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TECHNICAL REPORT

Alignment of the CMS silicon strip tracker during stand-alone commissioning

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2009 JINST 4 T07001

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2009 JINST 4 T07001

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2009 JINST 4 T07001

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ABSTRACT: The results of the CMS tracker alignment analysis are presented using the data from cosmic tracks, optical survey information, and the laser alignment system at the Tracker Integration Facility at CERN. During several months of operation in the spring and summer of 2007, about five million cosmic track events were collected with a partially active CMS Tracker. This allowed us to

2009 JINST 4 T07001

perform first alignment of the active silicon modules with the cosmic tracks using three different statistical approaches; validate the survey and laser alignment system performance; and test the stability of Tracker structures under various stresses and temperatures ranging from $+15^{\circ}$C to -15°C. Comparison with simulation shows that the achieved alignment precision in the barrel part of the tracker leads to residual distributions similar to those obtained with a random misalignment of 50 (80) μm RMS in the outer (inner) part of the barrel.

KEYWORDS: Particle tracking detectors (Solid-state detectors); Particle tracking detectors; Pattern recognition, cluster finding, calibration and fitting methods; Analysis and statistical methods

2009 JINST 4 T07001

Contents

2009 JINST 4 T07001

1 Introduction

The all-silicon design of the CMS tracker poses new challenges in aligning a system with more than 15,000 independent modules. It is necessary to understand the alignment of the silicon modules to close to a few micron precision. Given the inaccessibility of the interaction region, the most accurate way to determine the silicon detector positions is to use the data generated by the silicon detectors themselves when they are traversed in-situ by charged particles. Additional information about the module positions is provided by the optical survey during construction and by the Laser Alignment System during the detector operation.

1.1 CMS tracker alignment during commissioning

A unique opportunity to gain experience in alignment of the CMS silicon strip tracker [1, 2] ahead of the installation in the underground cavern comes from tests performed at the Tracker Integration Facility (TIF). During several months of operation in the spring and summer of 2007, about five million cosmic track events were collected. The tracker was operated with different coolant temperatures ranging from $+15^{\circ}$C to -15°C. About 15% of the silicon strip tracker was powered and read-out simultaneously. An external trigger system was used to trigger on cosmic track events. The silicon pixel detector was only trial-inserted at TIF and was not involved in data taking.

The soft cosmic muon spectrum and the absence of any magnetic field however severely limit the precision of the alignment procedure. In fact, the momentum distribution of the cosmic muons was expected to have a mean value of a few GeV/c. Given the large material budget of the tracker [1] (at vertical incident angle about 50% of a radiation length), the alignment resulted in being limited by the multiple scattering. Moreover, the absence of the magnetic field did not allow the momentum to be determined. As explained in the following sections, an average momentum for track reconstruction was used and therefore any residual between the tracks and the measured hits could not be properly accounted to come either from a genuine misalignment or due to a multiple scattering effect.

Given these constraints, results on the precision of the alignment in itself are to be interpreted with care. Once the Tracker operates inside CMS, a more precise alignment could be performed, also making use of the large magnetic field and therefore momentum measurement. This note is primarily intended to show alignment results with the track-based approach, where three statistical algorithms have been employed showing consistent results. Assembly precision and structure stability with time are also studied, to be interpreted with due care, given the afore mentioned limitations of the setup.

Nonetheless, the experience gained in analysis of the TIF data will help evolving alignment strategies with tracks, give input into the stability of the detector components with temperature and assembly progress, and test the reliability of the optical survey information and the laser alignment system in anticipation of the first LHC beam collisions.

1.2 CMS tracker geometry

The CMS tracker is the largest silicon detector ever constructed. Even with about 15% of the silicon strip tracker activated during the TIF test, more than 2,000 individual modules were read out.

2009 JINST 4 T07001

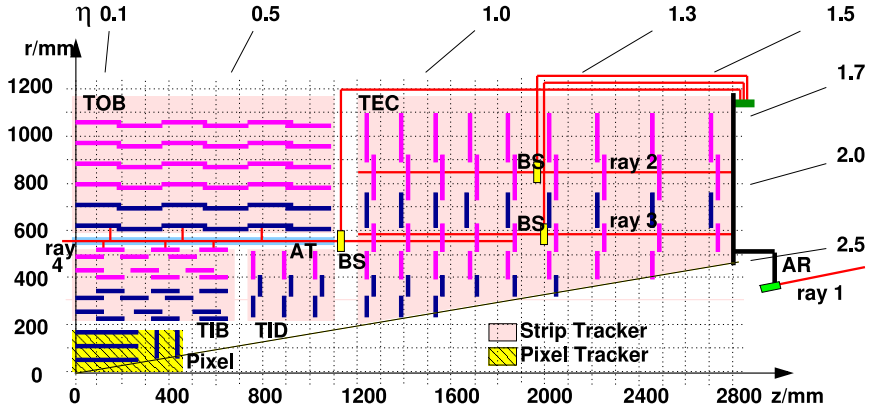

Figure 1. A quarter of the CMS silicon tracker in an *rz* view. Single module positions are indicated as purple lines and dark blue lines indicate pairs of $r\phi$ and stereo modules. The path of the laser rays, the beam splitters (BS) and the alignment tubes (AT) of the Laser Alignment System are shown.

The strip detector of CMS is composed of four sub-detectors, as illustrated in figure 1: the Tracker Inner and Outer Barrels (TIB and TOB), the Tracker Inner Disks (TID), and the Tracker Endcaps (TEC). They are all concentrically arranged around the nominal LHC beam axis that coincides with the *z*-axis. The right handed, orthogonal CMS coordinate system is completed by the *x*- and *y*-axes where the latter is pointing upwards. The polar and azimuthal angles ϕ and θ are measured from the positive *x*- and *z*-axis, respectively, whereas the radius *r* denotes the distance from the *z*-axis.

The TIB and TOB are composed of four and six layers, respectively. Modules are arranged in linear structures parallel to the *z*-axis, which are named "strings" for TIB (each containing three modules) and "rods" for TOB (each containing six modules). The TID has six identical disk structures. The modules are arranged on both sides of ring-shaped concentric structures, numbering three per disk. Both TECs are built from nine disks, with eight "front" and "back" "petals" alternatively mounted on either side, with a petal being a wedge-shaped structure covering a narrow ϕ region and consisting of up to 28 modules, ordered in a ring structure as well. We outline the hierarchy of the Strip detector structures in figure 2.

Strips in the $r\phi$ modules have their direction parallel to the beam axis in the barrel and radially in the endcaps. There are also stereo modules in the first two layers or rings of all four subdetectors (TIB, TOB, TID, TEC) and also in ring five of the TEC. The stereo modules are mounted back-to-back to the $r\phi$ modules with a stereo angle of 100 mrad and provide, when combining measurements with the $r\phi$ modules, a measurement of *z* in the barrel or *r* in the endcap. A pair of an $r\phi$ and a stereo module is also called a double-sided module. The strip pitch varies from 80 to 205 μm depending on the module, leading to single point resolutions of up to $23-53$ μm in the barrel [2].

2 Input to alignment

In this section we discuss the input data for the alignment procedure of the CMS Tracker: charged particle tracks, optical survey prior to and during installation, and laser alignment system measurements.

2009 JINST 4 T07001

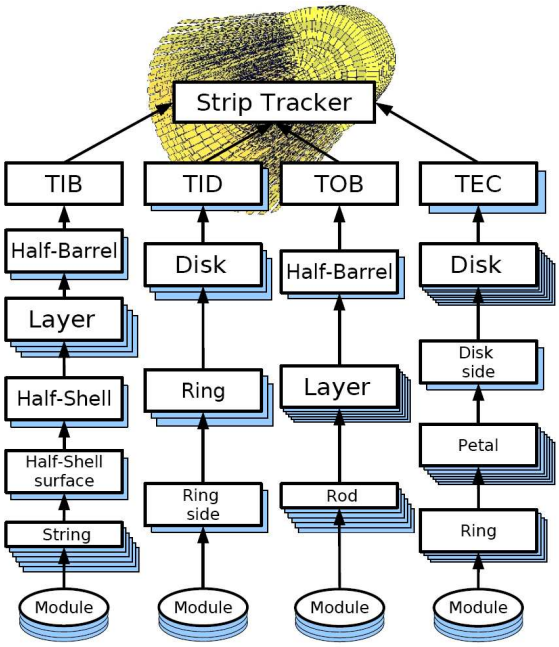

Figure 2. Hierarchy of the CMS silicon strip detector structures.

2.1 Charged particle tracks

Track reconstruction and performance specific to the Tracker Integration Facility configuration are discussed in detail in refs. [3, 4].

Three different trigger configurations were used in TIF data-taking, called A, B and C and shown in figure 3. About 15% of the detector modules, all located at $z > 0$, were powered and read-out. This includes 444 modules in TIB (16%), 720 modules in TOB (14%), 204 modules in TID (25%), and 800 modules in TEC (13%). Lead plates were included above the lower trigger scintillators, which enforced a minimum energy of the cosmic rays of 200 MeV to be triggered.

The data were collected in trigger configuration A at room temperature ($+15^{\circ}$C), both before and after insertion of the TEC at $z < 0$. All other configurations (B and C) had all strip detector components integrated. In addition to room temperature, configuration C was operated at +10 °C, -1 °C, -10 °C, and -15 °C. Due to cooling limitations, a large number of modules had to be turned off at -15 °C. The variety of different configurations allows us to study alignment stability with different stress and temperature conditions. Table 1 gives an overview of the different data sets.

We also validate tracking and alignment algorithm performances with simulation. A sample of approximately three million cosmic track events was simulated using the CMSCGEN simulator [5]. Only cosmic muon tracks within specific geometrical ranges were selected to simulate the scintillator trigger configuration C. To extend CMSCGEN's energy range, events at low muon energy have been re-weighted to adjust the energy spectrum to the CAPRICE data [6].

