- Improvements in remote monitoring with a new WEDM webpage has been developed and is being used to monitor the system by multiple users
- Advancements in remote monitoring of the regulator pressures and development of the exhaust readout system is moving forward

