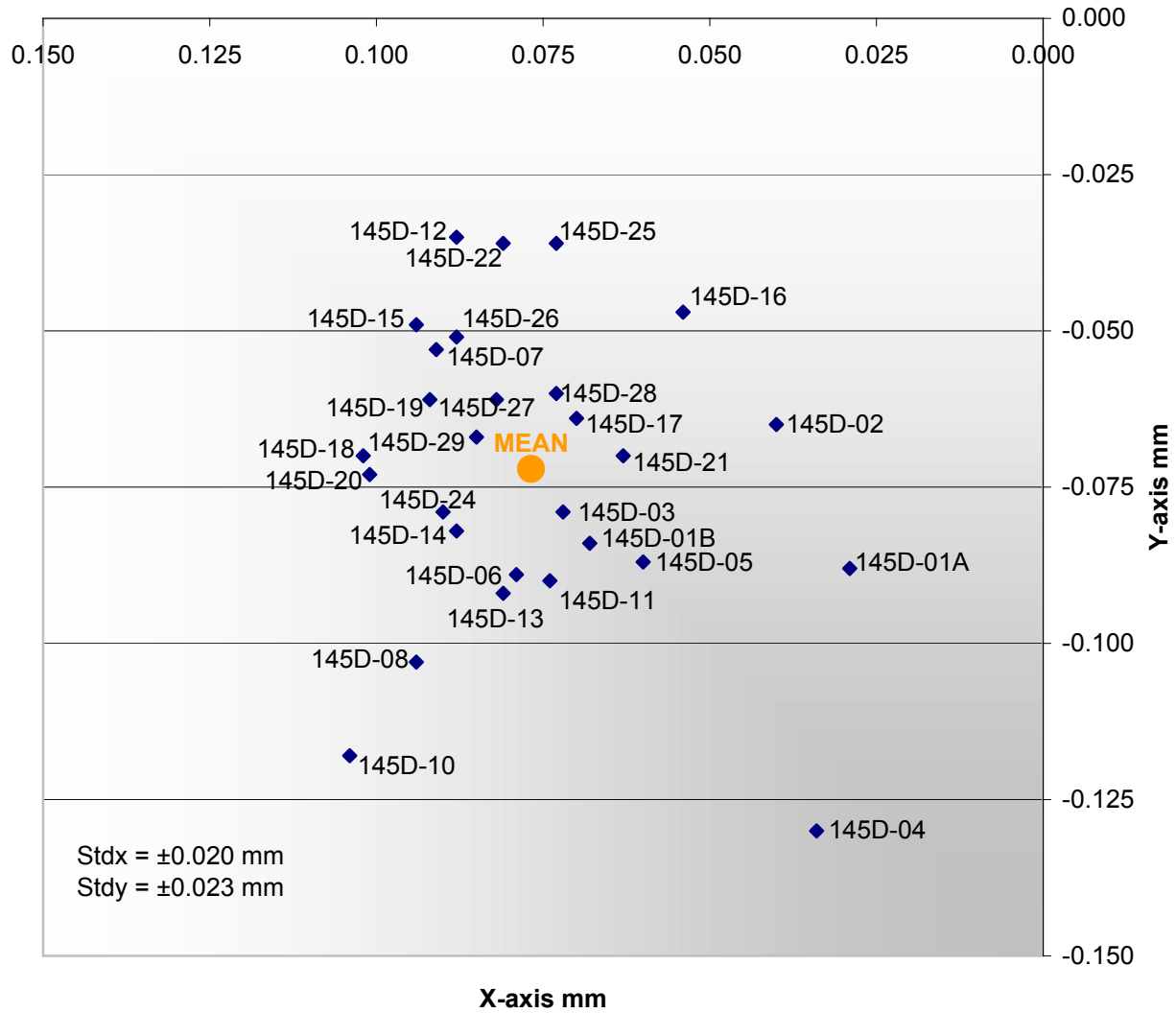
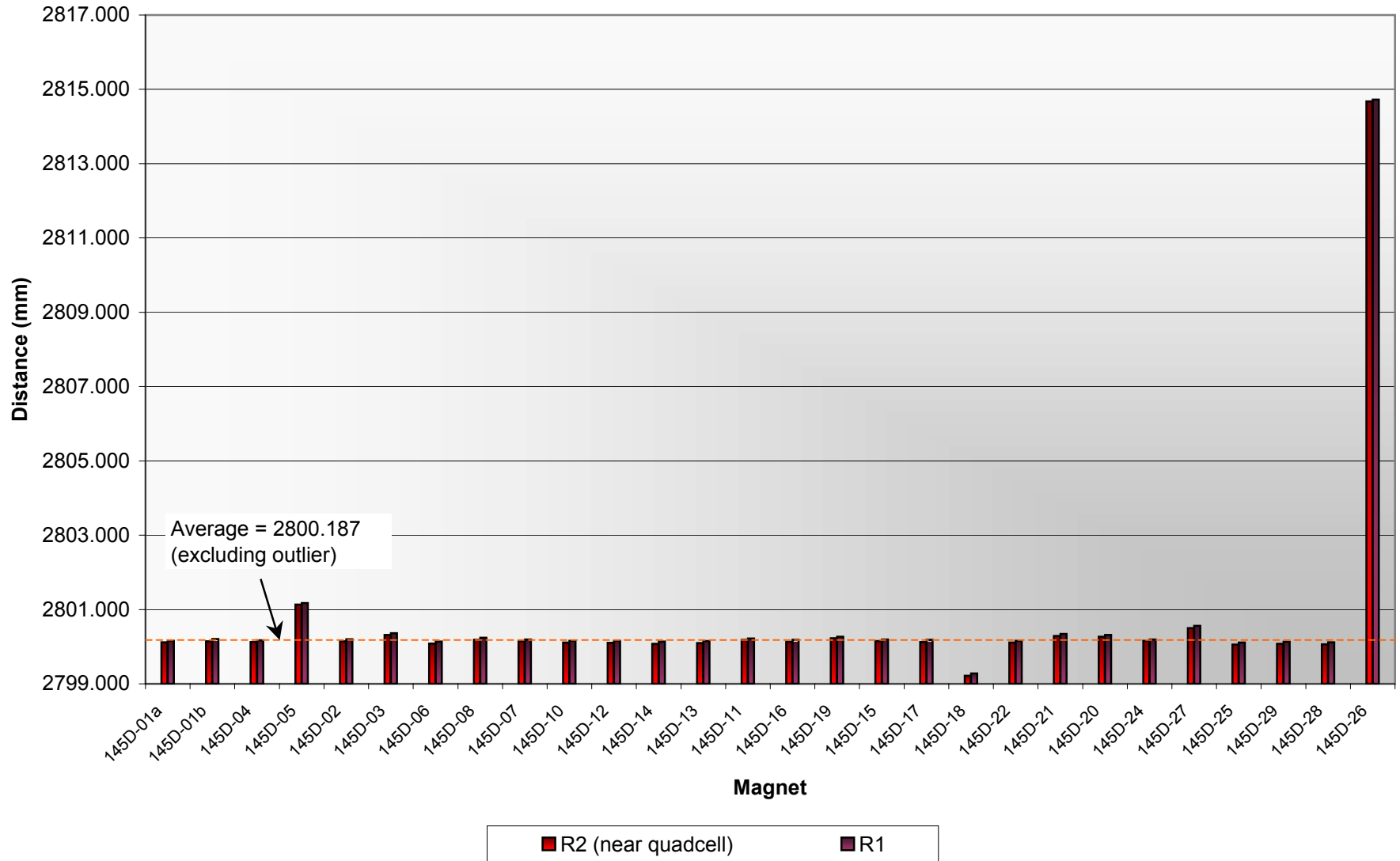


