

2009 summer shutdown job list

1. Opening and closing the detector, including calorimeters and, probably, erect and remove scaffolding, as needed
2. Re-activating SNEGs and beam pipe vacuum components bake out (with AD)
3. Remove and reinstall North and South luminosity detectors.
4. Handle power outages (at least 3, including D0 electrical maintenance with feeder 49 off).
5. Warm up VLPC cryostats to 50 K (combined with power outage(s)).
6. Warm up West VLPC lid gaskets.
7. Repair Dewar 39.
8. Wet engines swap.
9. If North Dry engine (hopefully) makes it through the shutdown, switch it to East at the end of shutdown.
10. Rebuild Wet and North Dry engines (AD engine group).
11. Top off the liquid argon levels in the calorimeters
12. Pump on liquid argon calorimeter valve boxes and u-tubes at the north and south end, top of the detector.
13. Pump on all accessible cryo vacuum jacketed lines inside the collision hall.
14. Annual UPS maintenance work
15. Torque Toroid bolts.
16. Solenoid power supply maintenance and check torque on buss connections – Walt
17. Change ODH heads in the collision hall.
18. Check Freon charge on silicon chillers. Switch chillers?
19. We should rotate all of our water pumps, with special attention to glycol pump number 2 in the cryo pump room. This pump has not run in years. (I wonder if it will?).
20. Check all emergency lights in the hall.
21. Annual 90 minute test of emergency lights (during long power outage).
22. Check the Ar dump pit. Is there a sump pump in there?, Does it work? Is there an alarm if it does not? This could be checked outside of the shutdown.
23. Verify - do the louvers to Ar Dump pit close during ODH trip?
24. Install dry purge system (pump + dryer) for PDTs in North truss.
25. Install wooden steps to the platform on West side.
26. Fabricate and install covers for L1 MUO crates to protect cables.
27. Installation of R2-D0 power supplies switch.
28. Revisit the water leak in the east cathedral between the SMT power supplies.
[Has the DCW leak rate gotten any worse or is it stable? Can we locate and repair it?]
29. Visually inspect all collision hall valve actuators (for wear valve stem wear, mounting tightness, leaking air lines, linkages etc.) Maybe a good itemized once over on the actuators outside the collision hall would be in order as well.