

# MRO Delay Line

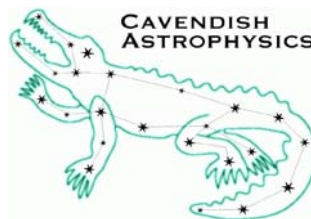
**DL Trolley Acceptance Tests**

**INT-406-VEN-0202**

*The Cambridge Delay Line Team*

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## Change Record

Revision	Date	Author(s)	Changes
0.1	2010-09-08	MF	Initial outline derived from List of Tests INT-406-VEN-0108
0.2	2010-09-09	MF	Added pre-acceptance tests at ISF (no metrology system)

## Objective

This document defines the list of acceptance tests to be undertaken for the testing of the production delay line trolley.

## Scope

The list is a comprehensive suite of tests defined for both factory acceptance testing (FAT) and site acceptance testing (SAT) of the delay line production trolley. Included is a section on pre-acceptance testing (formerly campus acceptance tests) of a production trolley at the Infrastructure Facility (IFS) on NMT's campus. There is an open test track at the ISF but no metrology system and therefore tests are limited to trolley functionality and slew tests.

## Reference Documents

RD1 Results of the Risk Reduction Experiments Rev. 1.0, 6<sup>th</sup> December 2005

RD2 Top-level requirements INT-406-TSP-0002

RD3 Derived Requirements INT-406-VEN-0107

## Applicable Documents

.

## Acronyms and Abbreviations

**BCA** Beam Combining Area

**BCF** Beam Combining Facility

**BRS** Beam Relay System

**DL** Delay Line

**DLA** Delay Line Area

**FAT** Factory Acceptance Test(s)

**ICD** Interface Control Document

**ISF** Infrastructure Facility

**ISS** Interferometer Supervisory System

**MROI** Magdalena Ridge Observatory  
Interferometer

**MRAO** Mullard Radio Astronomy Observatory

**NMT** New Mexico Tech

**OPD** Optical Path Delay

**SAT** Site Acceptance Test(s)

**TBC** To be confirmed

**TBD** To be determined

## Table of Contents

1	Introduction.....	5
1.1	Grouping of Tests.....	5
1.2	Test conditions .....	5
1.2.1	Testing at atmosphere .....	5
1.2.2	Testing under vacuum conditions .....	5
2	Tests at atmosphere.....	6
2.1	Trolley slew tests .....	6
2.2	Trolley tracking tests.....	6
2.3	Trolley trajectory tests .....	7
2.4	Trolley roll and shear loop tests.....	7
2.5	Datum tests.....	8
2.6	Focus mechanism tests.....	8
2.7	Trolley limits tests.....	8
2.8	Vacuum integrity test.....	8
3	Tests under vacuum .....	9
3.1	Trolley slew tests .....	9
3.2	Trolley tracking tests.....	9
3.3	Trolley trajectory tests .....	9
3.4	Trolley roll and shear loop tests.....	9
3.5	Datum tests.....	10
4	ISF Tests .....	10
4.1	Slew Tests .....	10
4.2	Equivalent tracking tests .....	10
4.3	Trolley roll tests .....	11
4.4	Focus mechanism tests.....	11
4.5	Trolley limits tests.....	11

# 1 Introduction

The test list presented here is designed to show that the top level and derived requirements are met and that the performance of the system is maintained over representative observing periods. A short description of each test is given together with any specific conditions that should apply for the duration of the test. The derived requirement with which the test is associated is given in the last column of the tables. A top level requirement is identified with the letters TL followed by the section number and paragraph number.

Tests are grouped into categories for convenience of referencing but this is not meant to imply any particular significance or order in testing.

All tests may be conducted at atmospheric pressure but a substantial subset of these tests must be repeated under vacuum conditions. The differences between testing at atmosphere and testing under vacuum are explained below

## 1.1 Grouping of Tests

Tests are grouped under general categories that address some particular aspect of the requirements. These groups are:

**Slew tests:** these test the repositioning time of the trolley, the maximum velocity and acceleration, the power consumption and trolley temperatures, and show that the metrology system maintains lock when the shear system and steering loops are closed.