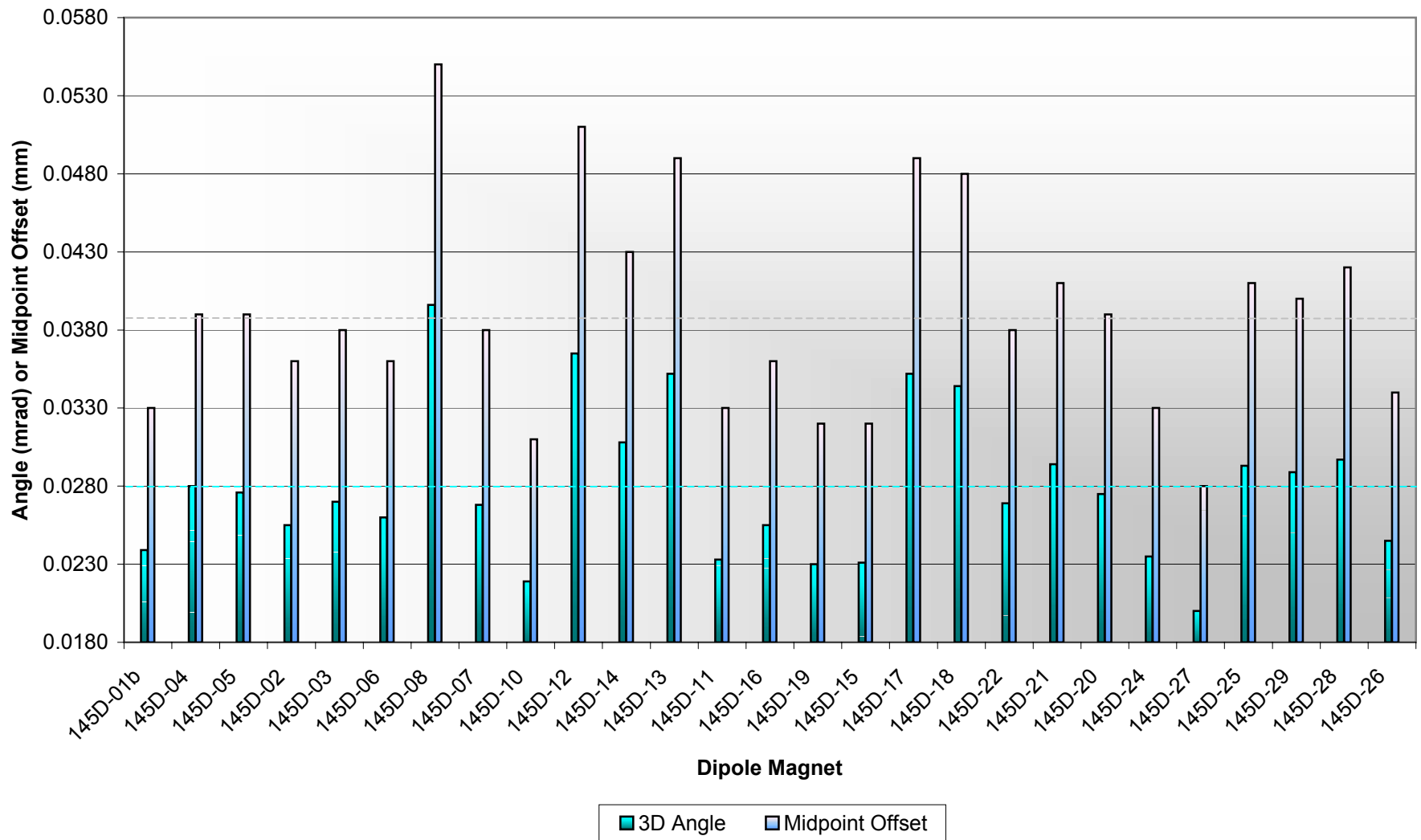
### Mechanical Axis on DownStream Garage (As Viewed From US Garage)