Charged track reconstruction includes three essential steps: seed finding, pattern recognition, and track fitting. Several pattern recognition algorithms are employed on CMS, such as "Combinatorial Track Finder" (CTF), "Road Search", and "Cosmic Track Finder", the latter being specific to

2009 JINST 4 T07001

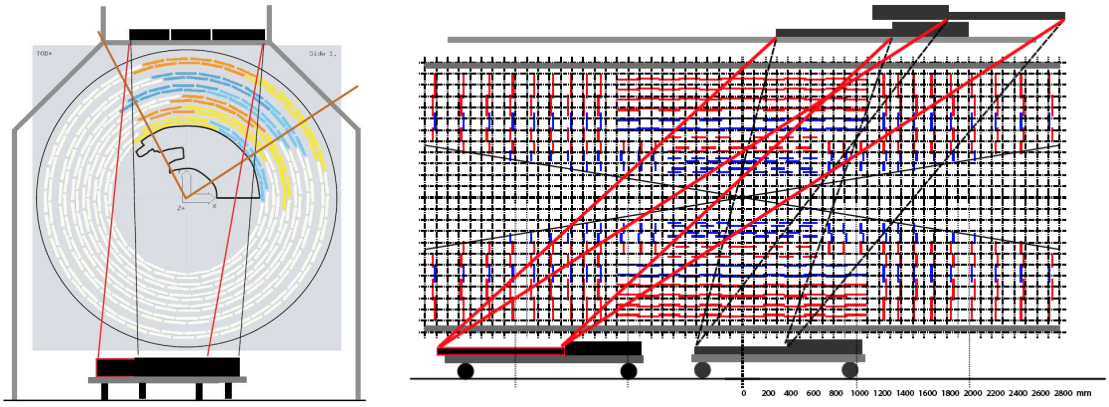

Figure 3. Layout of the CMS Strip Tracker and of the trigger scintillators at TIF, front (left) and side view (right). The acceptance region is indicated by the straight lines connecting the active areas of the scintillators above and below the tracker. On the right, configuration A corresponds approximately to the acceptance region defined by the right bottom scintillator; configuration B corresponds to the left bottom scintillator; and configuration C combines both.

Label	Trigger Position	Temperature	N_{trig}	Comments
A_1	A	15°C	665 409	before TEC- insertion
A_2	A	15°C	189 925	after TEC- insertion
B	B	15°C	177 768	
C_{15}	C	15°C	129 378	
C_{10}	C	10°C	534 759	
C_0	C	-1°C	886 801	
C_{-10}	C	-10°C	902 881	
C_{-15}	C	-15°C	655 301	less modules read out
C_{14}	C	14.5°C	112 134	
MC	C	–	3 091 306	simulation

Table 1. Overview of different data sets, ordered in time, and their number of triggered events N_{trig} taking into account only good running conditions.

the cosmic track reconstruction. All three algorithms use the Kalman filter algorithm for final track fitting, but the first two steps are different. The track model used is a straight line parametrised by four parameters where the Kalman filter track fit includes multiple scattering effects in each crossed layer. We employ the CTF algorithm for alignment studies in this note.

In order to recover tracking efficiency which is otherwise lost in the pattern recognition phase because hits are moved outside the standard search window defined by the detector resolution, an "alignment position error" (APE) is introduced. This APE is added quadratically to the hit resolution, and the combined value is subsequently used as a search window in the pattern recognition step. The APE settings used for the TIF data are modelling the assembly tolerances [2].

2009 JINST 4 T07001

There are several important aspects of the TIF configuration which require special handling with respect to normal data-taking. First of all, no magnetic field is present. Therefore, the momentum of the tracks cannot be measured and estimates of the energy loss and multiple scattering can be done only approximately. A track momentum of 1 GeV/c is assumed in the estimates, which is close to the average cosmic track momentum observed in simulated spectra. Other TIF-specific features are due to the fact that the cosmic muons do not originate from the interaction region. Therefore the standard seeding mechanism is extended to use also hits in the TOB and TEC, and no beam spot constraint is applied. For more details see ref. [3].

Reconstruction of exactly one cosmic muon track in the event is required. A number of selection criteria is applied on the hits, tracks, and detector components subject to alignment, to ensure good quality data. This is done based on trajectory estimates and the fiducial tracking geometry. In addition, hits from noisy clusters or from combinatorial background tracks are suppressed by quality cuts on the clusters. The detailed track selection is as follows:

- The direction of the track trajectory satisfies the requirements: $-1.5 < \eta_{\text{track}} < 0.6$ and $-1.8 < \phi_{\text{track}} < -1.2$ rad, according to the fiducial scintillator positions.
- The χ^2 value of the track fit, normalised to the number of degrees of freedom, fulfils $\chi^2_{\text{track}}/\text{ndof} < 4$.
- The track has at least 5 hits associated and among those at least 2 matched hits in double-sided modules.

A hit is kept for the track fit:

- If it is associated to a cluster with a total charge of at least 50 ADC counts. If the hit is matched, both components must satisfy this requirement.
- If it is isolated, i.e. if any other reconstructed hit is found on the same module within 8.0 mm, the whole track is rejected. This cut helps in rejecting fake clusters generated by noisy strips and modules.
- If it is not discarded by the outlier rejection step during the refit (see below).

The remaining tracks and their associated hits are refit in every iteration of the alignment algorithms. An outlier rejection technique is applied during the refit. Its principle is to iterate the final track fit until no outliers are found. An outlier is defined as a hit whose trajectory estimate is larger than a given cut value ($e_{\text{cut}} = 5$). The trajectory estimate of a hit is the quantity: $e = \mathbf{r}^T \cdot \mathbf{V}^{-1} \cdot \mathbf{r}$, where $\mathbf{r}$ is the 1- or 2-dimensional local residual vector and $\mathbf{V}$ is the associated covariance matrix. If one or more outliers are found in the first track fit, they are removed from the hit collection and the fit is repeated. This procedure is iterated until there are no more outliers or the number of surviving hits is less than 4.

Unless otherwise specified, these cuts are common to all alignment algorithms used. The combined efficiency for all the cuts above is estimated to be 8.3% on TIF data (the C_{-10} sample is used in this estimate) and 20.5% in the TIF simulation sample.

2009 JINST 4 T07001

2.2 Survey of the CMS tracker

Information about the relative position of modules within detector components and of the larger-level structures within the tracker is available from the optical survey analysis prior to or during the tracker integration. This includes Coordinate Measuring Machine (CMM) data and photogrammetry, the former usually used for the active element measurements and the latter for the larger object alignment. For the inner strip detectors (TIB and TID), survey data at all levels was used in analysis. For the outer strip detectors (TOB and TEC), module-level survey was used only for mounting precision monitoring, while survey of high-level structures was used in analysis.

For TIB, survey measurements are available for the module positions with respect to shells, and of cylinders with respect to the tracker support tube. Similarly, for TID, survey measurements were done for modules with respect to the rings, rings with respect to the disks and disks with respect to the tracker support tube. For TOB, the wheel was measured with respect to the tracker support tube. For TEC, measurements are stored at the level of disks with respect to the endcaps and endcaps with respect to the tracker support tube.

Figure 4 illustrates the relative positions of the CMS tracker modules with respect to design geometry as measured in optical survey: as can be seen, differences from design geometry as large as several millimetres are expected. Since hierarchical survey measurements were performed and TOB and TEC have only large-structure information, the corresponding modules appear to be coherently displaced in the plot.

2.3 Laser alignment system of the CMS tracker

The Laser Alignment System (LAS, see figure 1) [1, 2] uses infrared laser beams with a wavelength of $\lambda = 1075\,\text{nm}$ to monitor the position of selected tracker modules. It operates globally on tracker substructures (TIB, TOB and TEC disks) and cannot determine the position of individual modules. The goal of the system is to generate alignment information on a continuous basis, providing geometry reconstruction of the tracker substructures at the level of $100\,\mu\text{m}$. In addition, possible tracker structure movements can be monitored at the level of $10\,\mu\text{m}$, providing additional input for the track based alignment.

In each TEC, laser beams cross all nine TEC disks in ring 6 and ring 4 on the back petals, equally distributed in ϕ. Here, special silicon sensors with a 10 mm hole in the backside metallisation and an anti-reflective coating are mounted. The beams are used for the internal alignment of the TEC disks. The other eight beams, distributed in ϕ, are foreseen to align TIB, TOB, and both TECs with respect to each other. Finally, there is a link to the muon system, which is established by 12 laser beams (six on each side) with precise position and orientation in the tracker coordinate system.

The signal induced by the laser beams on the silicon sensors decreases in height as the beams penetrate through subsequent silicon layers in the TECs and through beam splitters in the alignment tubes that partly deflect the beams onto TIB and TOB sensors. To obtain optimal signals on all sensors, a sequence of laser pulses with increasing intensities, optimised for each position, is generated. Several triggers per intensity are taken and the signals are averaged. In total, a few hundred triggers are needed to get a full picture of the alignment of the tracker structure. Since the trigger rate for the alignment system is around 100 Hz, this takes only a few seconds.

2009 JINST 4 T07001

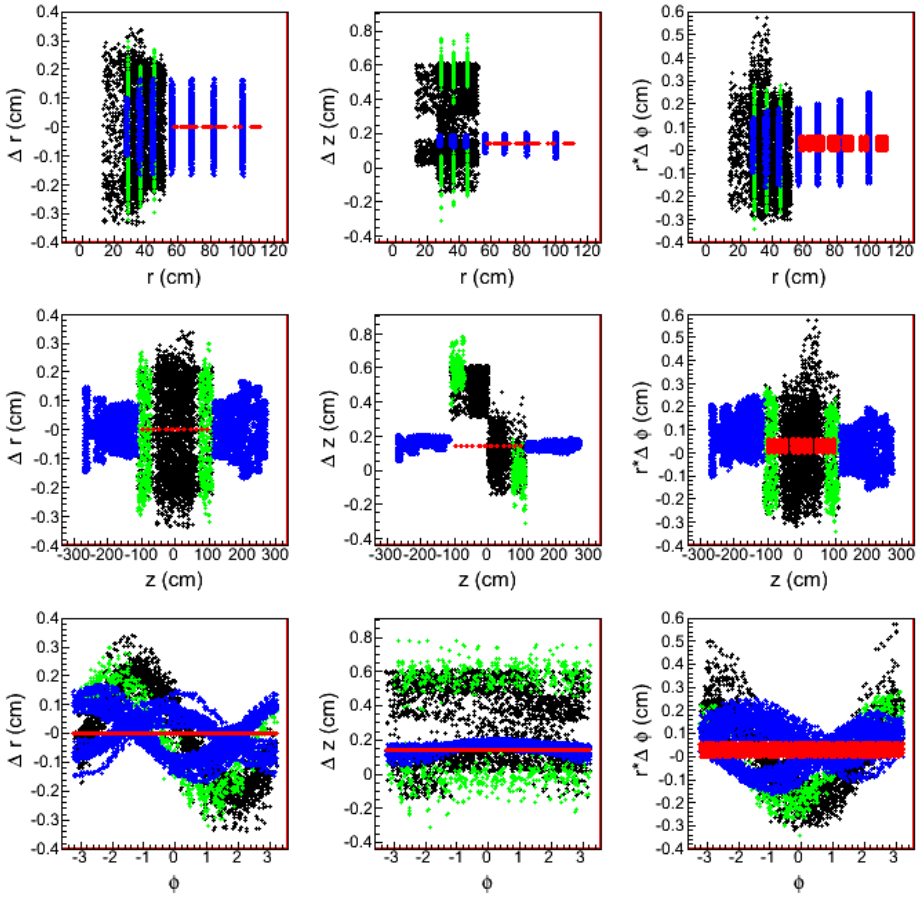

Figure 4. Displacement of modules in global cylindrical coordinates as measured in survey with respect to design geometry. A colour coding is used: black for TIB, green for TID, red for TOB, and blue for TEC.

