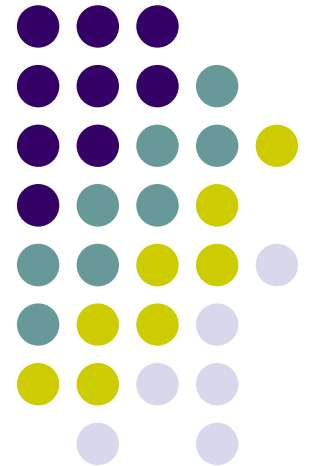
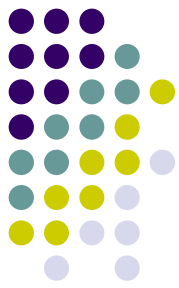


LLRF Low Level Applications Study

FLASH Seminar
Zheqiao Geng
14.10.2008



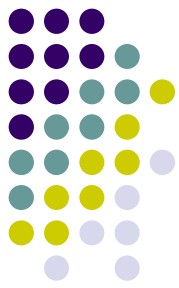


Outline

- Introduction to low level applications (LLA)
- System phase and system gain
- Cavity parameters measurement
- Adaptive feed forward
- Future plan for LLA



Introduction to low level applications



LLA Introduction

Low level applications is a collection of work concern to the software of

- Locating near front end hardware (in FPGA, DSP or front end CPU)
- Running fast (intra-pulse or pulse-pulse)

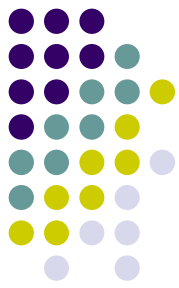


Two focuses of LLA

- **Algorithms**: Principle to perform measurement and optimization
- **Implementation**: Multi-processor, distributed software, real time

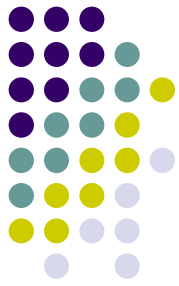


Algorithm Study: System phase and system gain



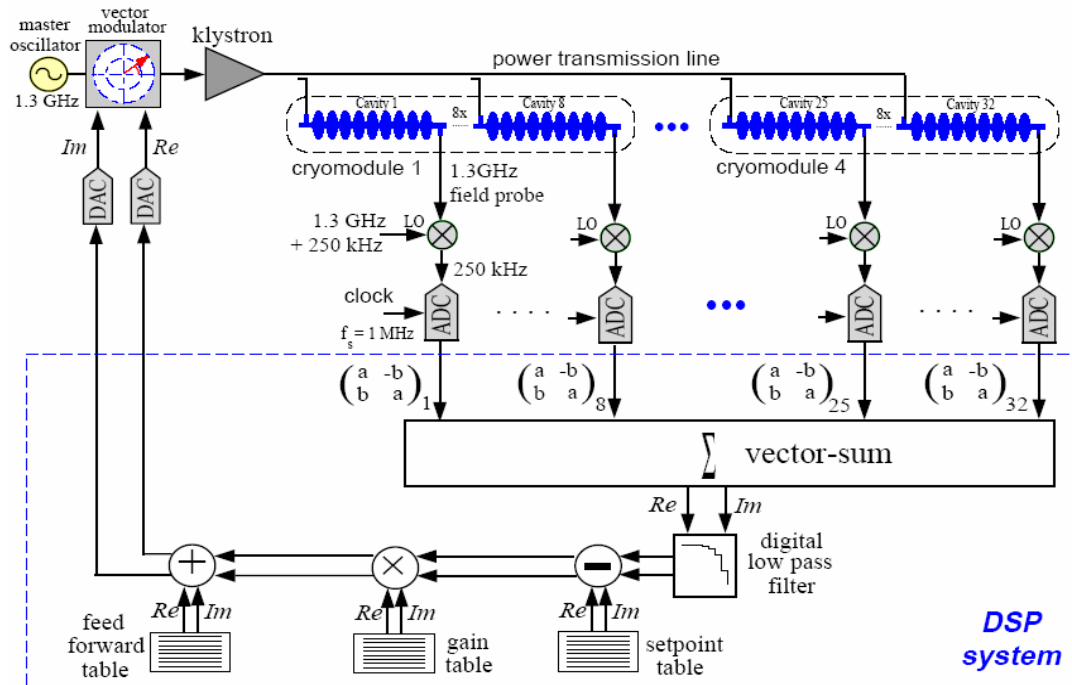
Goals

- Measure the system phase and system gain
- Study the influence to the feedback system by the system phase



Definition

- **System Phase:** The phase difference between V_{sum} and V_{dac} in steady state
- **System Gain:** The amplitude ratio between V_{sum} and V_{dac} in steady state
- With P controller
- Loop Phase = System phase
- Loop Gain = System Gain * Feedback Gain
- Assume the system is Linear



Measurement of system phase and system gain



- During RF flattop, the cavity is approximately in steady state, so

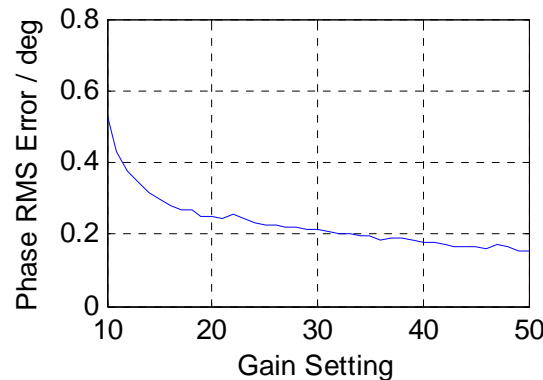
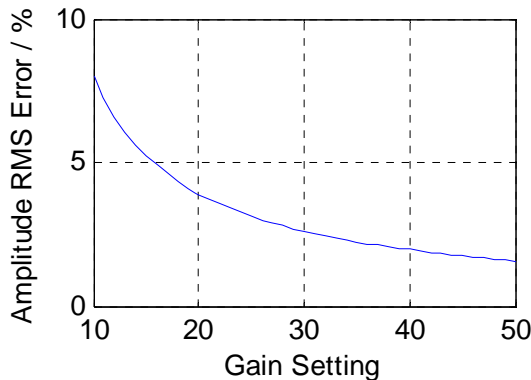
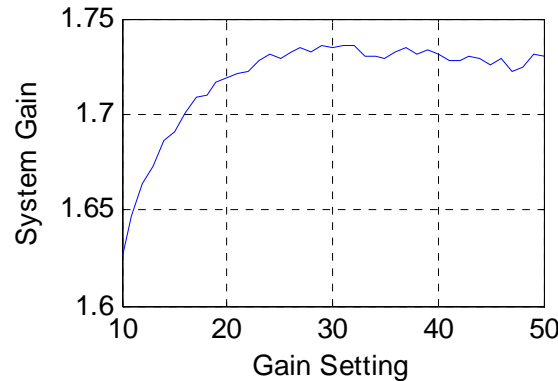
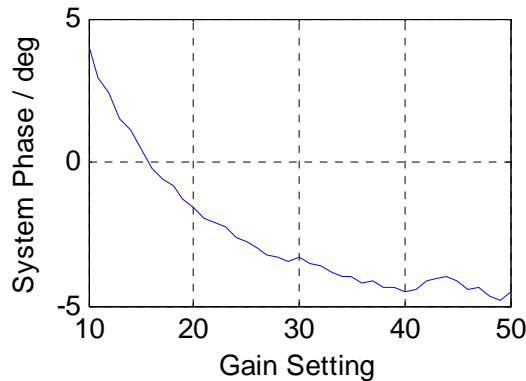
$$\text{System_Phase} = \text{angle}(\text{Vector_sum} / \text{DAC_out})$$

$$\text{System_Gain} = \text{abs}(\text{Vector_sum} / \text{DAC_out})$$

- This method only works when there is no beam
- The RF flattop should be flat (close to steady state)
- System phase and system gain change during the flattop due to the cavity detuning changes

Measurement at ACC1

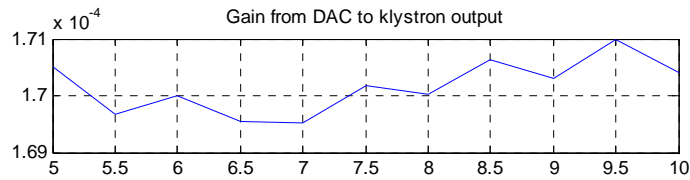
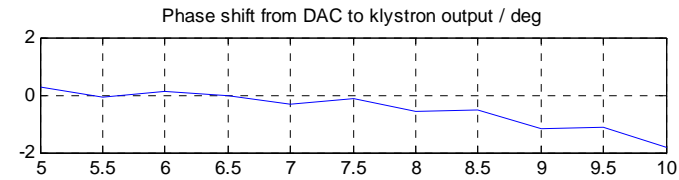
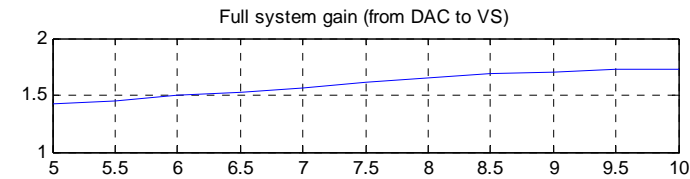
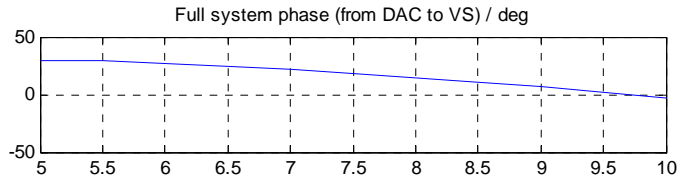
-- Change the feedback gain