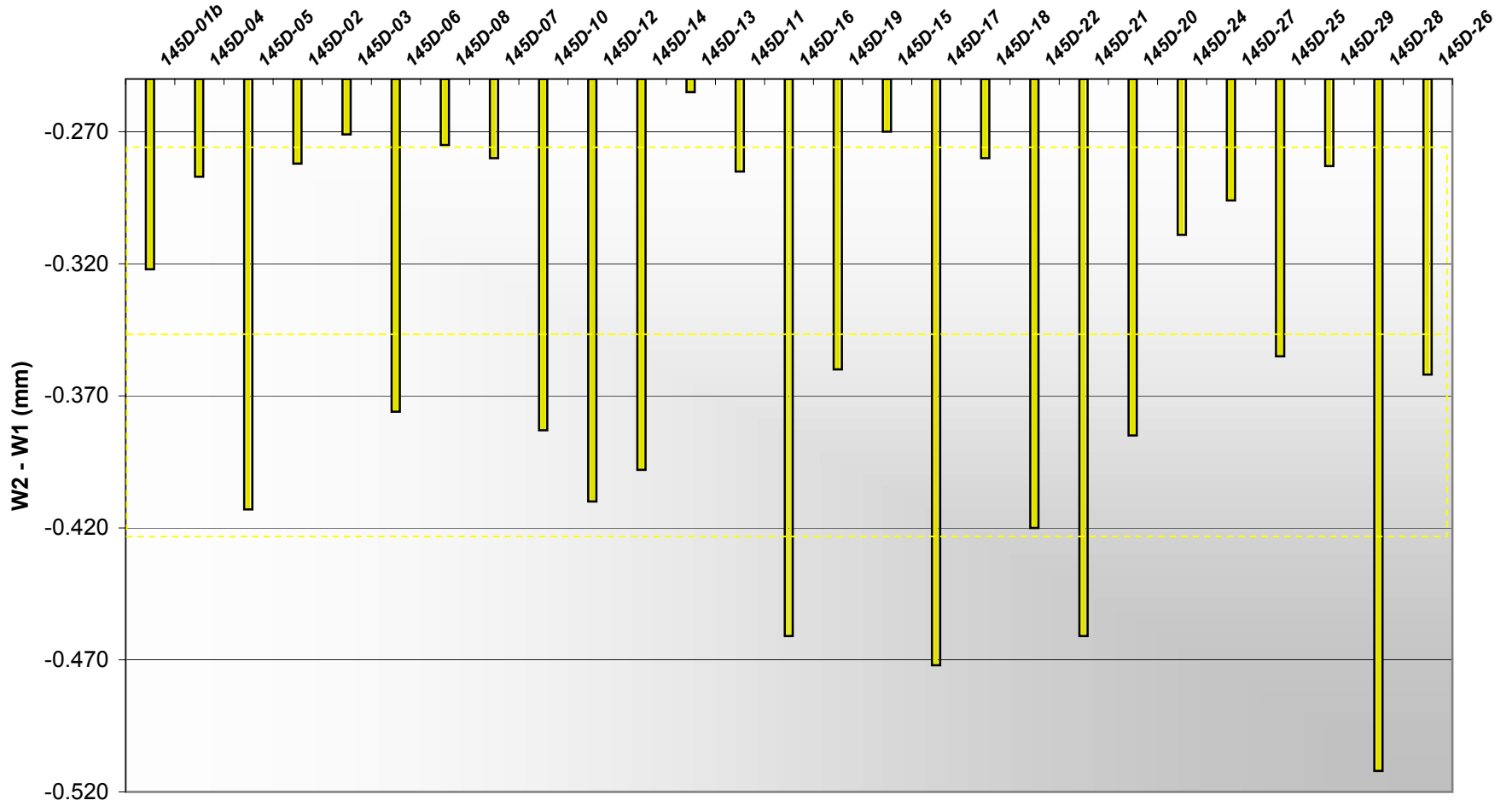
# Trolley Travel Distance



### Z-axis Difference Using Two Carriage Targets Per End (R1 vs. R2 Vector 3D Angle and Offset Differences)



### Wire Holder to Wire Holder Yaw

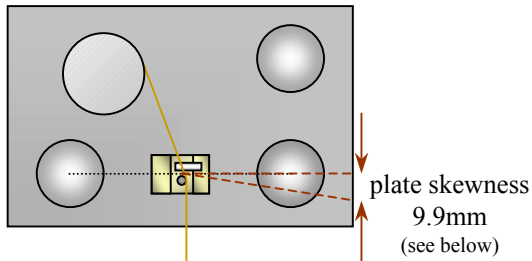


Dipole Magnet (with mean and std. dev)

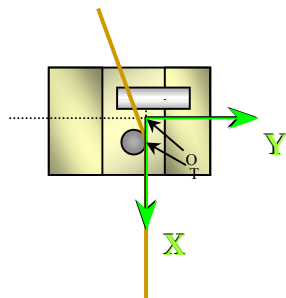
Note: Yaw does not affect x-position of wire at these above values  
(i.e. maximum above of  $\sim 0.415\text{mm} \ll 6.5\text{mm}$  shown on next page)