3 Statistical methods and approaches

Alignment analysis with tracks uses the fact that the hit positions and the measured trajectory impact points of a track are systematically displaced if the module position is not known correctly. The difference in local module coordinates between these two quantities are the *track-hit residuals* $\mathbf{r}_i$, which are 1- (2-dimensional) vectors in the case of a single (double) sided module and which one would like to minimise. More precisely, one can minimise the χ^2 function which includes a covariance matrix $\mathbf{V}$ of the measurement uncertainties:

$$\chi^2 = \sum_i^{\text{hits}} \mathbf{r}_i^T(\mathbf{p},\mathbf{q})\mathbf{V}_i^{-1}\mathbf{r}_i(\mathbf{p},\mathbf{q}) \tag{3.1}$$

where $\mathbf{q}$ represents the track parameters and $\mathbf{p}$ represents the alignment parameters of the modules.

A module is assumed to be a rigid body, so three absolute positions and three rotations are sufficient to parametrise its degrees of freedom. These are commonly defined for all methods in the module coordinates as illustrated in figure 5. The local positions are called *u*, *v* and *w*, where

2009 JINST 4 T07001

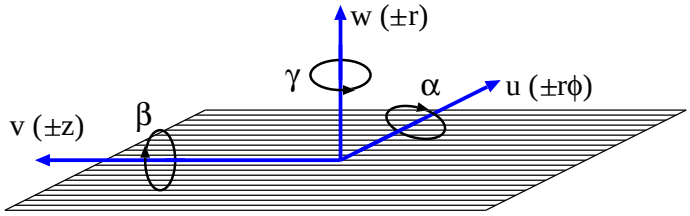

Figure 5. Schematic illustration of the local coordinates of a module as used for alignment. Global parameters (in parentheses) are shown for modules in the barrel detectors (TIB and TOB).

u is along the sensitive coordinate (i.e. across the strips), v is perpendicular to u in the sensor plane and w is perpendicular to the uv-plane, completing the right-handed coordinate system. The rotations around the u, v and w axes are called α, β and γ, respectively. In the case of alignment of intermediate structures like rods, strings or petals, we follow the convention that u and v are parallel and perpendicular to the precisely measured coordinate, while for the large structures like layers and disks, the local coordinates coincide with the global ones.

The different alignment methods used to minimise eq. (3.1) are described in the following.

3.1 HIP algorithm

The HIP (Hits and Impact Points) algorithm is described in detail in ref. [7]. Neglecting the track parameters in eq. (3.1), the alignment parameters $\mathbf{p}_m$ of each module can be found independently from each other. The general formalism of the χ^2 minimisation in the linear approximation leads to

$$\mathbf{p}_m = \left[\sum_i^{\text{hits}} \mathbf{J}_i^T \mathbf{V}_i^{-1} \mathbf{J}_i\right]^{-1} \left[\sum_i^{\text{hits}} \mathbf{J}_i^T \mathbf{V}_i^{-1} \mathbf{r}_i\right] \tag{3.2}$$

where the Jacobian $\mathbf{J}_i$ is defined as the derivative of the residual with respect to the sensor position parameters and can be found analytically with the small angle approximation [8] (used by the other algorithms as well). Correlations between different modules and effects on the track parameters are accounted for by iterating the minimisation process and by refitting the tracks with new alignment constants after each iteration.

3.2 Kalman filter algorithm

The Kalman alignment algorithm [9] is a sequential method, derived using the Kalman filter formalism. It is sequential in the sense that the alignment parameters are updated after each processed track. The algorithm is based on the track model $m = f(q_t, p_t) + \varepsilon$. This model relates the observations m to the true track parameters q_t and the true alignment constants p_t via the deterministic function f. Energy loss is considered to be deterministic and is dealt with in the track model. The stochastic vector ε as well as its variance-covariance matrix V contain the effects of the observation error and of multiple scattering. Therefore the matrix V contains correlations between hits such that equation (3.1) is a sum over tracks, with residuals being of higher dimension according to the number of hits along the track trajectory. Linearised around an expansion point (q_0, p_0), i.e. track parameters from a preliminary track fit and an initial guess for the alignment constants, the

track model reads:

$$m = c + D_q q_t + D_p p_t + \varepsilon, \tag{3.3}$$

with

$$D_q = \partial f/\partial q_t\big|_{q_0}, \quad D_p = \partial f/\partial p_t\big|_{p_0}, \quad c = f(q_0, p_0) - D_q q_0 - D_p p_0 \tag{3.4}$$

By applying the Kalman filter formalism to this relation, updated equations for the alignment parameters p and their variance-covariance matrix C_p can be extracted.

3.3 Millepede algorithm

Millepede II [11] is an upgraded version of the Millepede program [10]. Its principle is a global fit to minimise the χ^2 function, simultaneously taking into account track and alignment parameters. Since angular corrections are small, the linearised problem is a good approximation for alignment. Being interested only in the n alignment parameters, the problem is reduced to the solution of a matrix equation of size n.

The χ^2 function, eq. (3.1), depends on track (local, $\mathbf{q}$) and alignment (global, $\mathbf{p}$) parameters. For uncorrelated hit measurements y_{ji} of the track j, with uncertainties σ_{ji}, it can be rewritten as

$$\chi^2(\mathbf{p}, \mathbf{q}) = \sum_{j}^{\text{tracks}} \sum_{i}^{\text{hits}} \frac{(y_{ji} - f_{ji}(\mathbf{p}, \mathbf{q}_j))^2}{\sigma_{ji}^2} \tag{3.5}$$

where $\mathbf{q}_j$ denotes the parameters of track j.

Given reasonable start values $\mathbf{p}_0$ and $\mathbf{q}_{j0}$ as expected in alignment, the track model prediction $f_{ji}(\mathbf{p}, \mathbf{q}_j)$ can be linearised. Applying the least squares method to minimize χ^2, results in a large linear system with one equation for each alignment parameter and all the track parameters of each track. The particular structure of the system of equations allows a reduction of its size, leading to the matrix equation

$$\mathbf{C}\,\mathbf{a} = \mathbf{b} \tag{3.6}$$

for the small corrections $\mathbf{a}$ to the alignment parameter start values $\mathbf{p}_0$.

3.4 Limitations of alignment algorithms

We should note that eq. (3.1) may be invariant under certain coherent transformations of assumed module positions, the so-called "weak" modes. The trivial transformation which is χ^2-invariant is a global translation and rotation of the whole tracker. This transformation has no effect in internal alignment, and is easily resolved by a suitable convention for defining the global reference frame. Different algorithms employ different approaches and conventions here, so we will discuss this in more detail as it applies to each algorithm.

The non-trivial χ^2-invariant transformations which preserve eq. (3.1) are of larger concern. For the full CMS tracker with cylindrical symmetry one could define certain "weak" modes, such as elliptical distortion, twist, etc., depending on the track sample used. However, since we use only a partial CMS tracker without the full azimuthal coverage, different "weak" modes may show up. For example, since we have predominantly vertical cosmic tracks (along the global y axis), a simple shift of all modules in the y direction approximately constitutes a "weak" mode, this transformation

2009 JINST 4 T07001

preserving the size of the track residuals for a vertical track. However, since we still have tracks with some angle to vertical axis, some sensitivity to the *y* coordinate remains.

In general, any particular track sample would have its own "weak" modes and the goal of an unbiased alignment procedure is to remove all χ^2-invariant transformations with a balanced input of different kinds of tracks. In this study we are limited to only predominantly vertical single cosmic tracks and this limits our ability to constrain χ^2-invariant transformations, or the "weak" modes. This is discussed more in the validation section.

3.5 Application of alignment algorithms to the TIF analysis

Accurate studies have been performed with all algorithms in order to determine the maximal set of detectors that can be aligned and the aligned coordinates that are sensitive to the peculiar track pattern and limited statistics of TIF cosmic track events.

For the tracker barrels (TIB and TOB), the collected statistics is sufficient to align at the level of single modules if restricting to a geometrical subset corresponding to the positions of the scintillators used for triggering. The detectors aligned are those whose centres lie inside the geometrical ranges $z > 0$, $x < 75$ cm and $0.5 < \phi < 1.7$ rad where all the coordinates are in the global CMS frame.

The local coordinates aligned for each module are

- u, v, γ for TOB double-sided modules,
- u, γ for TOB single-sided modules,
- u, v, w, γ for TIB double-sided modules and
- u, w, γ for TIB single-sided modules.

Due to the rapidly decreasing cosmic track rate $\sim \cos^2 \psi$ (with ψ measured from zenith) only a small fraction of tracks cross the endcap detector modules at an angle suitable for alignment. Therefore, the z^+-side Tracker endcap (TEC) could only be aligned at the level of disks. All nine disks are considered in TEC alignment, and the only aligned coordinate is the angle $\Delta\phi$ around the CMS *z*-axis. Because there are only data in two sectors of the TEC, the track-based alignment is not sensitive to the *x* and *y* coordinates of the disks.

The Tracker Inner Disks (TID) are not aligned due to lack of statistics. Figure 6 visualises the modules selected for the track-based alignment procedure.

3.5.1 HIP algorithm

Preliminary residual studies show that, in real data, the misalignment of the TIB is larger than in TOB, and TEC alignment is quite independent from that of other structures. For this reason, the overall alignment result is obtained in three steps:

1. In the first step, the TIB is excluded from the analysis and the tracks are refit using only reconstructed hits in the TOB. Alignment parameters are obtained for this subdetector only. No constraints are applied on the global coordinates of the TOB as a whole.