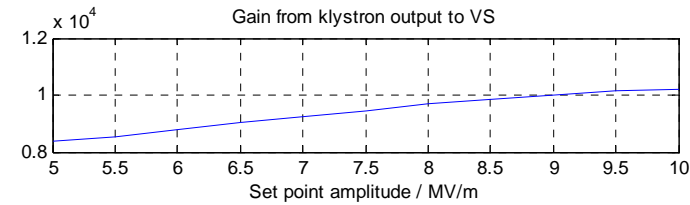
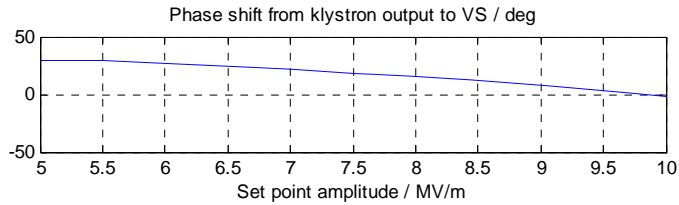
- With only feedback, without feed forward
- System phase and system gain are measured by averaging the flattop
- With smaller gain, the flattop is bad, approximation to steady state will have larger error

Measurement at ACC1

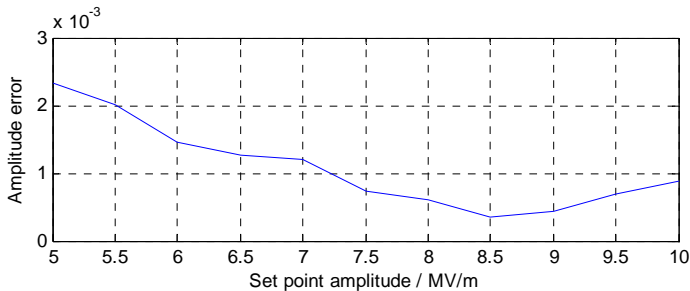
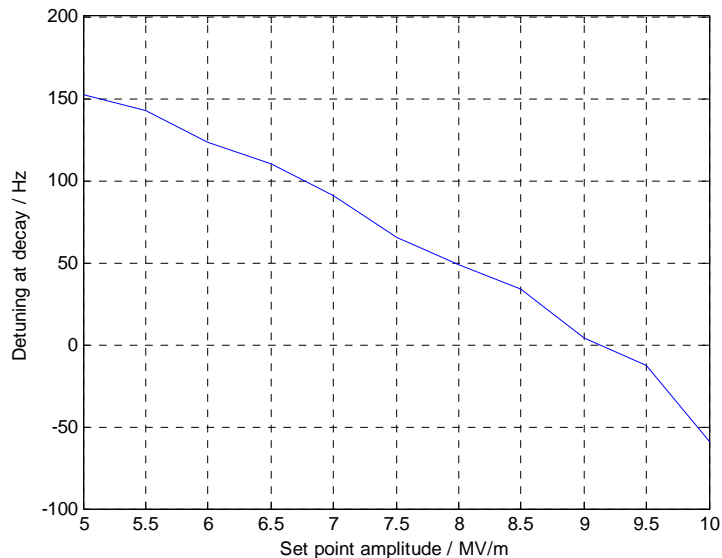
-- Change the set point gradient



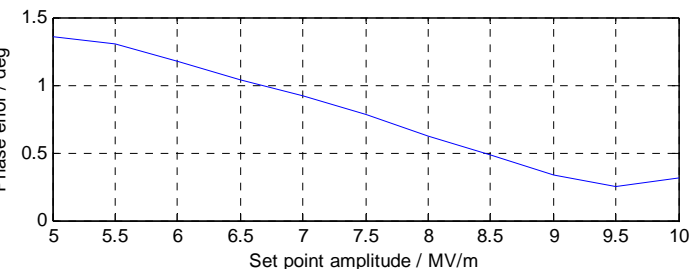
➤ With feedback and feed forward

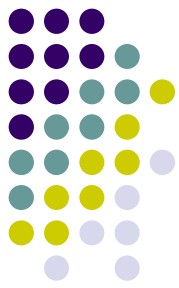


➤ The klystron of ACC1 is quite linear

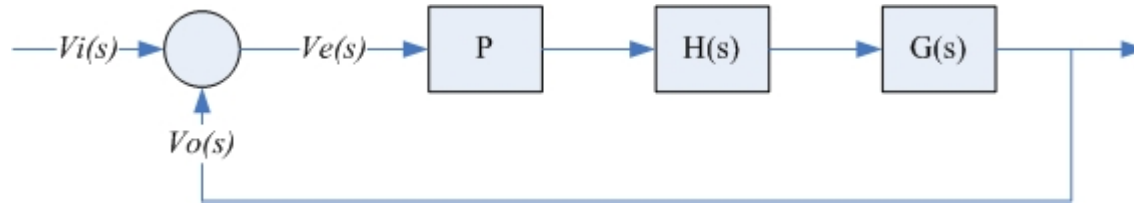


➤ The definition of system phase and system gain includes the cavity detuning effect





System phase and feedback stability



$$H(s) = ge^{j\theta}$$

$$\text{Re}[\omega_{1/2} - j\Delta\omega + P\omega_{1/2}ge^{j\theta}] > 0$$

$$G(s) = \frac{\omega_{1/2}}{s + \omega_{1/2} - j\Delta\omega}$$

$$\omega_{1/2} + P\omega_{1/2}g \cos\theta > 0$$

$$\Rightarrow \cos\theta > -\frac{1}{Pg}$$

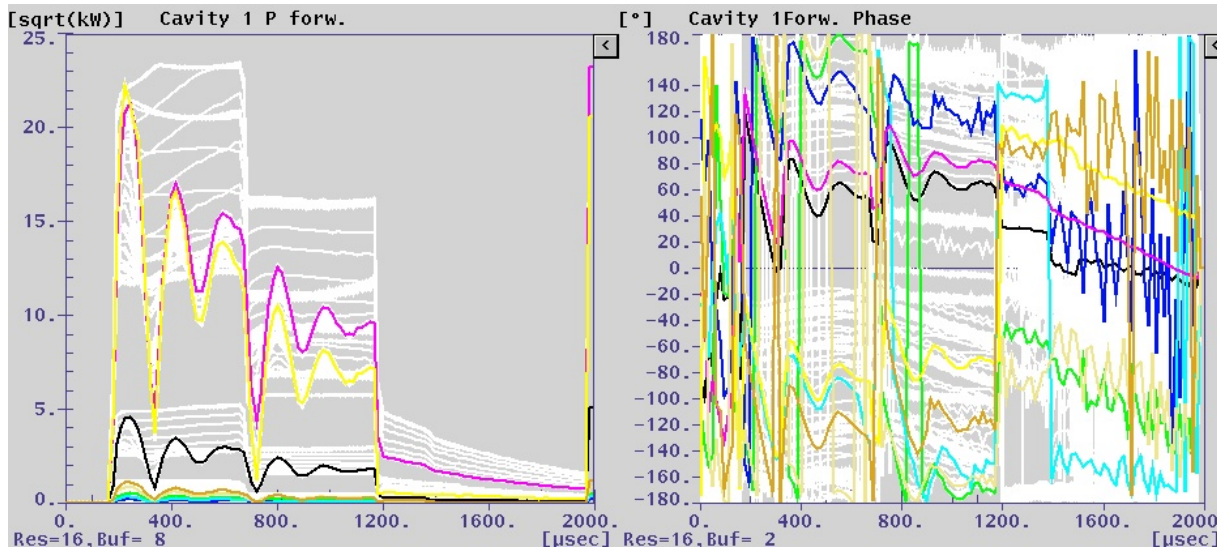
$$\begin{aligned} V_e(s) &= \frac{1}{1 + G(s)H(s)P} V_I(s) \\ &= \frac{V_I(s)(s + \omega_{1/2} - j\Delta\omega)}{s + \omega_{1/2} - j\Delta\omega + P\omega_{1/2}ge^{j\theta}} \end{aligned}$$

The stable area of system phase is

$$\left[-\frac{\pi}{2} + \text{Detuning_angle}, \frac{\pi}{2} + \text{Detuning_angle} \right]$$