# ROTATION OF WIREHOLDER

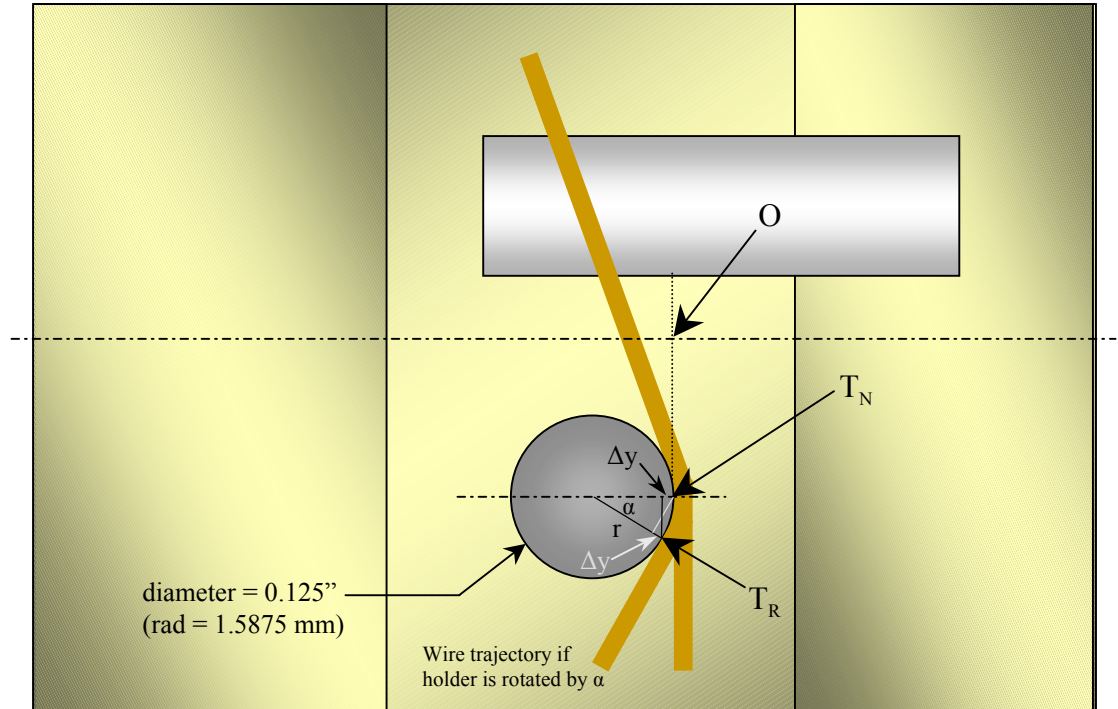
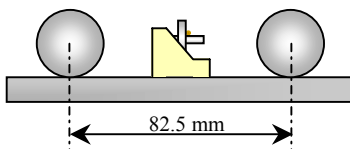
Top View of North Wire Holder



Detailed View of Local Axes



Side View of North Wire Holder



$T_N$  = normal tangential point  
 $T_R$  = rotated tangential point

$$\cos \alpha = \frac{r - \Delta y}{r}$$

Restricting  $\Delta y$  to 20  $\mu\text{m}$  gives  $\alpha = 9.1^\circ$

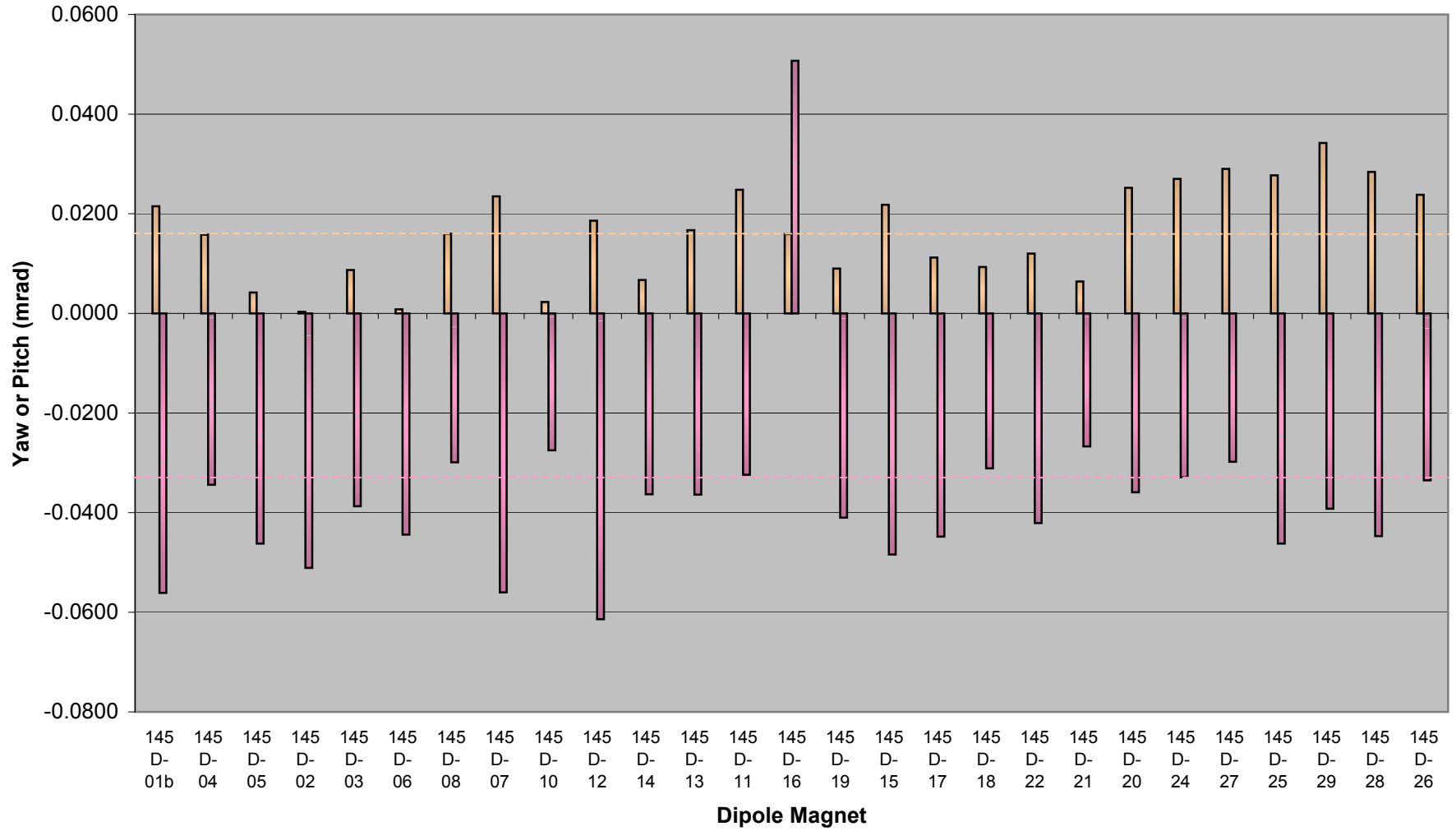
Assuming rotation about origin, plate skewness (ps) will be,