**Tracking tests:** these comprise constant velocity tests over a range of tracking velocities from 0.1mm/s to 15mm/s, sets of 10 minute long tracking tests to represent normal observation times and tracking over joints to assess the effect of the join.

**Trajectory tests:** these test the re-positioning of a trolley from tracking at one position to tracking at another position, tracking at constant accelerations and tracking reversal and tracking offsets of 0.5 $\mu$ m to 10 $\mu$ m.

**Roll and shear tests:** these check the operation of the shear loop, the secondary tip/tilt servo and the effect of the steering in open and closed loop. They also provide information on the deviations of the delay line pipe.

**Datum tests:** these test the repeatability of the datum switch and the overall stability of the datum over a period of time.

**Focus tests:** these test the resolution and stability of the cat's eye focussing system.

**Limit tests:** these test the functionality of the limits and the characteristics of the trolley and cat's eye servos when a limit is encountered.

**Vacuum tests:** this is a specific test of the hold time of the test rig when evacuated to less than 1mbar.

## 1.2 Test conditions

### 1.2.1 Testing at atmosphere

Testing at atmosphere is much more convenient than testing under vacuum conditions. Most tests that are met at atmosphere can be expected to meet the requirements under vacuum. The main difference in testing at atmosphere is that air in the pipe will be pushed about by the trolley and so servos will have to work harder and there is more coupling from the trolley to the cat's eye. On the other hand air damping is also increased. The delay line pipe must be left partially open at both ends to allow air to flow in or out and reduce the effect on the trolley. The rear DL pipe plate holding the RF antennas, ground plane and RF absorbent material must remain in place but spaced off from the end section of pipe. No science windows or blanking plates should be fitted in the delay line pipe near end plate for these tests.

### 1.2.2 Testing under vacuum conditions

When testing under vacuum the end plates are installed properly on the delay line pipe and the science and

metrology windows are fitted (the science beam ports may be blanked off). The test rig is evacuated to approximately 0.5 mbar.

## 2 Tests at atmosphere

### 2.1 Trolley slew tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived/ Requirement
1	Check velocity ramping under VME control by moving fixed distances (plus and minus): 4mm, 10mm, 20mm, 50mm 100mm 200mm 500mm 2m.	Test repositioning time Delay precision	Check track/slew switching	2.2.1 2.2.2 (TL 5.2.4)
2	Carry out a full length slew (the maximum velocity is +0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2
3	Carry out a full length slew (the maximum velocity is -0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2
4	Carry out a sequence of full length slews equivalent to ~400m of delay line travel	Check temperatures Check power	Check steering performance	2.5.1

### 2.2 Trolley tracking tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1a	Test tracking at rates of (plus and minus) 0.1mm/s, 0.2mm/s, 0.4mm/s, 0.8mm/s and then 1 to 15mm/s in increments of 1mm/s. Steering and tip-tilt loops closed.	Test of OPD performance		(TL 5.2.6)
2	Continuous tracking for 10 minutes at the following velocities: 0.2mm/s, -1mm/s, +5mm/s and -10mm/s. (may need to log in sections if log files are too long: 30s log is ~11MB)	Test of OPD performance over typical observation time		(TL 5.2.6)
3	Continuous tracking across joins – position trolley so as to cross join at 0.2mm/s and again at 1mm/s and 5mm/s for each accessible pipe joint.	Test of performance over joins in pipe		(TL 5.2.6)