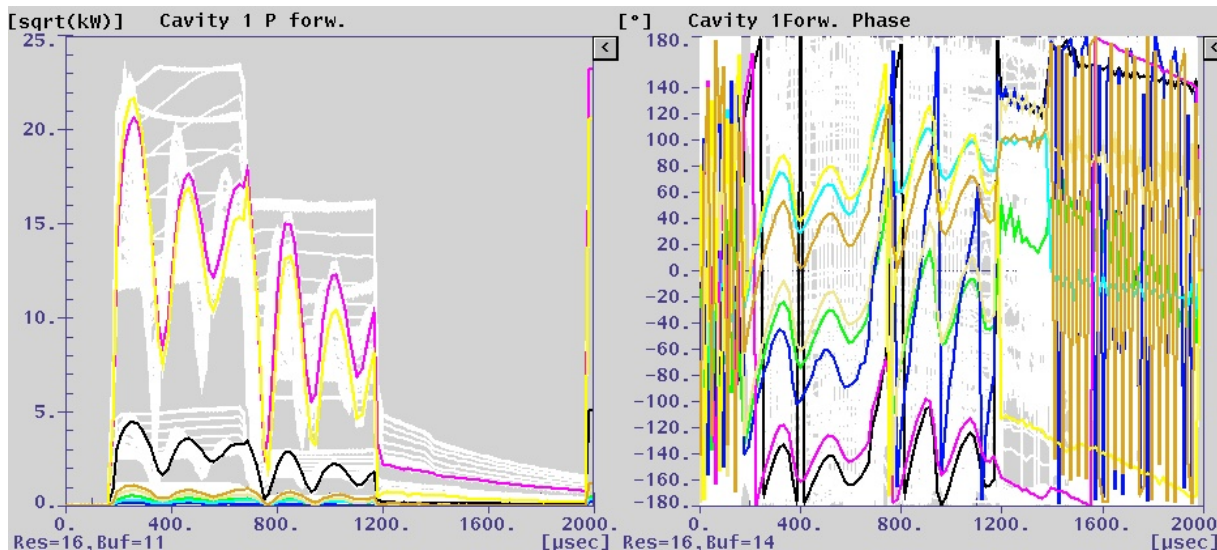
Measurement at ACC1

-- System phase and feedback stability



➤ With feedback and feed forward on

➤ The loop phase is changed in negative way by about 70 degree

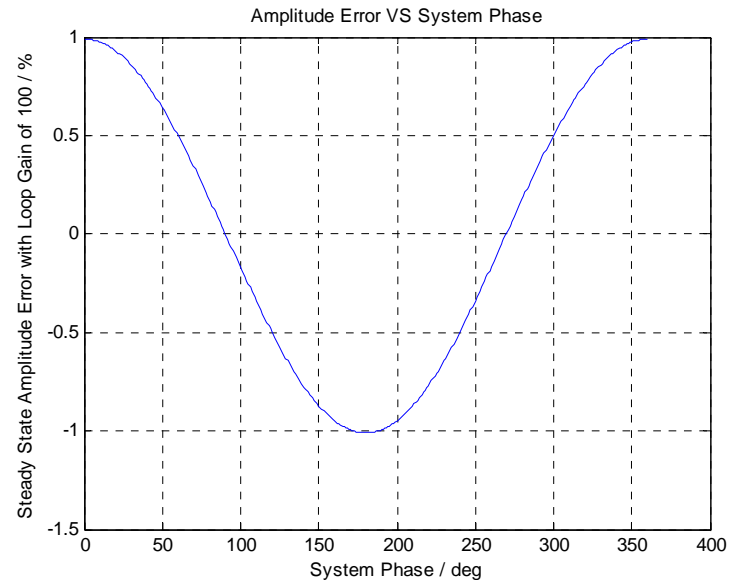
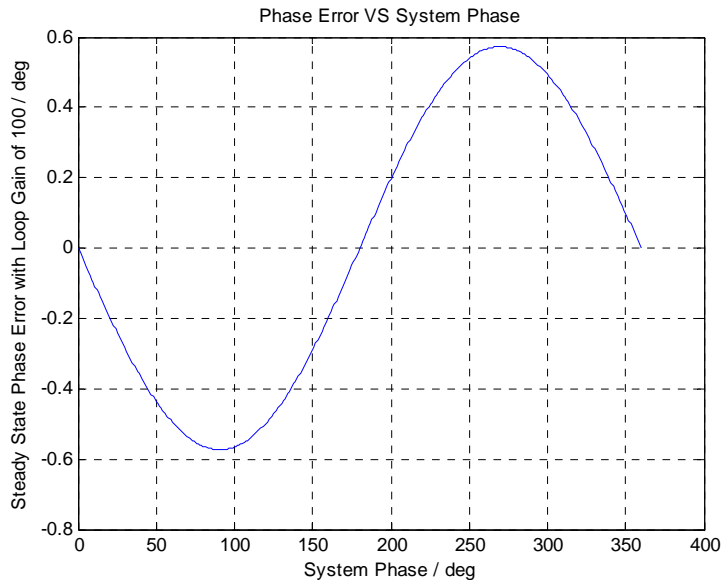


➤ With feedback and feed forward on

➤ The loop phase is changed in positive way by about 80 degree

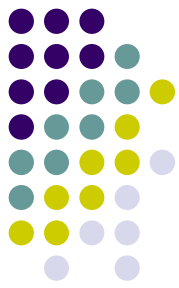


System phase and steady state error



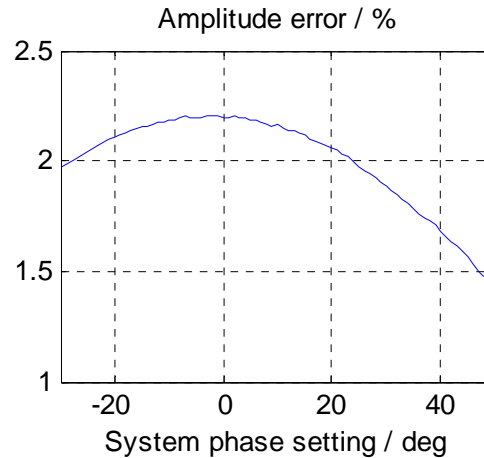
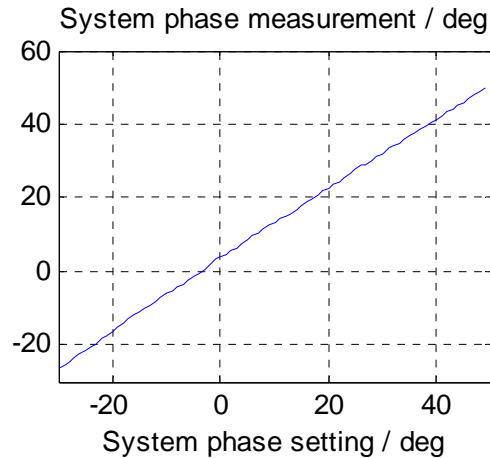
System Phase Optimization:

- Keep system phase in the stable range
- Select system phase to be 0 for minimizing the steady state phase error (amplitude error is non-avoidable for feedback but can be compensated by feed forward)

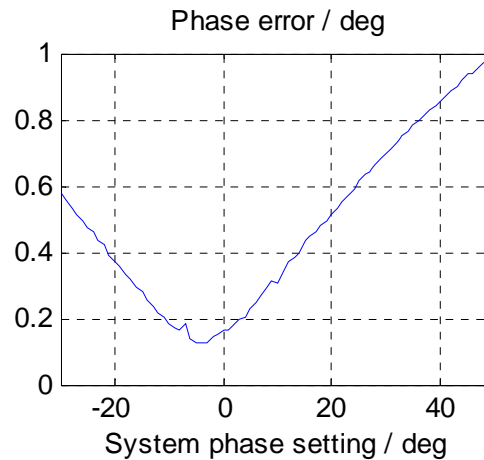
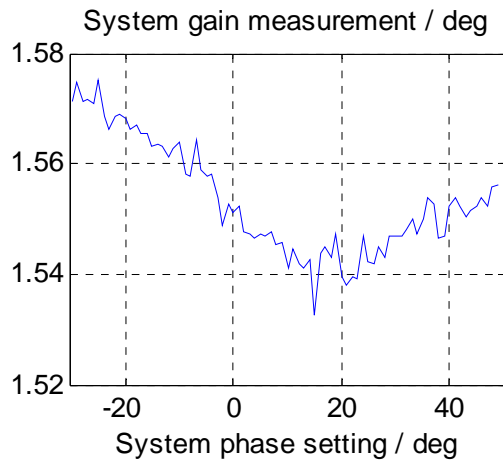


Measurement at ACC1

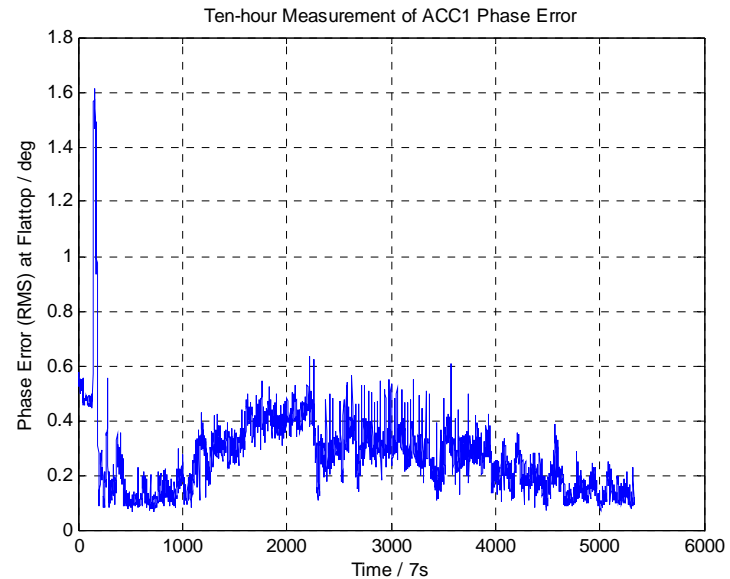
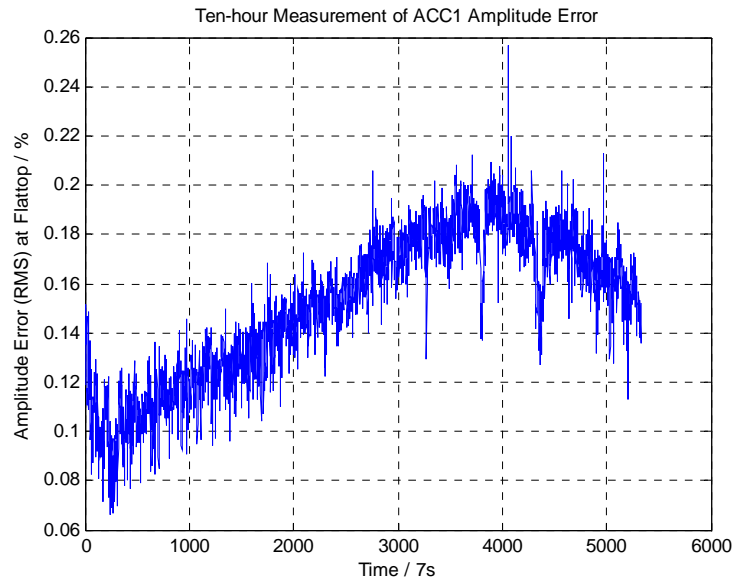
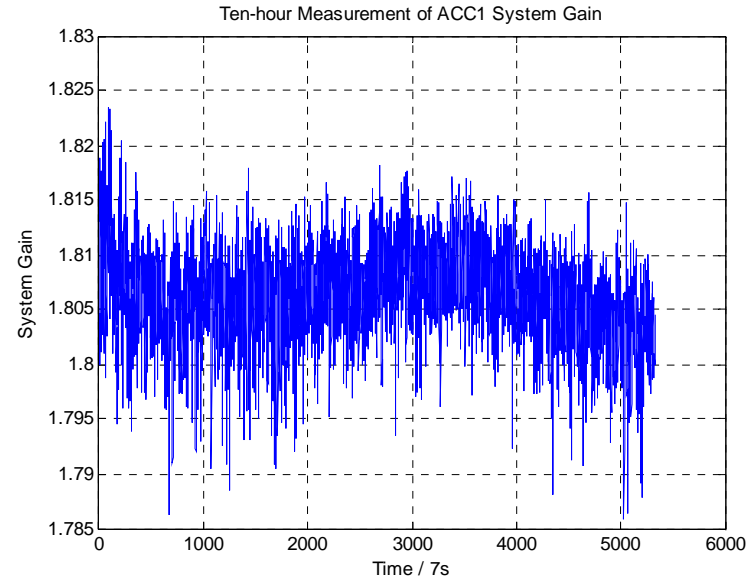
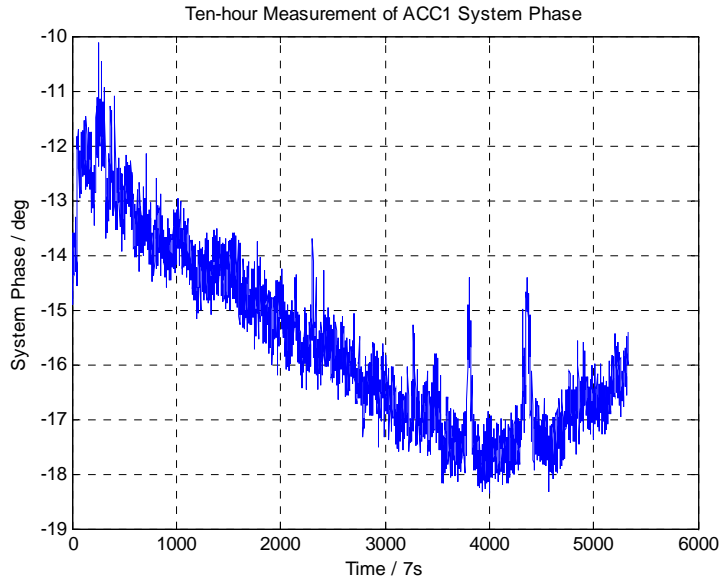
-- System phase and steady state error