2009 JINST 4 T07001

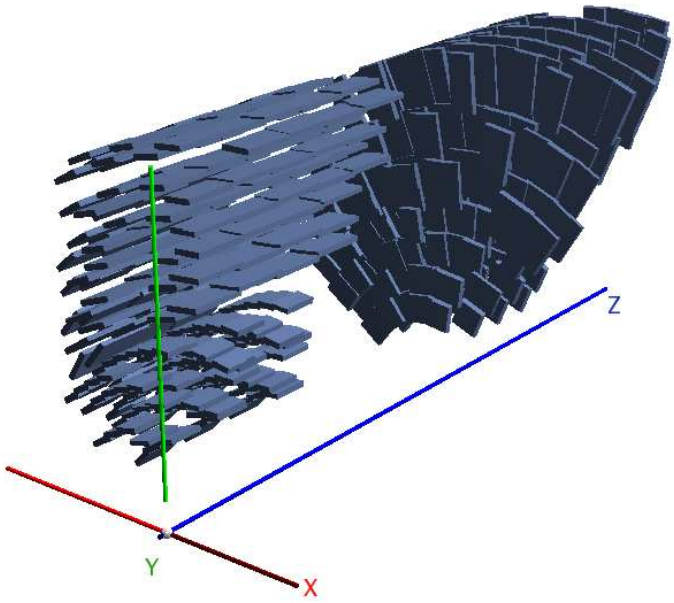

Figure 6. Visualisation of the modules used in the track-based alignment procedure. Selected modules based on the common geometrical and track-based selection for the algorithms.

2. In the second step, the tracks are refit using all their hits; the TOB is fixed to the positions found after step 1 providing the global reference frame; and alignment parameters are obtained for TIB only.

3. The alignment of the TEC is then performed as a final step starting from the aligned barrel geometry found after steps 1 and 2.

Selection of aligned objects and coordinates is done according to the common criteria described in sections 2.1 and 3.5.

The Alignment Position Error (APE) for the aligned detectors is set at the first iteration to a value compatible with the expected positioning uncertainties after assembly, then decreased linearly with the iteration number, reaching zero at iteration n (n varies for different alignment steps). Further iterations are then run using zero APE.

In order to avoid a bias in track refitting from parts of the TIF tracker that are not aligned in this procedure (e.g. low-ϕ barrel detectors), an arbitrarily large APE is assigned for all iterations to trajectory measurements whose corresponding hits lie in these detectors, de-weighting them in the χ^2 calculation.

For illustrative purposes, we show here the results of HIP alignment on the C_{-10} TIF data sample after event selection. Figure 7 shows examples of the evolution of the aligned positions and the alignment parameters calculated by the HIP algorithm after every iteration. We observe reasonable convergence for the coordinates that are expected to be most precisely determined (see section 4.3) and a stable result in subsequent iterations using zero APE.

2009 JINST 4 T07001

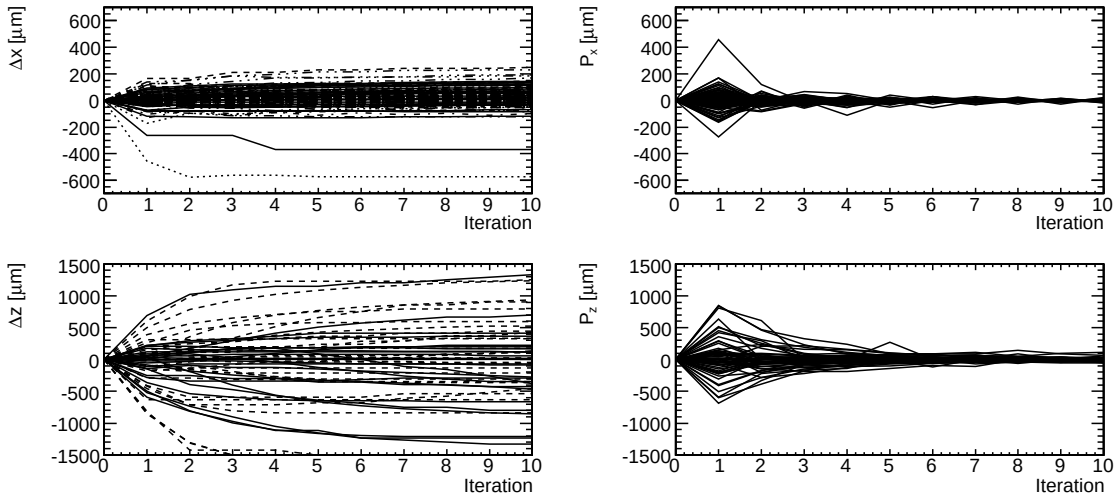

Figure 7. Results of the first HIP alignment step (TOB modules only) on the C_{-10} TIF data sample. From top to bottom the plots show respectively the quantities Δx for all modules and Δz for double-sided modules where Δ stands for the difference between the aligned local position of a module at a given iteration of the algorithm and the nominal position of the same module. On the left column the evolution of the object position is plotted vs. the iteration number (different line styles correspond to the 6 TOB layers), while on the right the parameter increment for each iteration of the corresponding alignment parameters is shown.

3.5.2 Kalman filter algorithm

In the barrel, the alignment is carried out starting from the module survey geometry. The alignment parameters are calculated for all modules in the TIB and the TOB at once, using the common alignable selection described in section 3.5. No additional alignable selection criteria, for instance a minimum number of hits per module, is used. Due to the lack of any external aligned reference system, some global distortions in the final alignment can show up, e.g. shearing or rotation with respect to the true geometry.

The tracking is adapted to the needs of the algorithm, especially to include the current estimate of the alignment parameters. Since for every module the position error can be calculated from the up-to-date parameter errors, no additional fixed Alignment Position Error (APE) is used. The material effects are crudely taken into account by assuming a momentum of 1.5 GeV/c, which is larger than the one used in standard track reconstruction.

TEC alignment is determined on disk level. Outlying tracks, which would cause unreasonably large changes of the alignment parameters if used by the algorithm, are discarded. Due to the experimental setup, the total number of hits per disk decreases such that the error on the calculated parameter increases from disk one to disk nine. During the alignment process, disk 1 is used as reference. After that, the alignment parameters are transformed into the coordinate system defined by fixing the mean and slope of $\phi(z)$ to zero. This is done because there is no sensitivity to a linear torsion, which, in a linear approximation, corresponds to a slope in $\phi(z)$, expected for the TEC. Due to differences in the second order approximation between a track inclination and a torsion of the TEC, the algorithm basically has a small sensitivity to a torsion of the endcap. Here, the

2009 JINST 4 T07001

linear component is expected to be superimposed into movements of the disks in x and y, which are converted by the algorithm into rotations because these are the only free parameters.

The alignment parameters do not seem to depend strongly on the temperature (see section 5.2), so all data except for the runs at -15 °C were merged to increase the statistics.

3.5.3 Millepede algorithm

Millepede alignment is performed at module level in both TIB and TOB, and at disk level in the TEC, in one step only. To fix the six degrees of freedom from global translation and rotation, equality constraints are used on the parameters in the TOB: These inhibit overall shifts and rotations of the TOB, while the TIB parameters are free to adjust to the fixed TOB position. In addition, TEC disk one is kept as fixed.

The requirements to select a track useful for alignment are described in section 2.1. All these criteria are applied, except for the hit outlier rejection since outlier down-weighting is applied within the minimisation process. Since Millepede internally refits the tracks, it is additionally required that a track hits at least five of those modules which are subject to the alignment procedure. Multiple scattering and energy loss effects are treated, as in the Kalman filter alignment algorithm, by increasing and correlating the hit uncertainties, assuming a track momentum of 1.5 GeV/c. This limits the accuracy of the assumption of uncorrelated measured hit positions in eq. (3.5).

The alignment parameters are calculated for all modules using the common alignable selection described in section 3.5. Due to the fact that barrel and endcap are aligned together in one step, no request on the minimum number of hits in the subdetector for a selected track is done.

The required minimum number of hits for a module to be aligned is set to 50. Due to the modest number of parameters, the matrix equation (3.6) is solved by inversion with five Millepede global iterations. In each global iteration, the track fits are repeated four times with alignment parameters updated from the previous global iteration. Except for the first track fit iteration, down-weighting factors are assigned for each hit depending on its normalised residuum of the previous fit (details see [11]). About 0.5% of the tracks with an average hit weight below 0.8 are rejected completely.

Figure 8 shows, on the left, the number of hits per alignment parameter used for the global minimisation; 58 modules fail the cut of 50 hits. On the right, the normalised χ^2 distributions of the Millepede internal track fits before and after minimisation are shown. The distributions do not have a peak close to one, indicating that the hit uncertainties are overestimated. Nevertheless, the effect of minimisation can clearly be seen.

4 Validation of alignment of the CMS tracker at TIF

In this section we present validation of the alignment results. Despite the limited precision of alignment that prevents detailed systematic distortion studies, the available results from TIF provide important validation of tracker alignment for the set of modules used in this study.

The evolution of the module positions is shown starting from the design geometry, moving to survey measurements, and finally comparing to the results from the track-based algorithms. Both the overall track quality and individual hit residuals improve between the three steps. All three track-based algorithms produce similar results when the same input and similar approaches are

2009 JINST 4 T07001

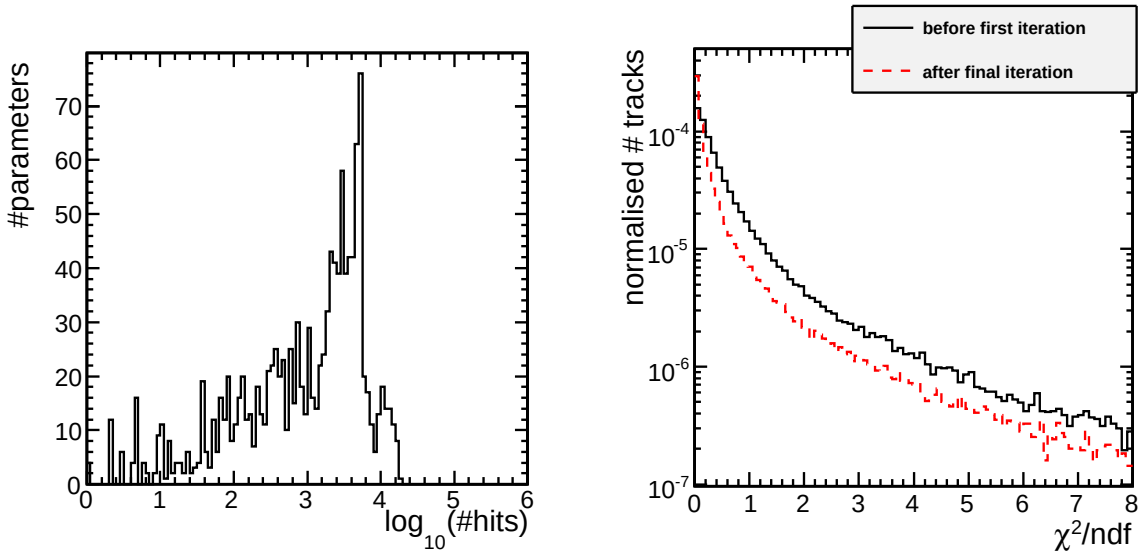

Figure 8. Number of hits for the parameters aligned with Millepede (left) and improvement of the normalised χ^2 distribution as seen by Millepede (right).

taken. We show that the residual misalignments are consistent with statistical uncertainties in the procedure. Therefore, we pick just one alignment geometry from the track-based algorithms for illustration of results when comparison between different algorithms is not relevant.