$$ps = 0.5 (\text{dist TB1-TB2}) \sin \alpha = 6.5 \text{ mm}$$

Note 1: ps = 9.9 mm at plate edge

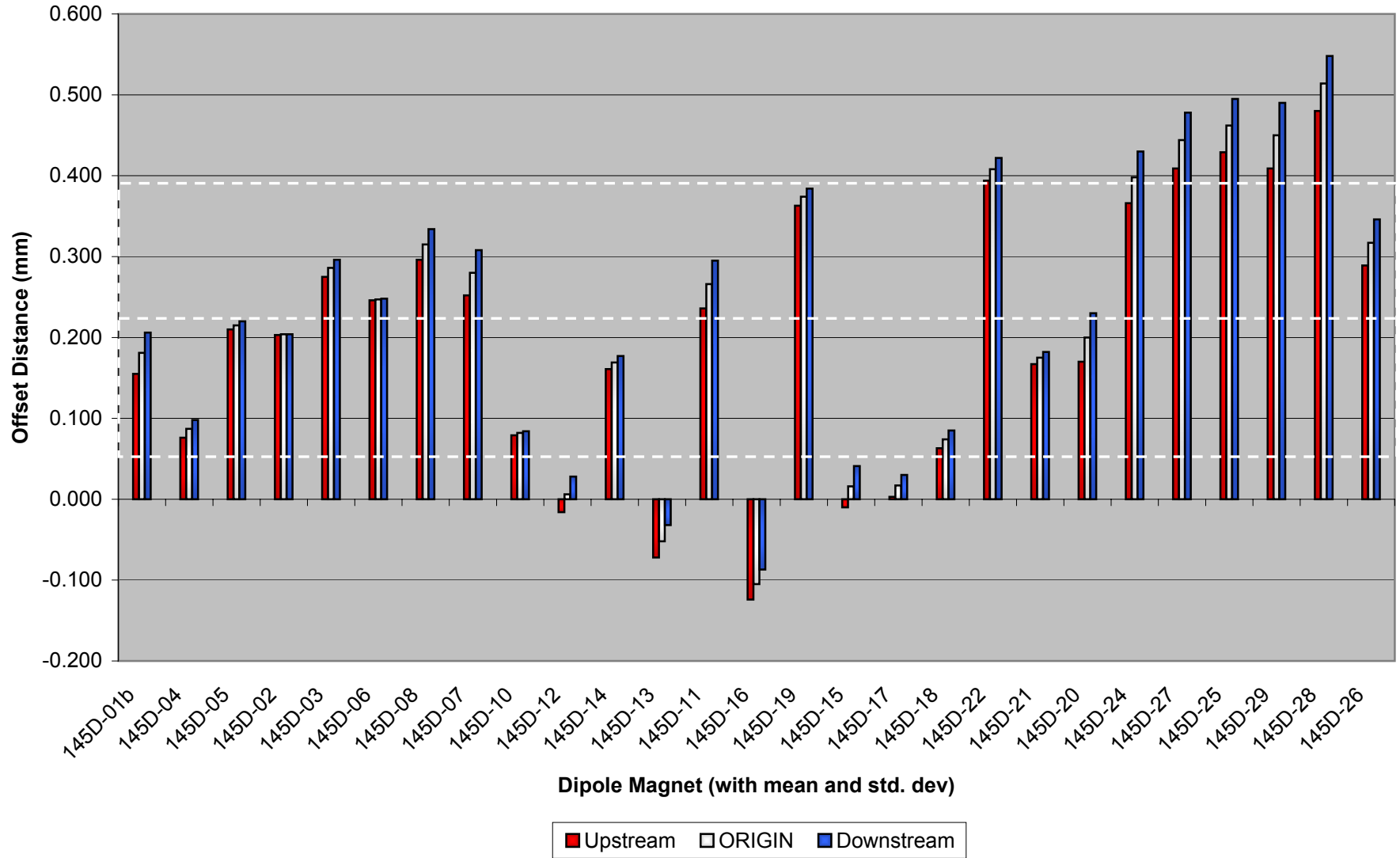
Note 2: using wire centerline causes negligible difference in above solution