➤ With only feedback, without feed forward



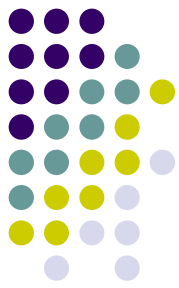
System phase and system gain drift



Measured during 1:00am, 17.08.2008 to 11:00am, 17.08.2008.



Algorithm Study: Cavity parameters measurement



Goals

- Measure loaded Q of the cavity
- Measure detuning of the cavity
- Measure beam phase and amplitude in each cavity

Cavity equation used for parameters measurement



$$\frac{dV_c}{dt} + (\omega_{1/2} - j\Delta\omega)V_c = C\sqrt{\omega_{1/2}}V_{for} + 2\omega_{1/2}R_L I_b$$

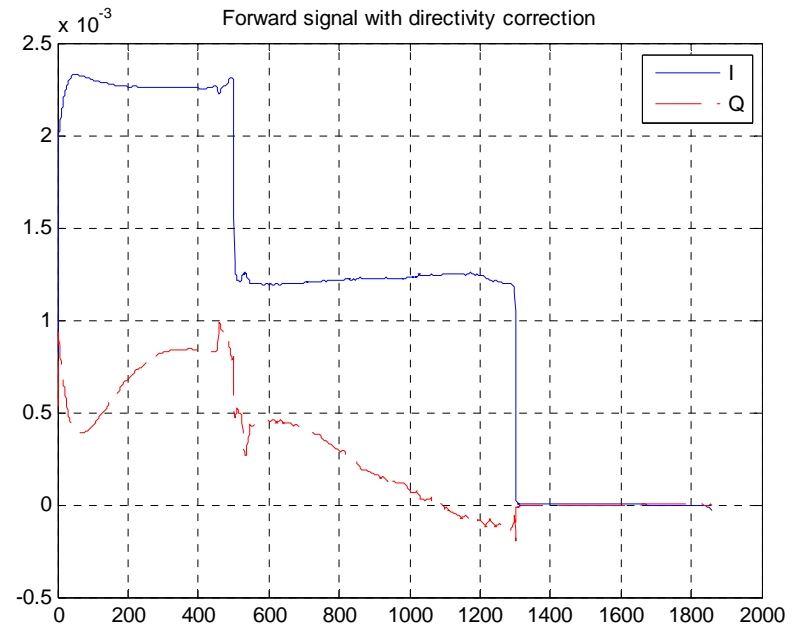
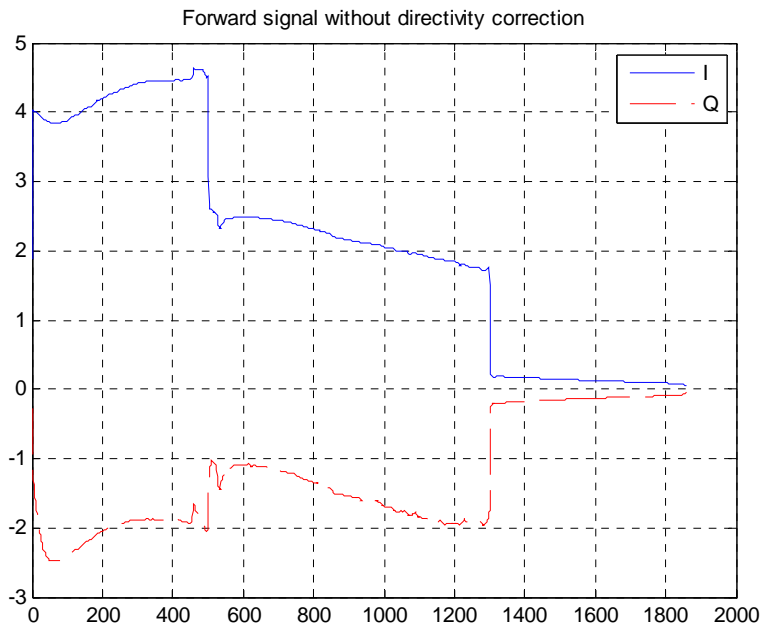
$$C = \sqrt{\left(\frac{r}{Q}\right)\frac{\omega_0}{Z_0}}$$

Forward and reflected signal directivity correction



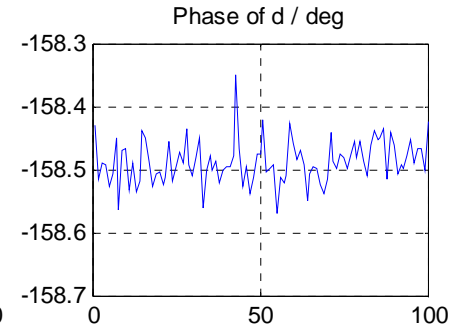
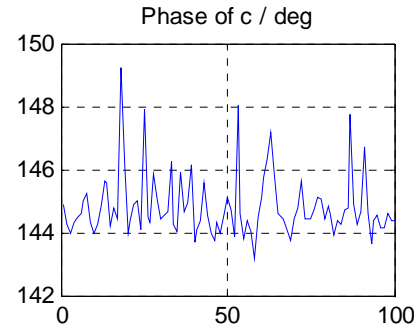
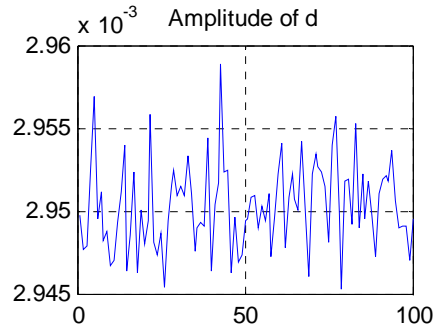
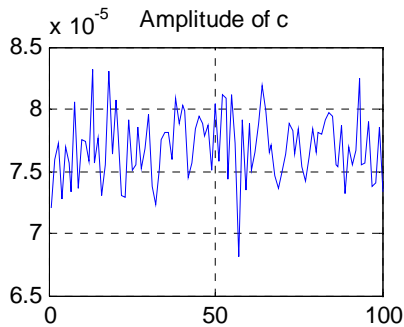
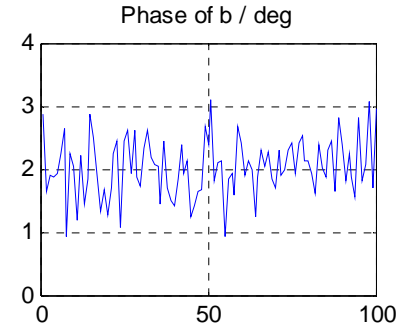
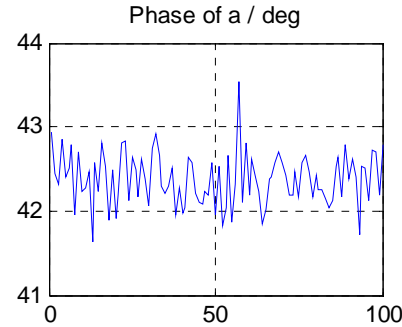
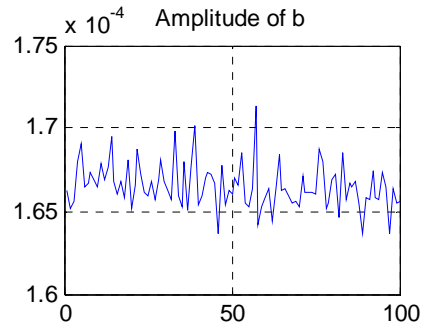
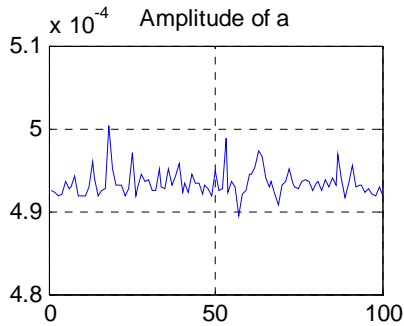
$$V_{for} = aV_{for_mea} + bV_{ref_mea}$$