4.1 Validation methods

We use two methods in validation and illustration of the alignment results. One approach is track-based and the other approach directly compares geometries resulting from different sets of alignment constants.

In the track-based approach, we refit the tracks with all Alignment Position Errors (APE) set to zero. A loose track selection is applied, requiring at least six hits where more than one of them must be two-dimensional. Hit residuals will be shown as the difference between the measured hit position and the track position on the module plane. To avoid a bias, the latter is predicted without using the information of the considered hit. In the barrel part of the tracker, the residuals in local x' and y' direction, parallel to u and v, will be shown. The sign is chosen such that positive values always point into the same $r\phi$ and z directions, irrespective of the orientation of the local coordinate system. For the wedge-shaped sensors as in TID and TEC, the residuals have a correlation depending on the local x- and y-coordinates of the track impact point. The residuals in global $r\phi$- and r-coordinates therefore are used for these modules.

In addition to misalignment, hit residual distributions depend on the intrinsic hit resolution and the track prediction uncertainty. For low-momentum tracks (as expected to dominate the TIF data) in the CMS tracker, the latter is large. For a momentum of 1 GeV/c and an extrapolation as between two adjacent TOB layers between two consecutive hits, the mean multiple scattering displacement is about 250 μm. So even with perfect alignment one expects a width of the residual distribution that is significantly larger than the intrinsic hit resolution of up to $23-53$ μm in the strip tracker barrel [2].

2009 JINST 4 T07001

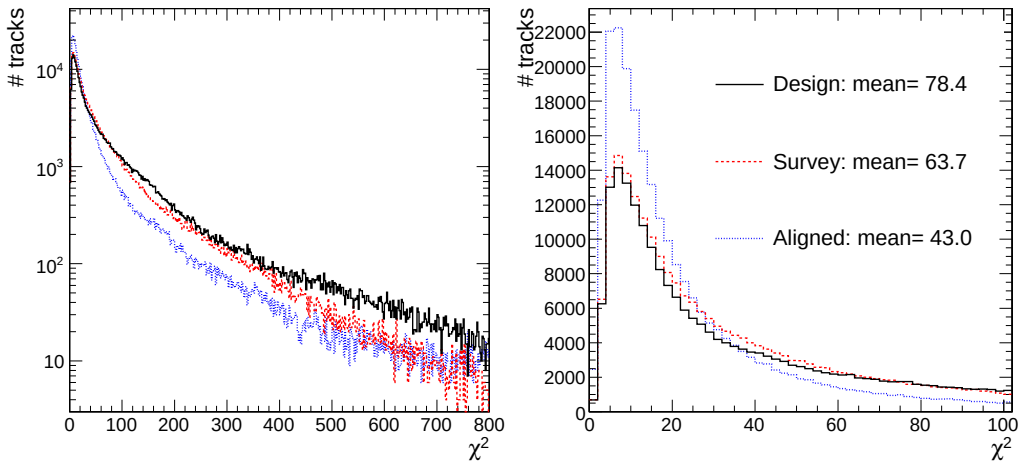

Figure 9. Distributions of the absolute χ^2-values of the track fits for the design and survey geometries as well as the one from HIP track-based alignment.

Another way of validating alignment results is provided by direct comparison of the obtained tracker geometries. This is done by showing differences between the same module coordinate in two geometries (e.g. ideal and aligned) vs. their geometrical position (e.g. r, ϕ or z) or correlating these differences as seen by two different alignment methods. Since not all alignment algorithms fix the position and orientation of the full tracker, comparison between two geometries is done after making the centre of gravity and the overall orientation of the considered modules coincide.

4.2 Validation of the assembly and survey precision

Improvements of the absolute track fit χ^2 are observed when design geometry, survey measurements, and track-based alignment results are compared, as shown in figure 9. The average χ^2 changes from $78 \rightarrow 64 \rightarrow 43$ between the three geometries, respectively. This is also visible in the absolute hit residuals shown in figure 10. In general, an improvement can be observed by comparing the survey information to the design geometry, and comparing the track-based alignment to survey results. The residual mean values are closer to zero, and the standard deviations are smaller.

In figure 11, the differences of the module positions between the design geometry and the geometry aligned with the HIP algorithm are shown for TIB and TOB. There is a clear coherent movement of the four layers of the TIB in both radial (r) and azimuthal (ϕ) directions. The scale of the effect is rather large, $1-2$ mm. At the same time, mounting placement uncertainty of modules in TOB is much smaller for both layers within the TOB and for modules within layers. No obvious systematic deviations are observed apart from statistical scatter due to mounting precision.

Given good assembly precision of the TOB discussed above, the ideal geometry is a sufficiently good starting geometry for TOB. Therefore, only high-level structure survey is considered for TOB and no detailed comparison can be discussed. As a result, TOB residuals in figure 10 do not change much between survey and ideal geometries, the two differing only in the overall TOB global position as shown in figure 4.

2009 JINST 4 T07001

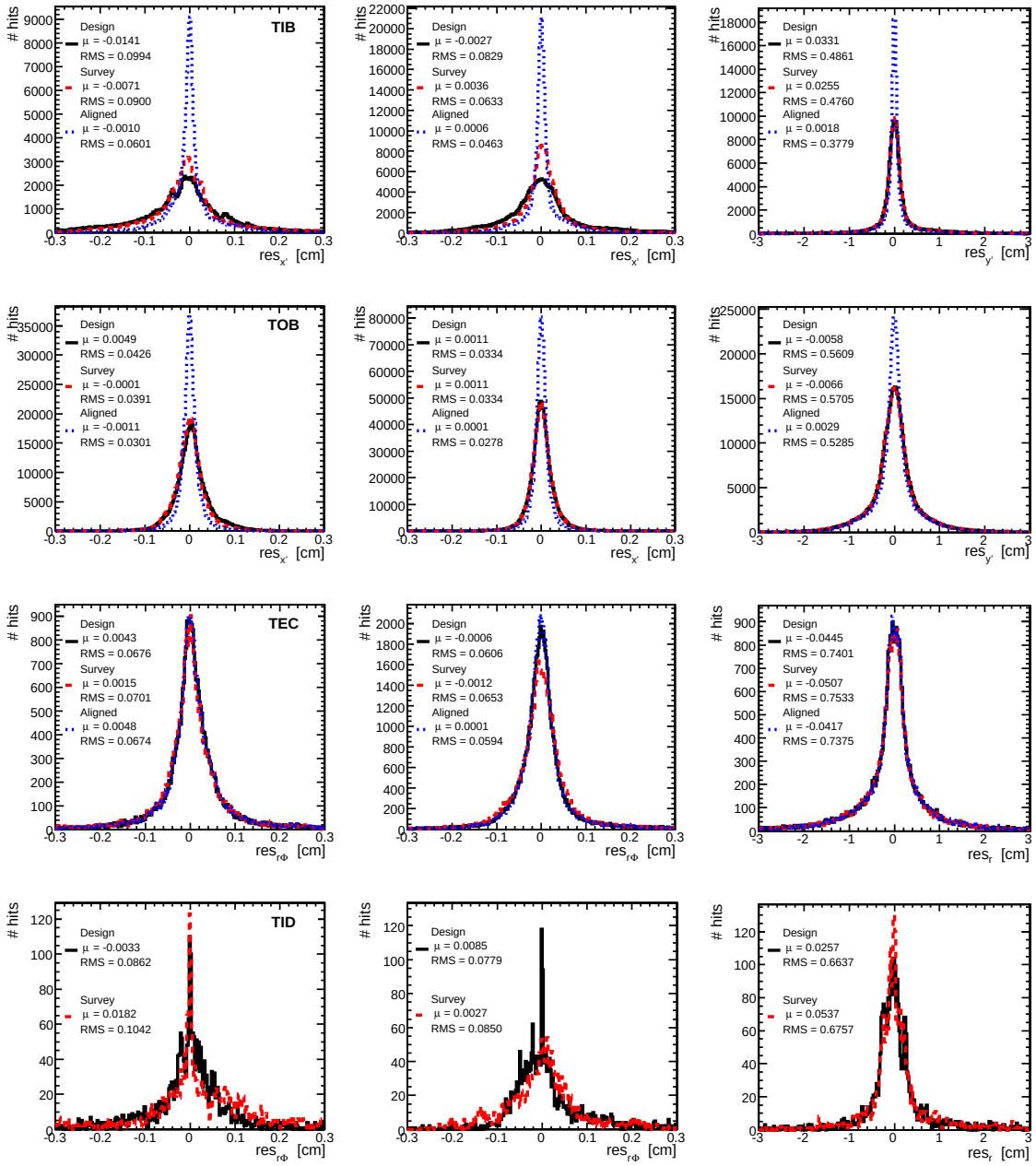

Figure 10. Hit residuals for different geometries: ideal (solid/black), survey (dashed/red), and track-based alignment (dotted/blue, HIP). Four Tracker sub-detectors are shown in the top row (TIB), second row (TOB), third row (TEC), and bottom row (TID). The absolute local x'-residuals are shown for single-sided modules (left) and double-sided modules (middle), while local y'-residuals are shown for the double-sided modules only (right). For the endcap modules (in TEC and TID) transformation to the $r\phi$ and r residuals is made.