### 2.3 *Trolley trajectory tests*

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1	Test trajectory acquisition and time by switching from tracking at one position to tracking at another position for a range of distances e.g 4mm, 20mm, 100mm, 200mm, 500mm, 2m 10m and 14m.	Check re-acquisition time & delay precision		(TL 5.2.4)
2	Test tracking at constant accelerations $0.3\mu\text{ms}^{-2}$ , $0.625\mu\text{ms}^{-2}$ , $1.25\mu\text{ms}^{-2}$ .	Test of OPD performance		(TL 5.2.6)
3	Test reversing direction while tracking with a realistic trajectory.	Test of OPD performance		(TL 5.2.6)
4	Test response to fringe tracking offsets of $0.5\mu\text{m}$ , $1\mu\text{m}$ and $10\mu\text{m}$	Test offset response		(TL 5.2.11)

### 2.4 *Trolley roll and shear loop tests*

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Slew the trolley for the full length of the delay line at a constant velocity of 90mm/s with steering and tip/tilt loops closed.	Check tip/tilt	Measure pipe deviation Check steering performance	2.4.1
2	Slew the trolley along the delay line at a constant velocity of 100mm/s while logging with steering loop off but centred and check roll display on GUI.	Check trolley balance.	Check steering centre position	-
3	Slew the trolley the delay line at a constant velocity of 100mm/s while logging and with steering loop off but set at maximum deviation and check roll display on GUI.	Check for limit of roll angle.	Ensure trolley is retrievable if steering fails	-
4	Operate the tip/tilt actuator between its limits in both axes and measure the resulting shear of the metrology beam using the shear sensor.	Check tip/tilt range		2.1.2.2
5	Using the same results gathered in (4) obtain the slew rate of the tip/tilt device in both axes.	Check tip/tilt slew rate		2.1.2.3

### 2.5 Datum tests

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Acquire datum 10 times from close range and check the deviation from zero at the instant before the reset.	To check datum switch repeatability		(TL 5.1.1) (TL 5.2.4)
2	Acquire datum 10 times from different starting positions: at, near, far. Check deviation as for test 1	To check datum stability		(TL 5.1.1) (TL 5.2.4)
3	Acquire datum at various times through testing phase. Check deviation as for test 1	To check intra-night stability		(TL 5.1.1) (TL 5.2.4)
4	Acquire datum the following day. Check deviation as for test 1	To check inter-night stability		(TL 5.1.1) (TL 5.2.4)

### 2.6 Focus mechanism tests

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Request a range of focus motions chosen to demonstrate the positioning resolution and repeatability.	Test focus resolution		2.1.3.1
2	Measure the change in tilt of the return metrology beam while heating the trolley through continuous motion.	Test focus drift		2.1.3.2

### 2.7 Trolley limits tests

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Drive trolley into each limit at 200mm/s, check that trolley slows within allowed distance and then stops within expected distance after reaching final limit. Check trolley will drive out of limit.	Test limit functionality	Check cat's eye current limit.	2.3.1
2	Drive trolley into each limit at 700mm/s and check that trolley stops within expected distance and cannot be driven further, but can be driven out of limit.	Test limit functionality	Check cat's eye current limit.	-

### 2.8 Vacuum integrity test

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Pump down to 0.2 to 0.5 mbar and check pressure over next few days	Test of seal	Test of system	4.1.3



### 3 Tests under vacuum

#### 3.1 Trolley slew tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1	Carry out a full length slew (maximum velocity is +0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2
2	Carry out a full length slew (maximum velocity is -0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2
3	Carry out a sequence of full length slews equivalent to ~400m of delay line travel	Check temperatures Check power	Check steering performance	2.5.1

#### 3.2 Trolley tracking tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1	Test tracking at rates of (plus and minus) 0.1mm/s, 0.5mm/s, 1mm/s, 5mm/s, 10mm/s and 15mm/s. Steering loop closed.	Test of OPD performance		(TL 5.2.6)
2	Continuous tracking for 10 minutes at the following velocities: 0.2mm/s, -1mm/s, +5mm/s and -10mm/s. (may need to log in sections if log files are too long: 30s log is ~11MB)	Test of OPD performance over typical observation time		(TL 5.2.6)