$$V_{ref} = cV_{for_mea} + dV_{ref_mea}$$



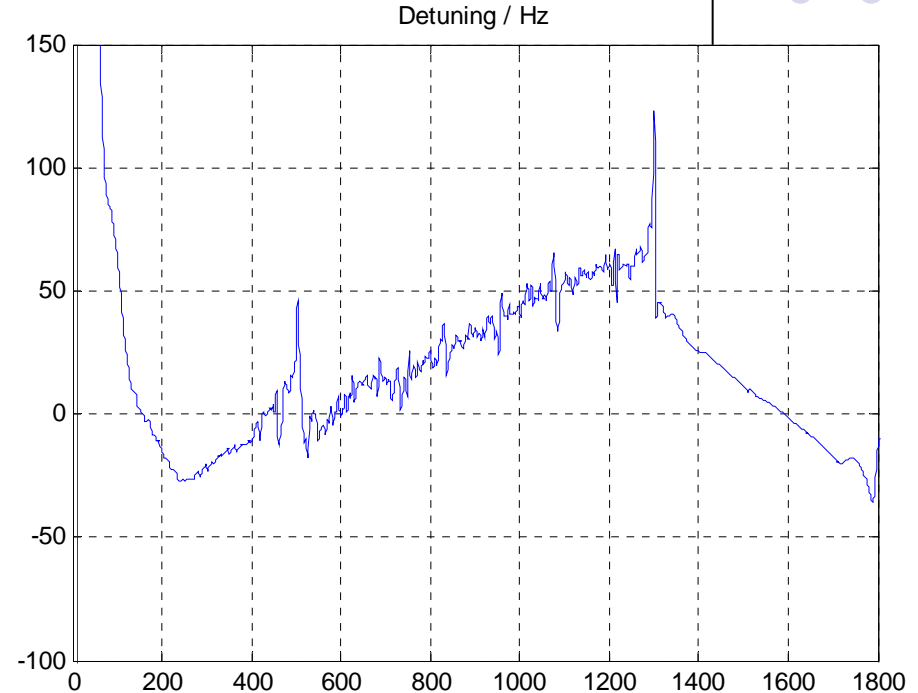
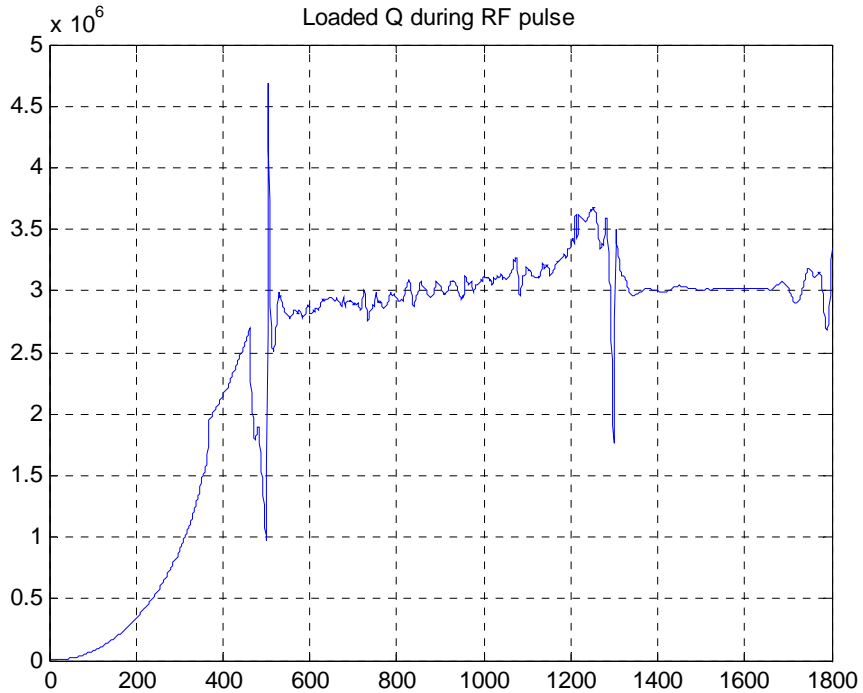
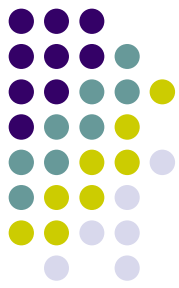
➤ The forward signal with directivity correction will be used as the cavity driving signal in the cavity equation

Forward and reflected signal directivity correction



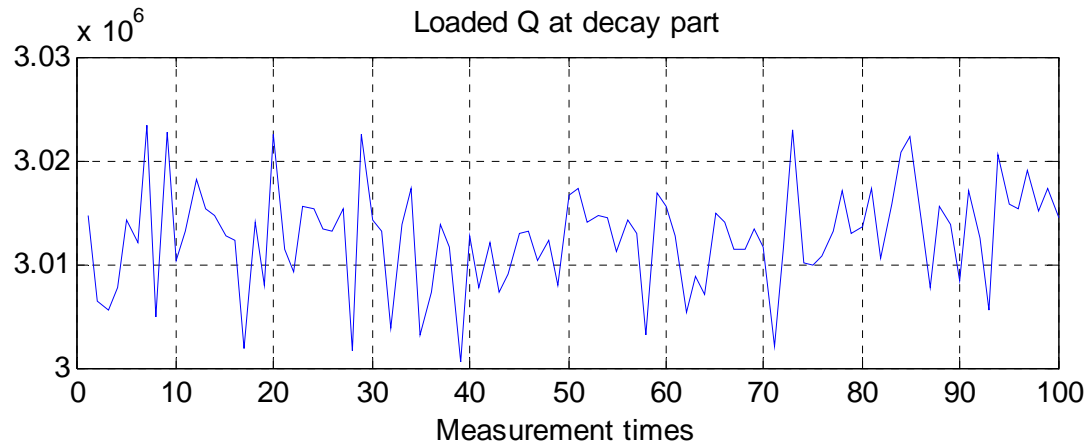
➤ 100 times calibration of the directivity coefficients

Loaded Q and detuning measurement -- Intra-pulse, without beam

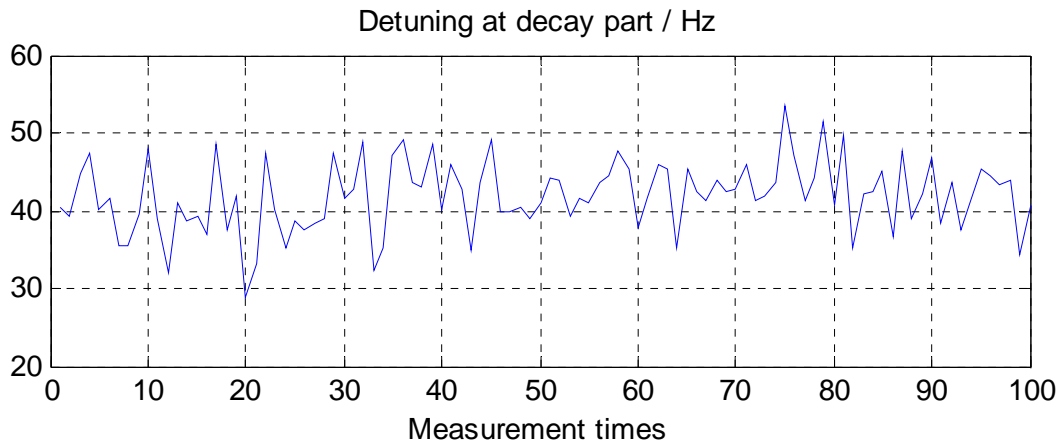


- Measurements are sensitive to the cavity driving signal calibration
- Large error during the filling time
- Relative measurements can be used to detect the system status change

Loaded Q and detuning measurement -- Pulse to pulse, at RF decay



➤ QL: 0.2% RMS



➤ Detuning: 5 Hz RMS

Beam measurement

-- Calibration of the Toroid signal



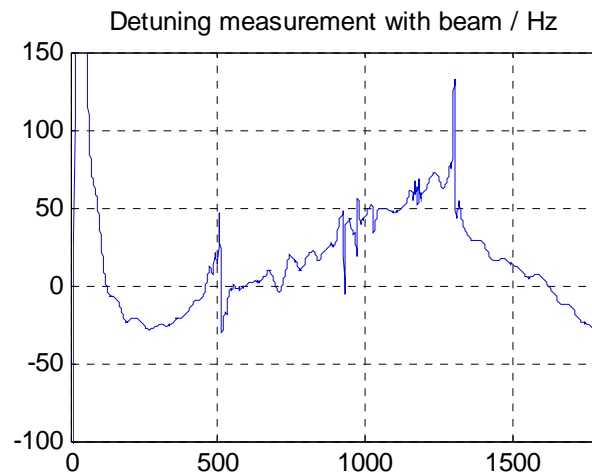
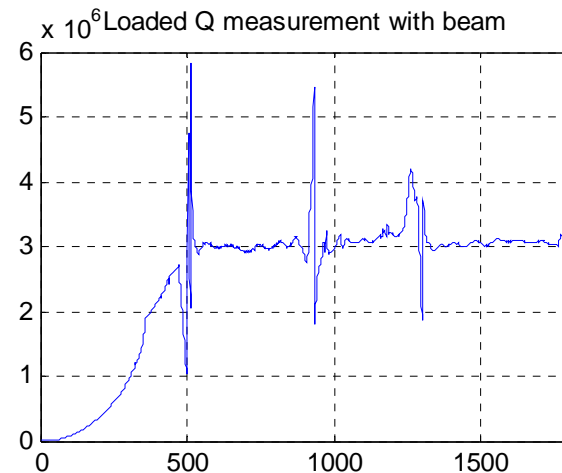
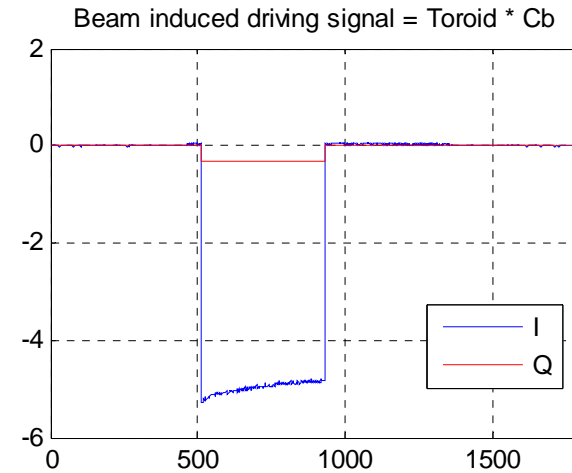
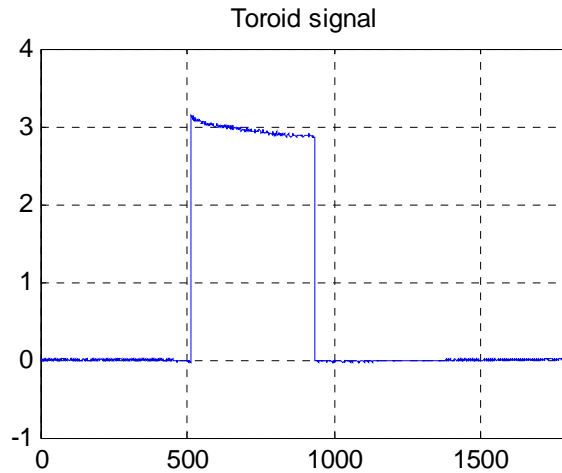
$$\frac{dV_c}{dt} + (\omega_{1/2} - j\Delta\omega)V_c = C\sqrt{\omega_{1/2}}V_{for} + 2\omega_{1/2}R_L I_b$$