However, the situation is different for TIB and optical survey is necessary to improve the initial understanding of the module positions in this detector. From figures 4 and 11 it is evident that survey of the layer positions in TIB does not reflect the situation in data (displacement appears

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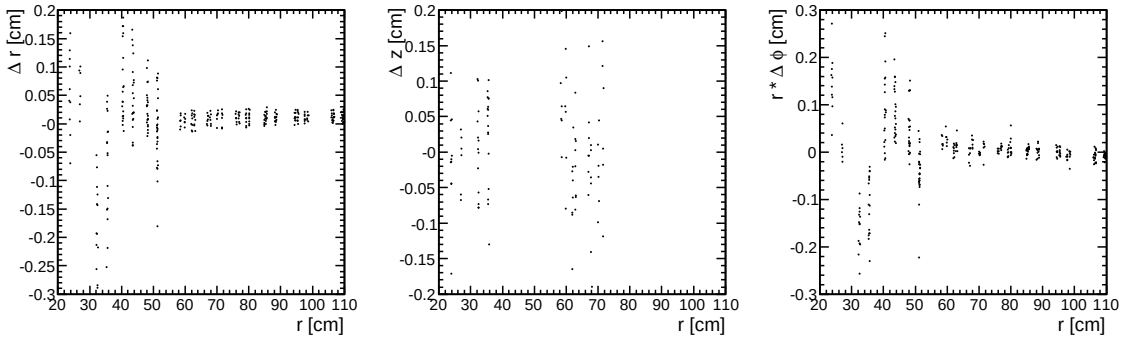

Figure 11. Difference of the module positions between the measured (in HIP track-based alignment) and design geometries for TIB (radius $r < 55$ cm) and TOB ($r > 55$ cm). Projection on the r (left), z (middle), and ϕ (right) directions are shown. Only double-sided modules are considered in the z comparison.

to be even in the opposite direction). Therefore, we do not consider layer-level survey of TIB in our further analysis and do not include it in the track-based validation. However, the position of modules within a layer is reflected well in the optical survey. This is evident by significant improvement of the TIB residuals between the ideal and survey geometries shown in figure 10, and in the track χ^2 in figure 9.

4.3 Validation of the track-based alignment

The three track-based alignment algorithms used in this study employ somewhat different statistical methods to minimise hit residuals and overall track χ^2. Therefore, comparison of their results is an important validation of the systematic consistency of the methods.

To exclude the possibility of bad convergence of the track-based alignment, the alignment constants have been computed with random starting values. As an example, the starting values for the local shifts were drawn from a Gaussian distribution with a standard deviation of $\sigma = 200$ μm. The corresponding results for the Kalman algorithm can be seen in figure 12, where in the upper two plots the computed global shifts for the sensitive coordinates are compared to ones from the standard approach. Also, starting from the survey geometry rather than the ideal geometry was attempted, as shown in the lower two plots. The results are compatible within their uncertainties as they are calculated inside the Kalman algorithm.

The three alignment algorithms show similar distributions of the track χ^2 shown in figure 13. HIP constants give the smallest mean value whereas Kalman and Millepede have more tracks at low χ^2 values than the HIP constants. The three algorithms also have consistent residuals in all Tracker sub-detectors as shown in figure 14, though the most relevant comparison is in the barrel region (TIB and TOB) since the endcaps were not aligned at the module level. For both figures 13 and 14, only modules selected for alignment have been taken into account in the refit and in the residual distributions.

A more quantitative view of the residual distributions and their improvement with alignment can be gained by looking at their widths. To avoid influence of modules not selected for alignment in the following, these are excluded from the residual distributions and from the track refits. Fur-

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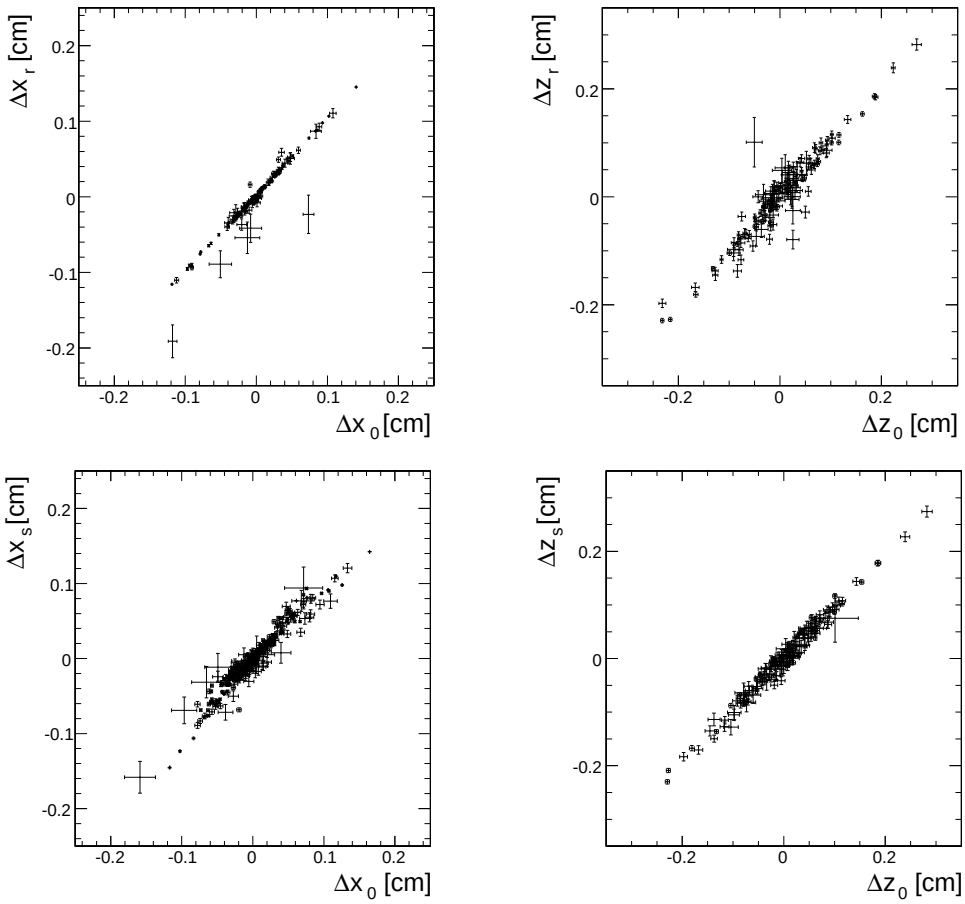

Figure 12. Comparison of the global shifts computed with different starting values, using the Kalman alignment algorithm. For the computation of Δx_0 and Δz_0 the starting values for parameters were set to 0, for Δx_r and Δz_r they were drawn from a Gaussian distribution and for Δx_S and Δz_S they are taken from the module survey geometry.

thermore, taking the pure RMS of the distributions gives a high weight to outliers e.g. from wrong hit assignments in data or artificially large misaligned modules in simulations (see section 4.5). For this reason truncated mean and RMS values are calculated from the central 98.76% interval of each distribution, corresponding to 2.5σ for a Gaussian-distributed variable. The resulting widths of the residual distributions in x' after alignment (HIP constants) are shown in figure 15 for the ten barrel layers. They are about 120 μm in TOB layers 2-5, between 200 and 300 μm in TIB layers 2-3 and much larger in TIB layer 1 and TOB layer 6. This is due to the much larger track pointing uncertainty if the track prediction is an extrapolation to the first and last hit of a track compared to interpolations for the hits in between, as can be seen from the second curve in figure 15. Here residuals from the first and last hits of the tracks are not considered. Residual widths in TIB decrease clearly to about 150 μm, making it evident that many tracks end within the TIB. TIB layer 1 and TOB layer 6 now show especially small values since all remaining residuals come from sensor overlap and have short track interpolation distances.

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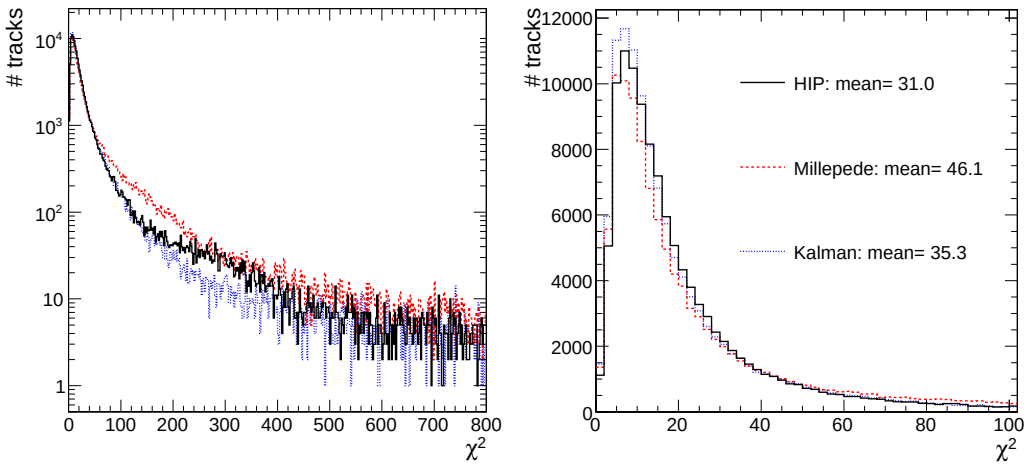

Figure 13. Distributions of the absolute χ^2-values of the track fits for the geometries resulting from HIP, Kalman, and Millepede alignment. The track fit is restricted to modules aligned by all three algorithms.

The truncated mean and RMS values of these residual distributions are shown in figure 16 for the HIP alignment result compared to the results before alignment, showing clearly the improvements. The mean values are now close to zero and the RMS decreases by at least almost a factor of two.

4.4 Geometry comparisons

Overall, a very consistent picture is observed when the same comparison to design geometry, as shown in figure 11 for the HIP constants, is done with the other two algorithms in figure 17. In all cases, the same coherent movement of TIB layers is found, while TOB mounting precision is consistently better.

The results of comparison of different geometries are shown in figure 18 and the numerical values are reported in table 2. The horizontal global coordinate x is chosen in comparison because among the three global coordinates it is the closest to the most sensitive coordinate measured with vertical cosmic tracks. The two geometries under consideration, which are either one of the three alignment algorithm results or the design geometry, have been adjusted in space globally to match their coordinate system for each sub-detector (TIB or TOB). The agreement in global x coordinate is about 60 μm in TOB and somewhat above 100 μm in TIB. However, these numbers cannot be interpreted as precision of the module positions with respect to the charged particle track and are expected to be worse because the global x coordinate is not always along the most sensitive coordinate in the modules.