### Magnet Centerline Orientation (Yaw and Pitch of Magnetic Centerline Relative to Mechanical Centerline)

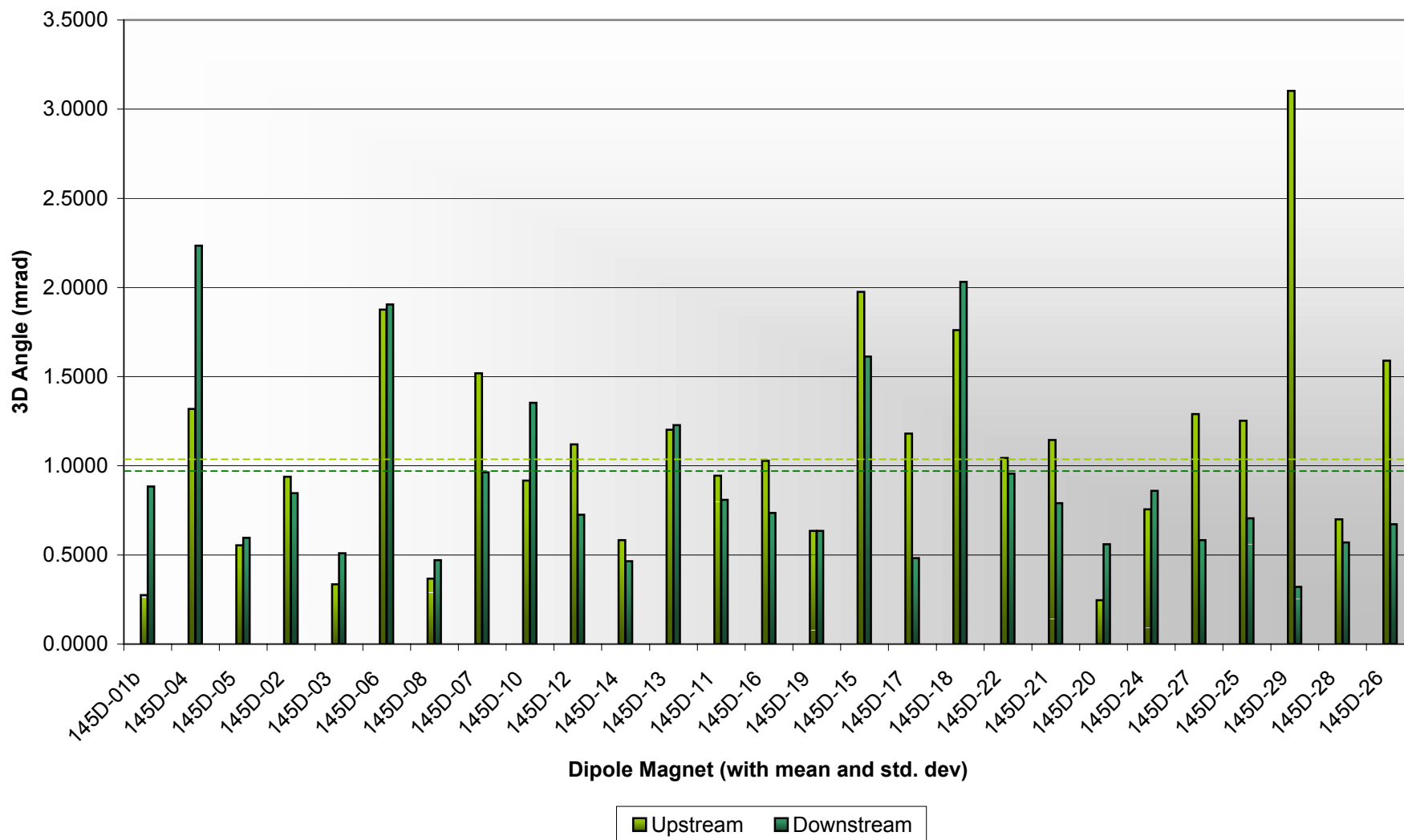


Legend: ■ Yaw ■ Pitch

### Mechanical to Magnetic Centerline Offset Distance (x-direction)

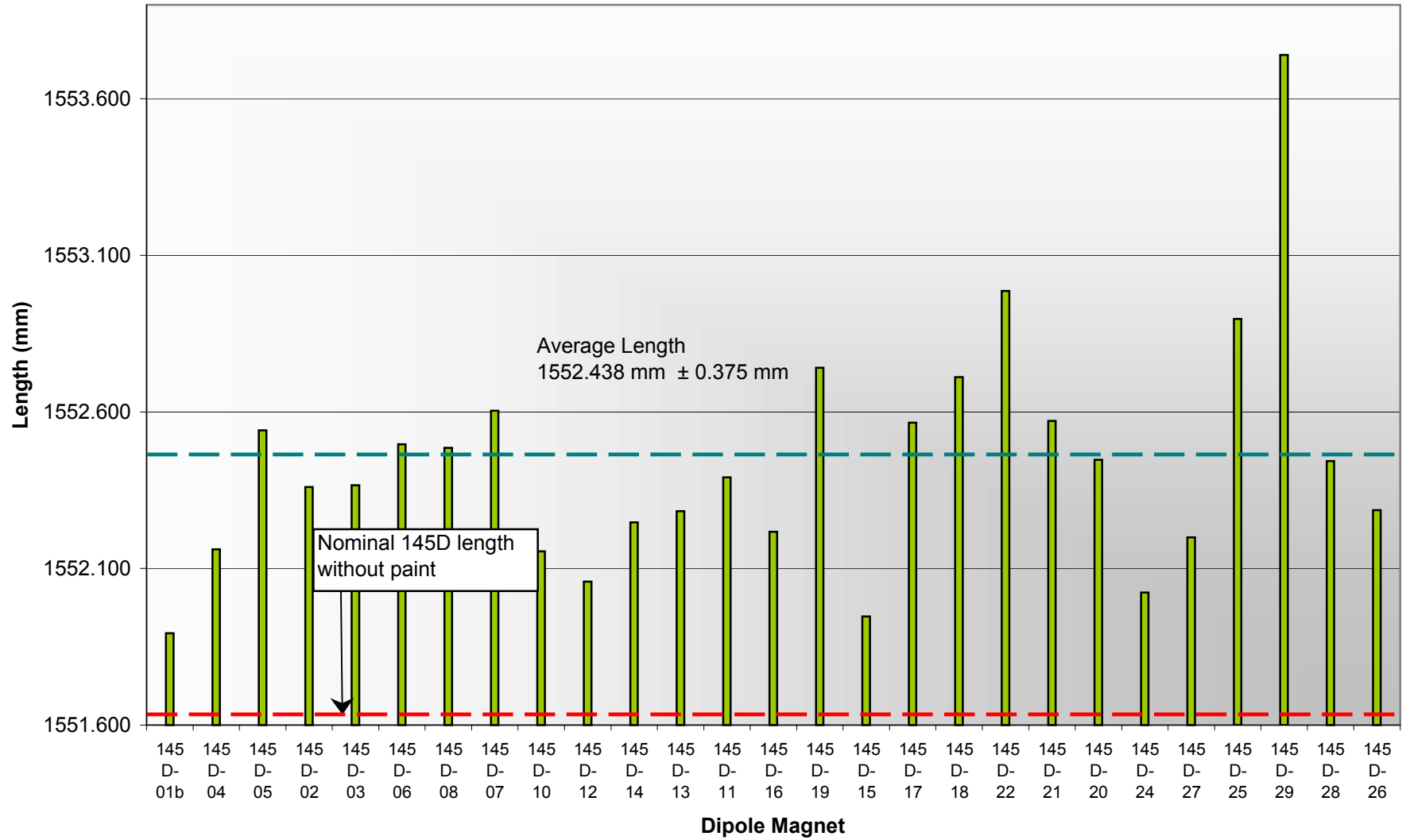