- The beam induced cavity driving voltage can be derived by the Toroid signal multiplied by a complex coefficient

$$R_L I_b = C_b \cdot V_{toroid}$$

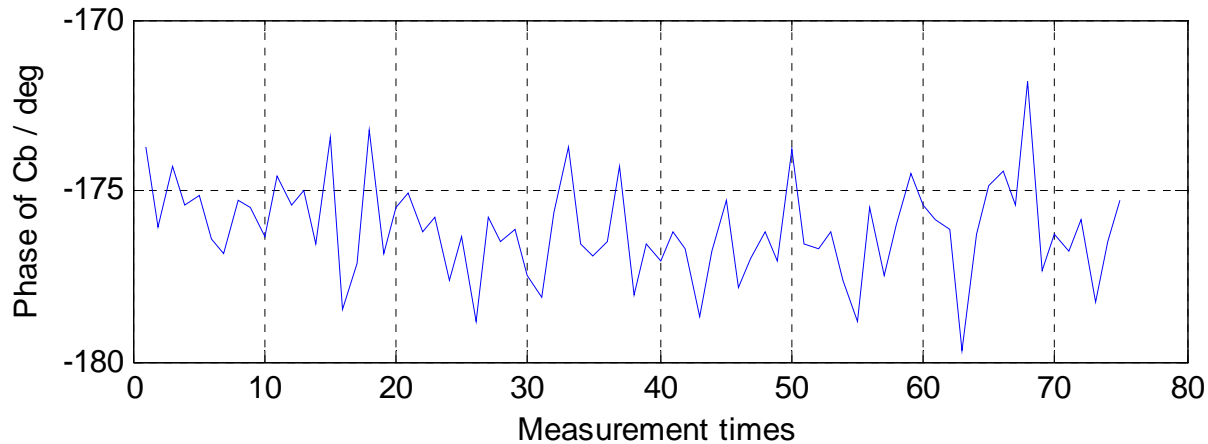
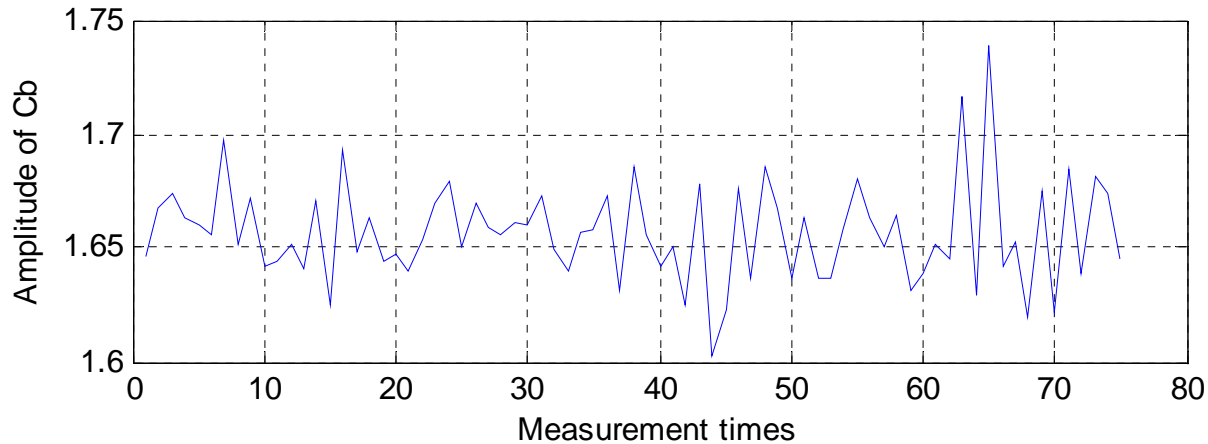
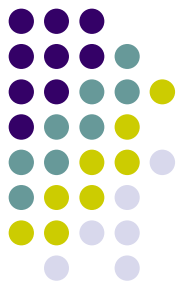
Beam measurement

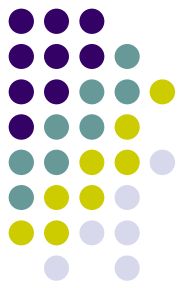
-- Calibration of the Toroid signal



Beam measurement

-- Pulse to pulse fluctuation





Use cases of cavity parameters

- Detect the QL exceptions, such as quench
- Provide detuning information to piezo control
- Detect the detuning exceptions
- Calibrate the vector sum
- Denoise the cavity probe signal in real time
- ...

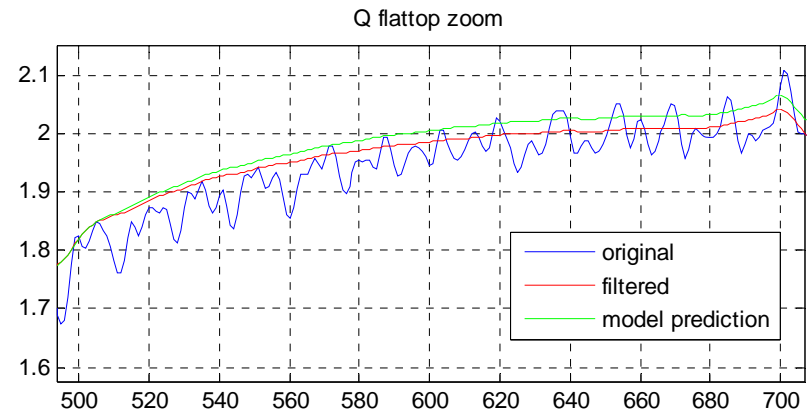
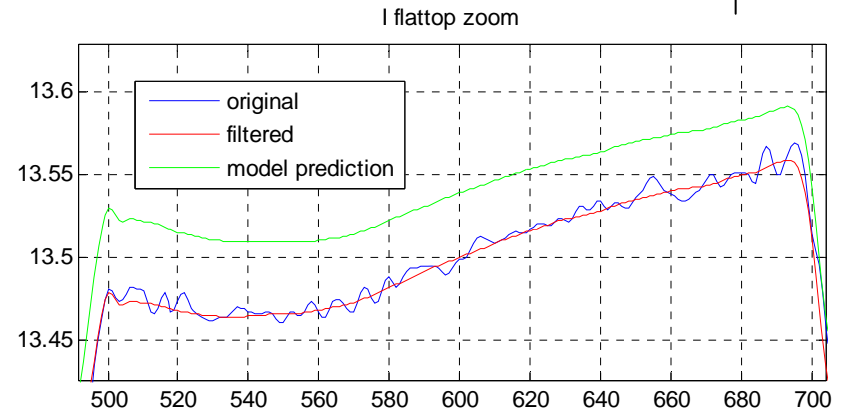
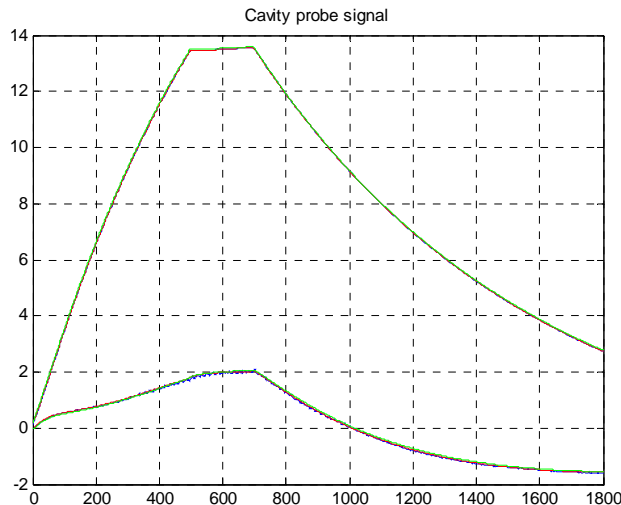
Denoise the cavity probe signal with Kalman filter in real time



The cavity model are formed by:

- Loaded Q curve during the RF pulse
- Detuning curve during the RF pulse
- Beam curve during the RF pulse
- Cavity equations

The model is linear and time varying.