4.5 Track-based alignment with simulated data and estimation of alignment precision

Alignment tests on simulated data have been performed with the Kalman algorithm on approximately 40000 events from a sample that mimics the situation at the TIF. In order to reproduce our knowledge of the real tracker geometry after survey measurements only, movements and errors to the tracker elements are applied according to the expected starting misalignment [12]. The

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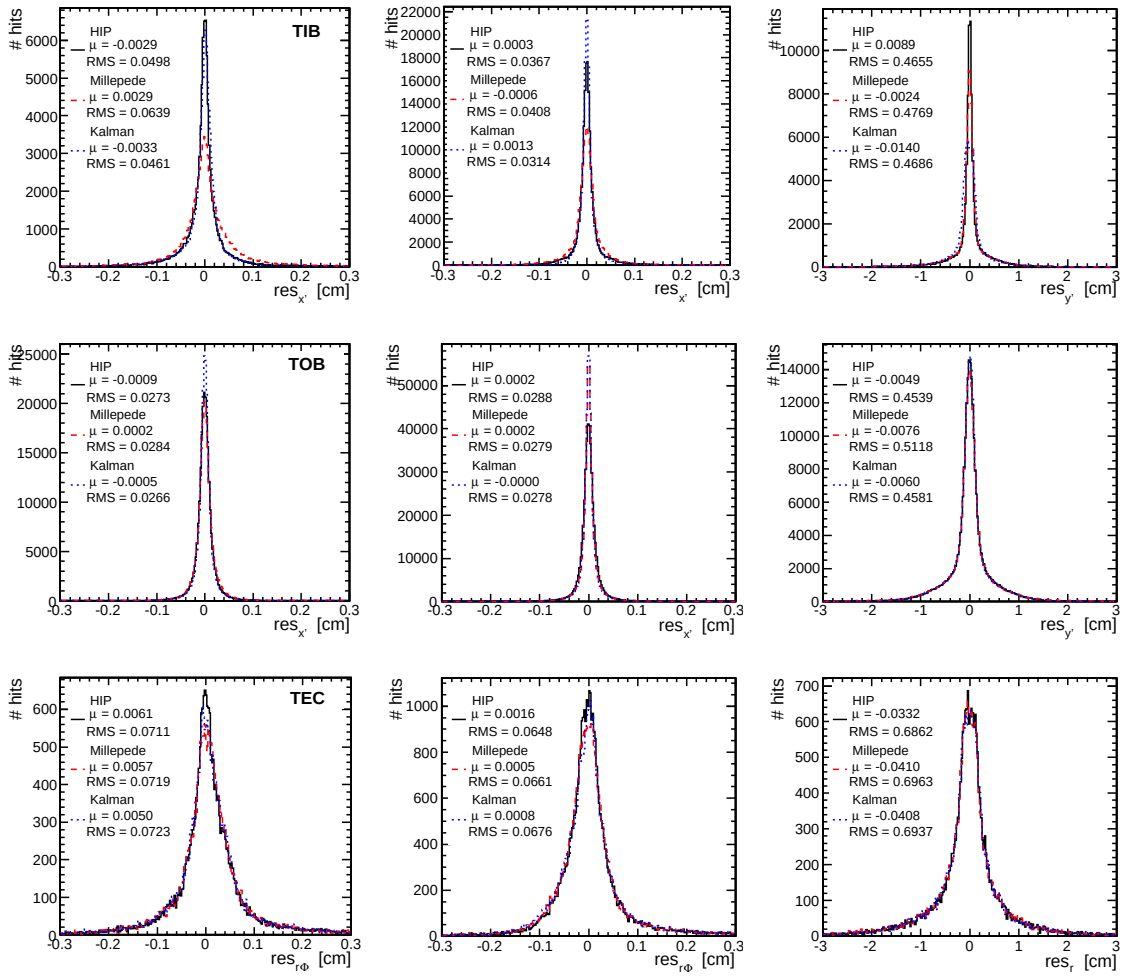

Figure 14. Hit residuals for different geometries from three track-based algorithms: HIP (solid/black), Millepede (dashed/red), and Kalman (dotted/blue) based alignment. Three Tracker sub-detectors are shown in the top row (TIB), second row (TOB), and bottom row (TEC). The absolute local x'-residuals are shown for single-sided modules (left) and double-sided modules (middle), while local y'-residuals are shown for the double-sided modules only (right). For the endcap modules (TEC) transformation to the $r\phi$ and r residuals is made. The track fit is restricted to modules aligned by all three algorithms.

alignment strategy and track selection discussed above are applied to obtain the results shown in figure 19, resulting in a precision of 80 μm RMS in global x position.

An alignment study on the full MC data set has been performed with the Millepede algorithm with the same settings as for the data, i.e. alignment of a subset of the barrel part at module level and of the TEC at disk level. The resulting residual distributions in TIB, TOB and TEC are shown in figure 20 and compared with the startup misalignment [12] and the ideal geometry. Comparison with the distributions obtained from data using the design geometry (figure 14) reveals that in TIB and TOB the starting misalignment is overestimated while in TEC it is slightly underestimated. The residual widths after alignment are generally much smaller than those obtained from the aligned

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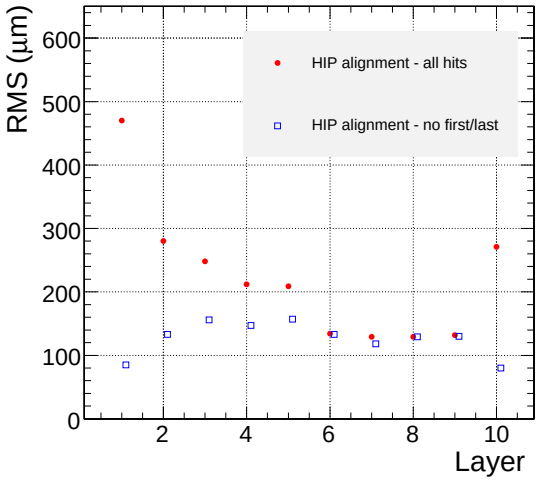

Figure 15. Hit residual RMS in local x' coordinate in ten layers of the barrel tracker, i.e. four layers of TIB and six layers of TOB, after track-based alignment with HIP. In contrast to the blue squares, the red circles are obtained including residuals from the first and last hits of the track. Hits on modules not aligned are not considered in the track fit.

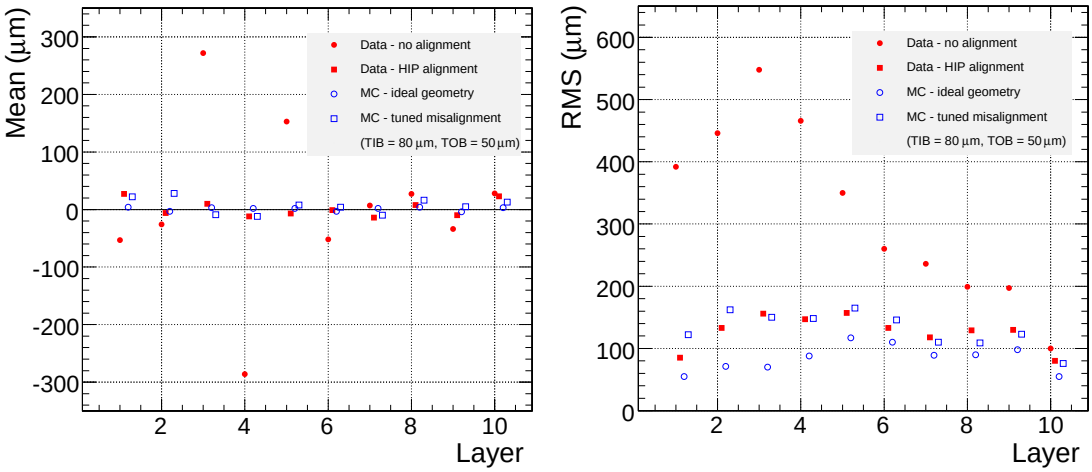

Figure 16. Hit residual means in local x' coordinate (left) and RMS (right) in ten layers of the barrel tracker, i.e. four layers of TIB and six layers of TOB, shown in data before track-based alignment (red full circles), after track-based alignment (HIP, red full squares), in simulation with ideal geometry (blue open circles) and in simulation after tuning of misalignment according to data (blue open squares).

data, especially in the TIB. This could be due to the larger statistics of the simulation data sample, but also due to effects not properly simulated, e.g. relative misalignment of the two components of a double-sided module or possible differences in the momentum spectrum of Monte Carlo.

The results of the truncated RMS of the layerwise residual distributions in figure 16 are used to estimate alignment precision in the aligned barrel region via comparison with simulations.

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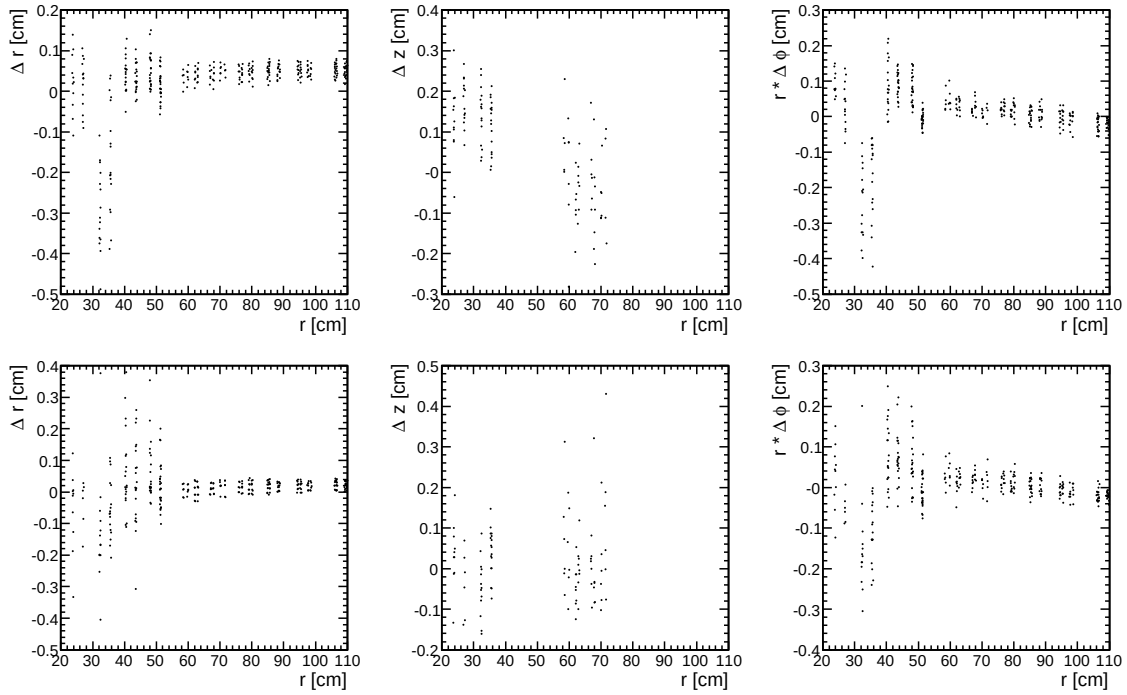

Figure 17. Difference of the module positions between the measured (in track-based alignment) and design geometries shown for Kalman (top) and Millepede (bottom) algorithms for TIB (radius $r < 55$ cm) and TOB ($r > 55$ cm). Projection on the r (left), z (middle), and ϕ (right) directions are shown. Only double-sided modules are considered in the z comparison.