#### 3.3 Trolley trajectory tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1	Test trajectory acquisition and time by switching from tracking at one position to tracking at another position for a range of distances e.g 4mm, 20mm, 100mm, 200mm, 500mm, 2m 10m and 14m.	Check re-acquisition time		(TL 5.2.4)
2	Test response to fringe tracking offsets of 0.5µm and 1µm (also 10µm if can be rate limited)	Test step response		(TL 5.2.11)

#### 3.4 Trolley roll and shear loop tests

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Slew the trolley for the full length of the delay line at a constant velocity of 90mm/s with steering and tip/tilt loops closed.	Check tip/tilt	Measure pipe deviation Check steering performance	2.4.1

### 3.5 Datum tests

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Acquire datum 10 times from close range and check the deviation from zero at the instant before the reset.	To check datum switch repeatability		-
2	Acquire datum 10 times from different starting positions: at, near, far. Check deviation as for test 1	To check datum stability		(TL 5.1.1) (TL 5.2.4)
3	Acquire datum at various times through testing phase. Check deviation as for test 1	To check intra-night stability		(TL 5.1.1) (TL 5.2.4)
4	Acquire datum the following day. Check deviation as for test 1	To check inter-night stability		(TL 5.1.1) (TL 5.2.4)

## 4 ISF Tests

These are functional tests that may be performed when a metrology system is not available. They are limited to trolley operation in 'slew mode' only. Motions of the trolley are commanded by direct slew commands from the workstation GUI. The trolley computer 'knows' if a metrology system is not connected and will not allow the trolley to switch into 'tracking mode'.

### 4.1 Slew Tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived/ Requirement
1	Check velocity ramping under VME control by moving fixed distances (plus and minus): 4mm, 10mm, 20mm, 50mm 100mm 200mm 500mm 2m.	Test repositioning time Delay precision	Check track/slew switching	2.2.1 2.2.2 (TL 5.2.4)
2	Carry out a full length slew (the maximum velocity is +0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2
3	Carry out a full length slew (the maximum velocity is -0.7m/s)	Check metrology lock	Check time Check power	2.2.1 2.2.2

### 4.2 Equivalent tracking tests

Test No.	Test Description	Primary objective	Subordinate objectives	Derived Requirement
1	Test slew at rates of (plus and minus) 0.2mm/s, 0.5mm/s and then 1 to 5mm/s in increments of 1mm/s. Steering loop closed.	Test of trolley low speed performance		(TL 5.2.6)

**4.3 Trolley roll tests**

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Slew the trolley for the full length of the test track at a constant velocity of 90mm/s with steering loop closed.	Check tip/tilt	Check steering performance	2.4.1
2	Slew the trolley along the delay line at a constant velocity of 100mm/s while logging with steering loop off but centred and check roll display on GUI.	Check trolley balance.	Check steering centre position	-
3	Slew the trolley the delay line at a constant velocity of 100mm/s while logging and with steering loop off but set at maximum deviation and check roll display on GUI.	Check for limit of roll angle.	Ensure trolley is retrievable if steering fails	-

**4.4 Focus mechanism tests**

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Request a range of focus motions chosen to demonstrate the positioning resolution and repeatability.	Test focus resolution		2.1.3.1
2	Measure the change in tilt of the return metrology beam while heating the trolley through continuous motion.	Test focus drift		2.1.3.2

**4.5 Trolley limits tests**

Test No.	Test Description	Primary objective	Subordinate Objectives	Derived Requirement
1	Drive trolley into each limit at 200mm/s, check that trolley slows within allowed distance and then stops within expected distance after reaching final limit. Check trolley will drive out of limit.	Test limit functionality	Check cat's eye current limit.	2.3.1
2	Drive trolley into each limit at 700mm/s and check that trolley stops within expected distance and cannot be driven further, but can be driven out of limit.	Test limit functionality	Check cat's eye current limit.	-