Algorithm Study: Adaptive feed forward



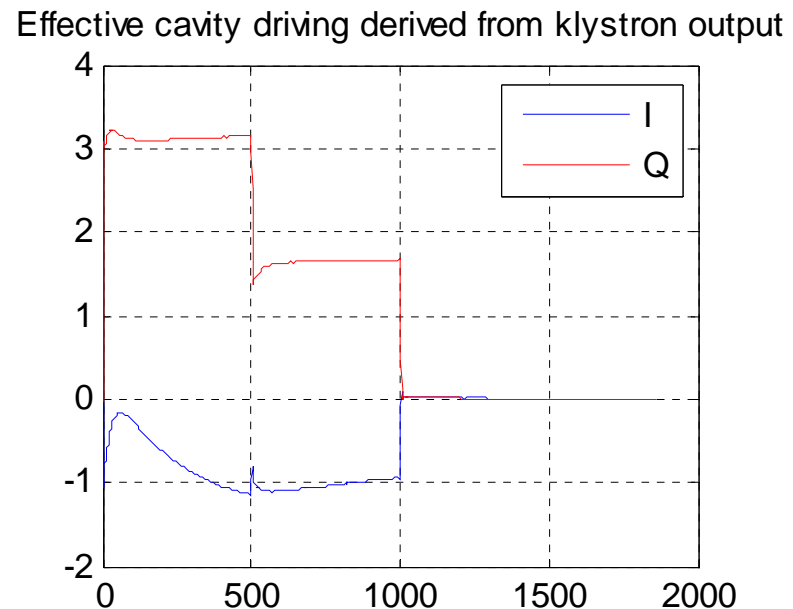
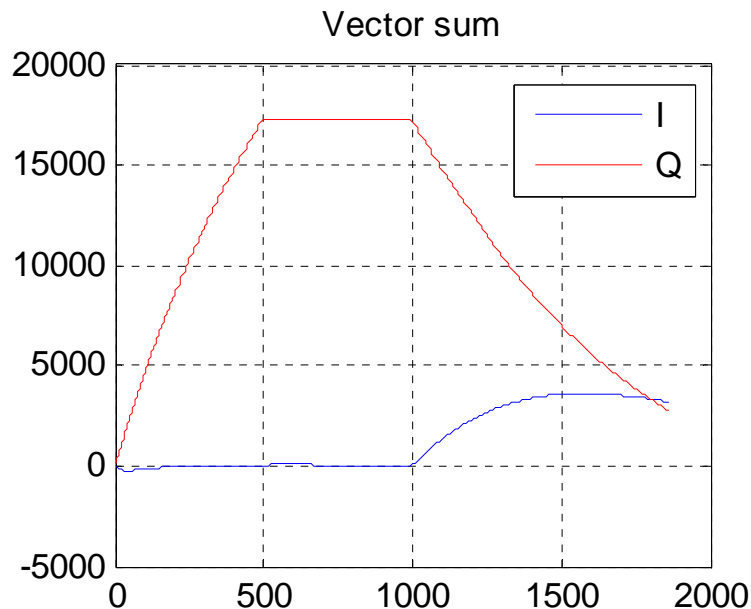
Goals

- Identify the system
- Study the adaptive feed forward algorithm based on inversed system model

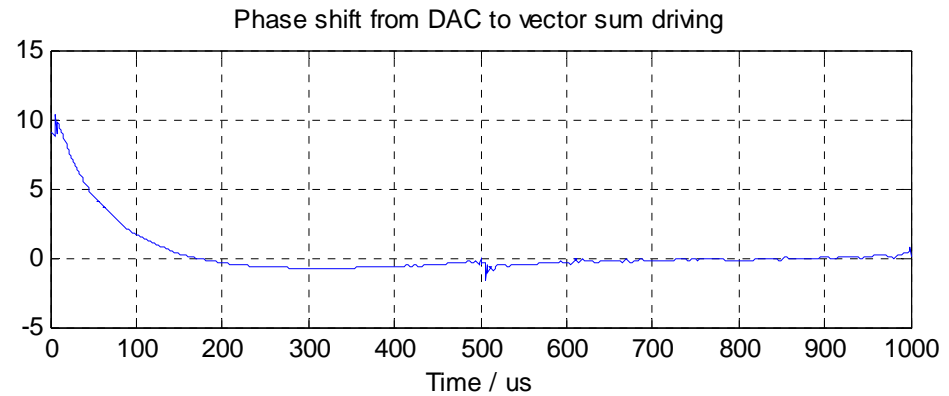
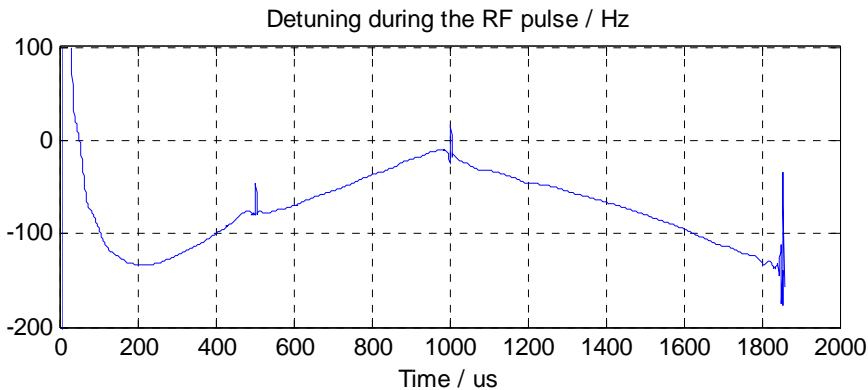
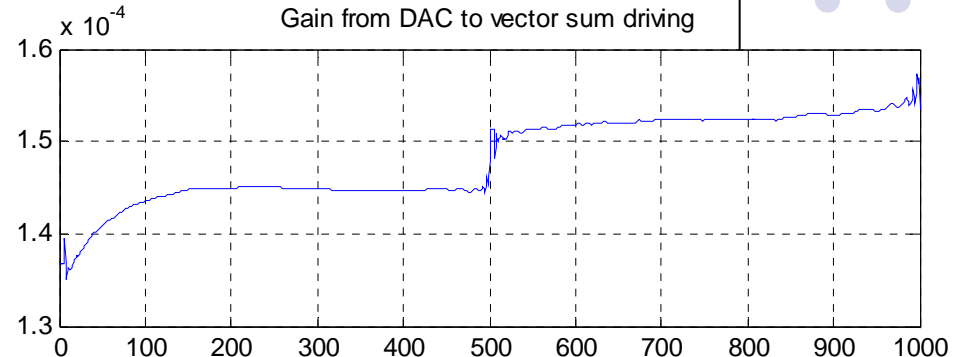
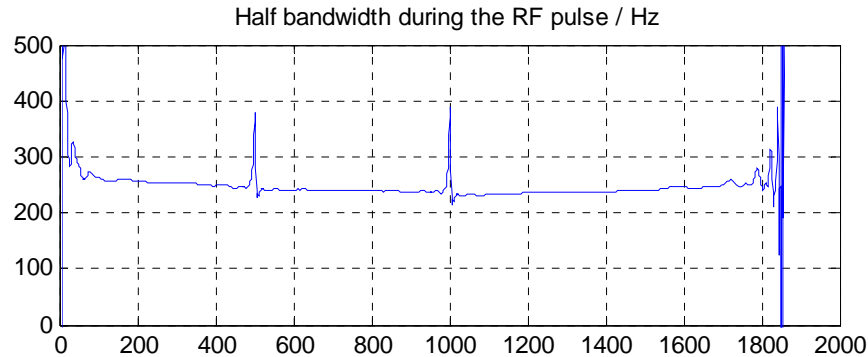
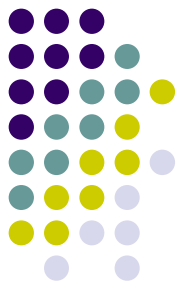
Calibrate the klystron signal as vector sum effective driving signal



- The vector sum can be viewed as the output of an effective single cavity
- The cavity equation will still work for the effective single cavity
- The driving signal to this effective single cavity can be derived from the klystron output signal by multiplying a complex constant



Vector sum effective single cavity model

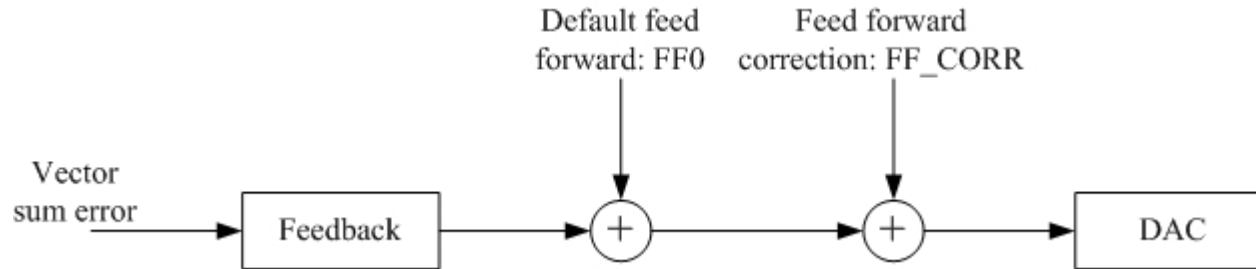


AFF:

- Vector sum error → Driving signal correction (system model)
- Driving system correction → Feed forward correction (DAC to driving signal gain)

Adaptive feed forward algorithm

-- Procedure



For each iteration:

- Get the initial feed forward correction table from last pulse: $FF_CORR0 = DAC - FF0$
- Measure the vector sum error of this pulse
- Inverse the system model, calculate the corresponding feed forward correction signal FF_CORR1
- Get and update the new feed forward correction table of this iteration: $FF_CORR = FF_CORR0 + FF_CORR1$

Analysis:

- With open loop operation: normal adaptive feed forward algorithm
- With closed loop operation: feedback signal will also be taken into account

Adaptive feed forward algorithm

-- Principle



Cavity equation

$$\frac{dV_{sum}}{dt} + (\omega_{1/2} - j\Delta\omega)V_{sum} = C\sqrt{\omega_{1/2}}V_d + 2\omega_{1/2}R_L I_b$$