### End Surfaces (3D Orientation of Partial End Surfaces of Dipole Magnets)

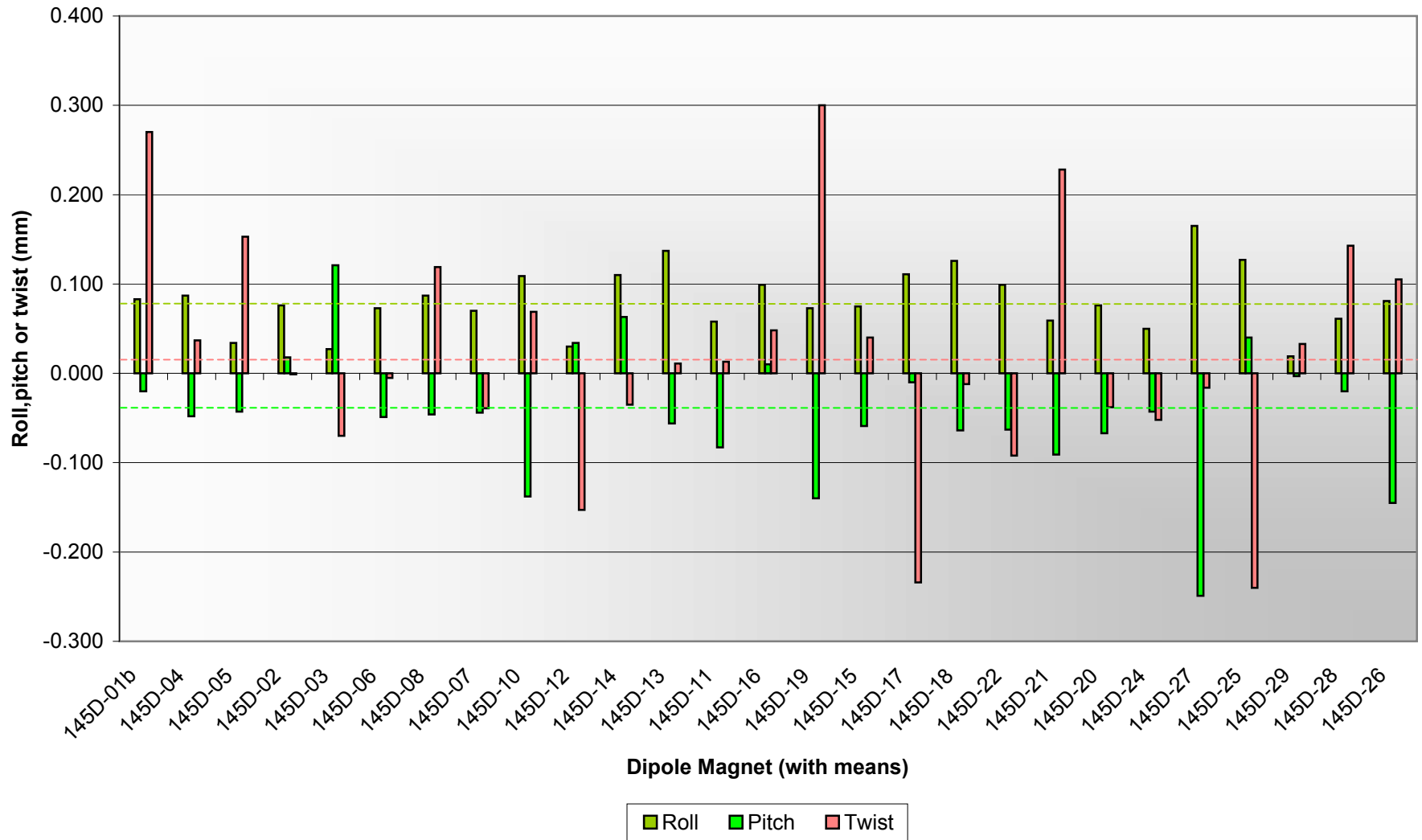




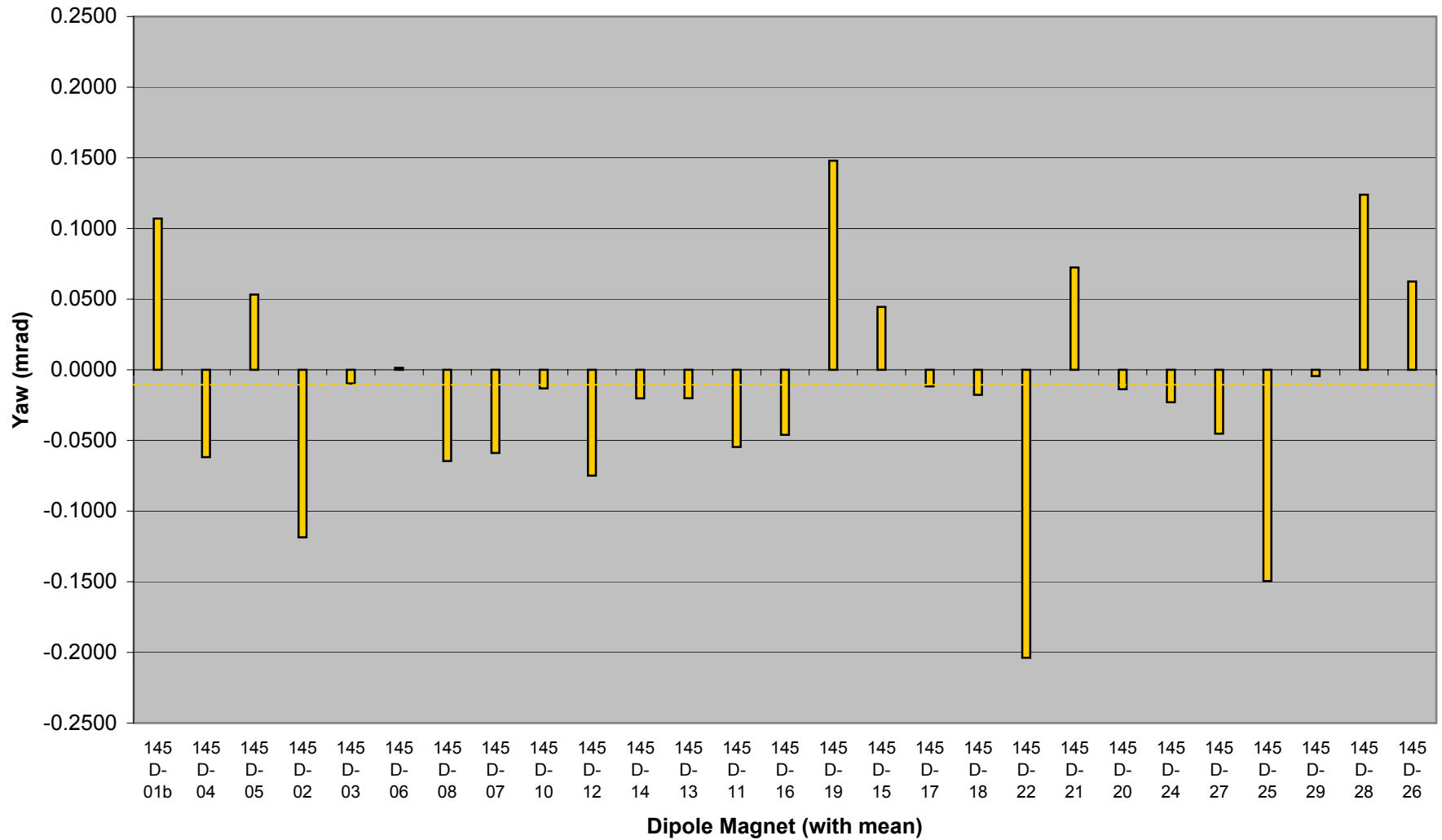
# Length of Magnet Along Mechanical Axis Determined by Endplate Scans



**Top Surface**  
**(Orientation of Scanned Corners on Surface Laminations of Dipole Magnets)**



**Back Surface**  
**(Yaw of Upper Part of Back Surface of Magnet)**



**Back Surface**  
**(Yaw of Upper Part of Back Surface of Magnet)**  
**Distance From the Mechanical Centerline**