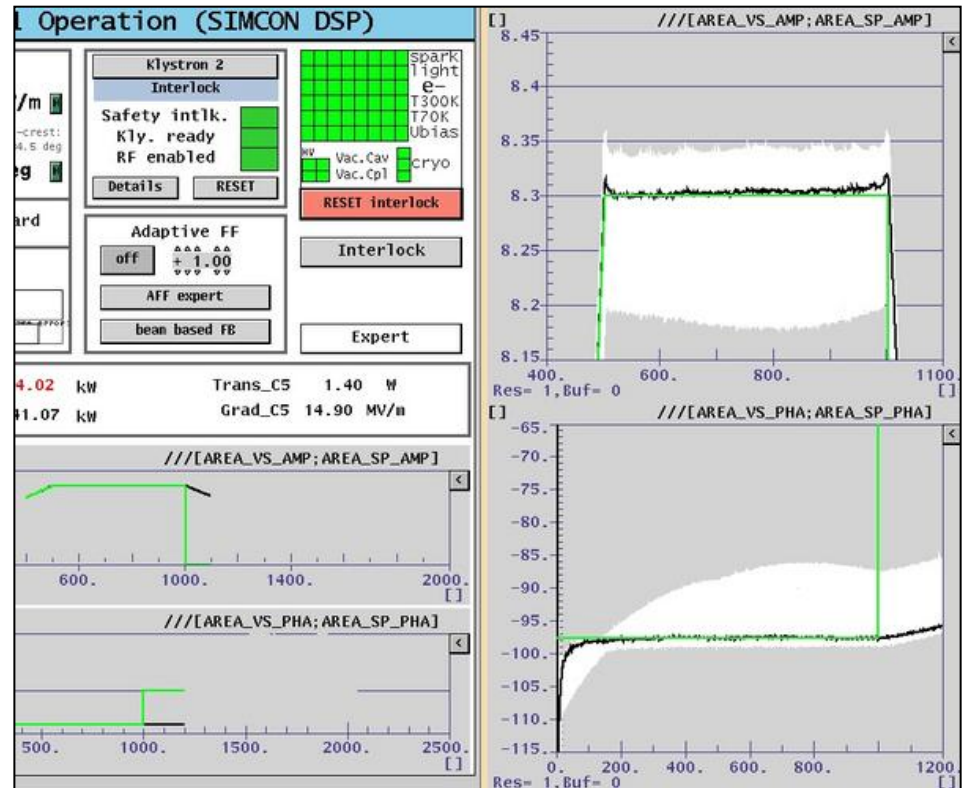
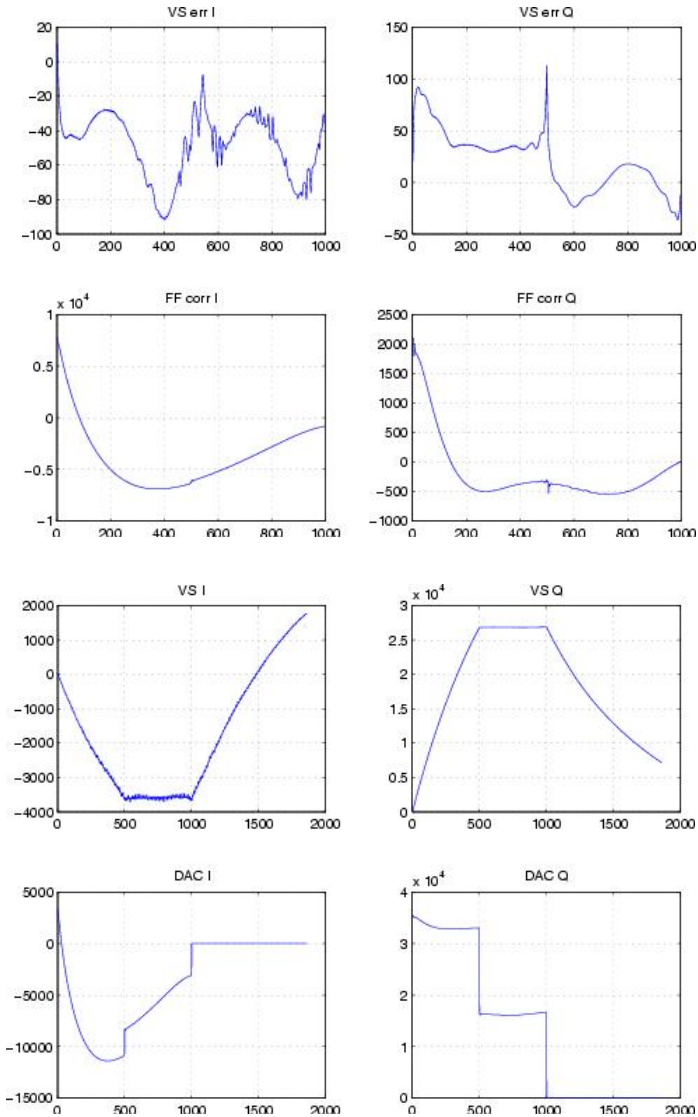
We expect

$$\frac{dV_{set}}{dt} + (\omega_{1/2} - j\Delta\omega)V_{set} = C\sqrt{\omega_{1/2}}V'_d + 2\omega_{1/2}R_L I_b$$

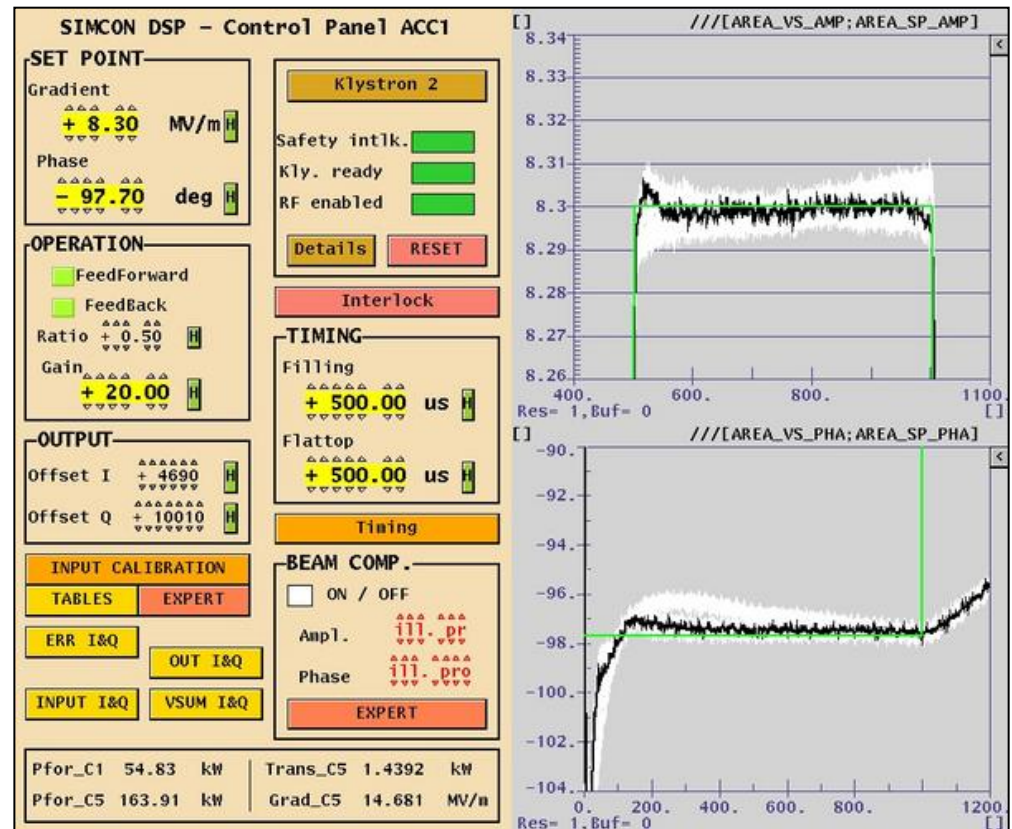
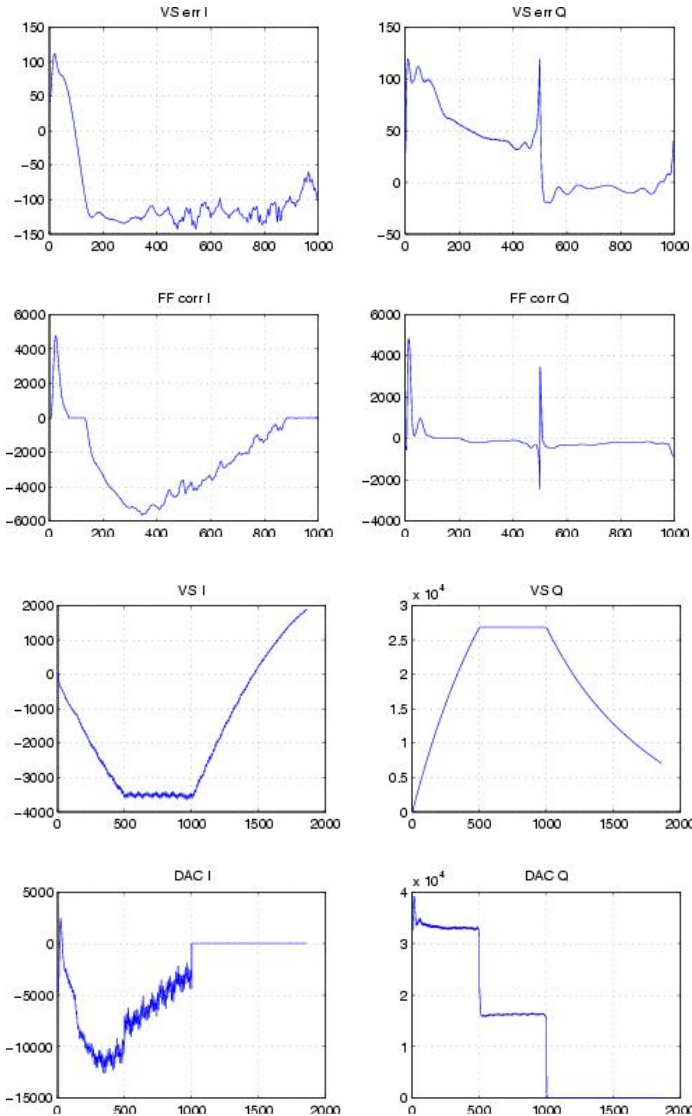
So the new driving signal can be calculated based on

$$\frac{d\Delta V_{sum}}{dt} + (\omega_{1/2} - j\Delta\omega)\Delta V_{sum} = C\sqrt{\omega_{1/2}}\Delta V_d$$

AFF test at ACC1 (Open loop)



AFF test at ACC1 (Closed loop)





Future plan for LLA



Plan for LLA work

- Continue developing algorithms
 - System phase and system gain
 - Cavity parameters measurement
 - Adaptive feed forward
 - System status analysis
 - Exception detection and handling
 - System performance estimation
- Implement and test the LLA algorithms in the SIMCON development system at ACC1



Thank you for attention!