Table 2. Comparison of the RMS of global x difference (in μm) of module positions in TIB and TOB between different geometries indicated in the first two columns. Single-sided (SS) and double-sided (DS) modules are shown together and separately.

Geom 1	Geom 2	TIB	TIB (SS)	TIB (DS)	TOB	TOB (SS)	TOB (DS)
HIP	Design	507	420	527	124	96	142
MP	Design	512	369	452	116	98	133
KAA	Design	503	440	477	107	91	140
KAA	HIP	119	89	168	70	51	54
MP	HIP	127	111	156	80	62	70
KAA	MP	146	115	181	65	45	54

Different misalignment scenarios have been applied to the ideal ("true") Tracker geometry used in reconstructing the simulated data until truncated RMS values are found to be similar to the ones in data in all layers. The modules in TIB and TOB have been randomly shifted in three dimensions by Gaussian distributions. The influence of possibly large misalignments from the tails of these Gaussians is reduced by truncating the distributions as stated above.

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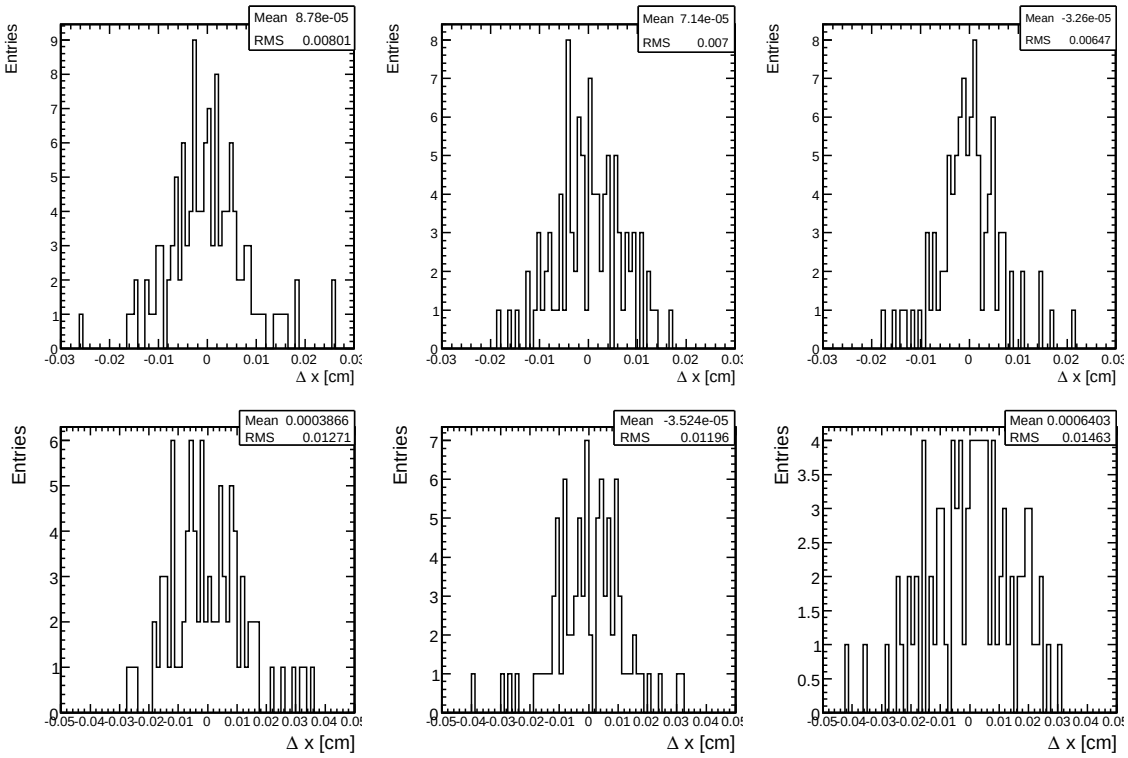

Figure 18. Differences in horizontal position (Δx) of TOB modules used in alignment (top) and TIB modules in the fiducial region $0.70 < \phi < 1.35$ (bottom) between Millepede and HIP (left), Kalman and HIP (middle), and Kalman and Millepede (right) algorithms.

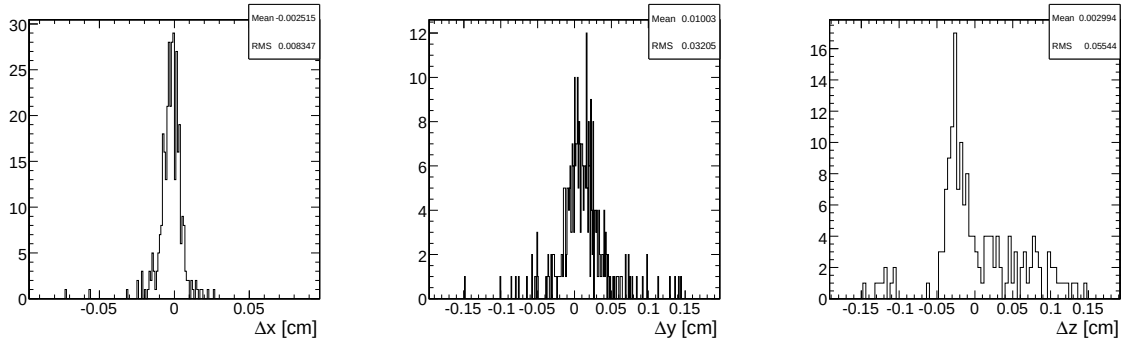

Figure 19. Alignment resolution in global coordinates achieved with the Kalman alignment algorithm on simulated data.

Besides the truncated mean and RMS values from data before and after alignment, figure 16 shows also the results from the simulation reconstructed with the ideal geometry and reconstructed with a random misalignment according to Gaussian distributions with RMS of 50 μm and 80 μm in the TOB and the TIB, respectively. It can be clearly seen that the simulation with the ideal, i.e. true, geometry has smaller widths than the data, especially in the TIB. On the other hand, the

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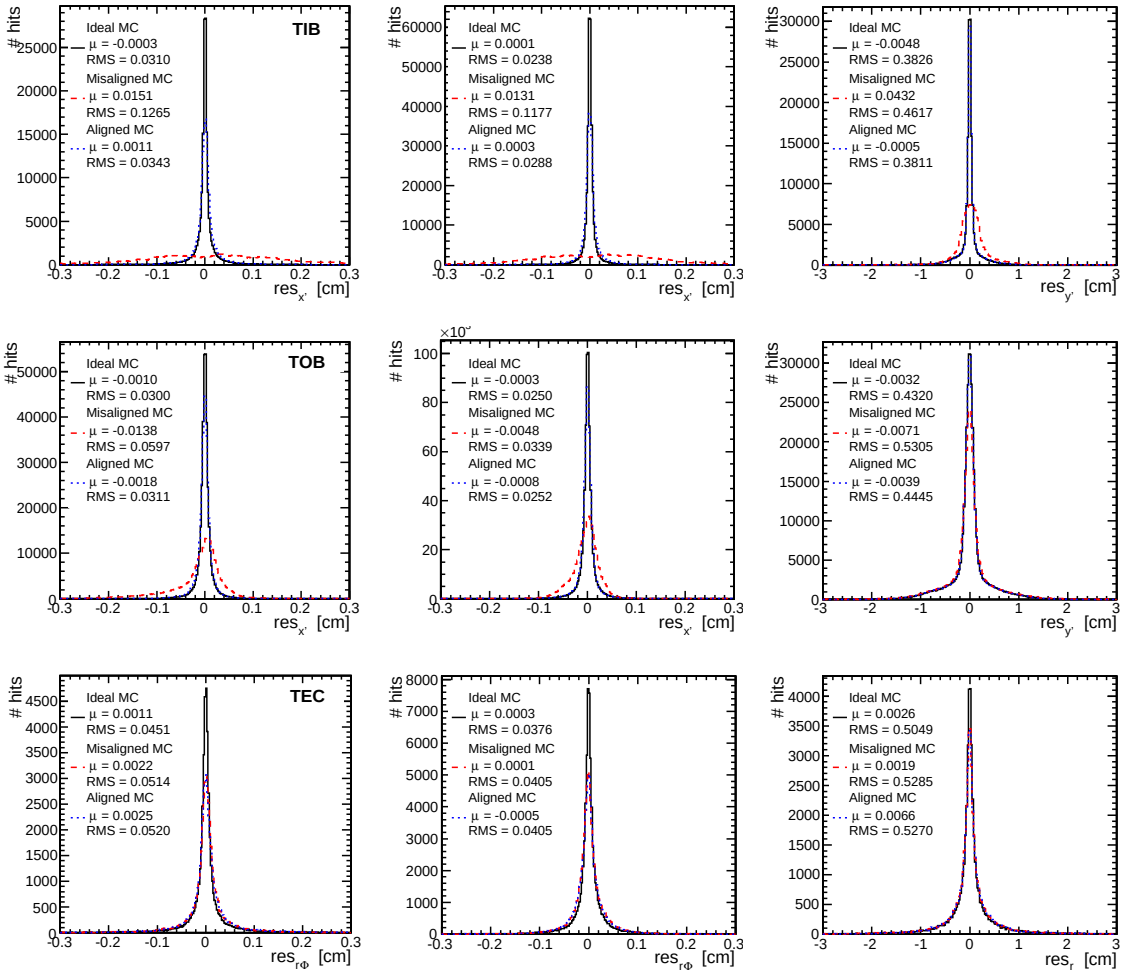

Figure 20. Hit residuals for different geometries in different conditions for the simulated data sample: ideal geometry (solid/black), misaligned geometry according to expected starting misalignment (dashed/red), and geometry after alignment (dotted/blue). Three Tracker sub-detectors are shown in the top row (TIB), second row (TOB), and bottom row (TEC). The absolute local *x*-residuals are shown for single-sided modules (left) and double-sided modules (middle), while local *y*-residuals are shown for the double-sided modules only (right). For the endcap modules (TEC) transformation to the $r\phi$ and r residuals is made.

geometry with a simulated misalignment of 50 μm and 80 μm RMS, respectively, resembles rather well the data after alignment, such that these numbers can well be taken as an estimate of the size of the remaining misalignment.

5 Stability of the tracker geometry with temperature and time

5.1 Stability of the tracker barrels

In order to investigate the stability of the tracker components with respect to the cooling temperature and stress due to TEC insertion, full alignment of the Tracker in different periods has been

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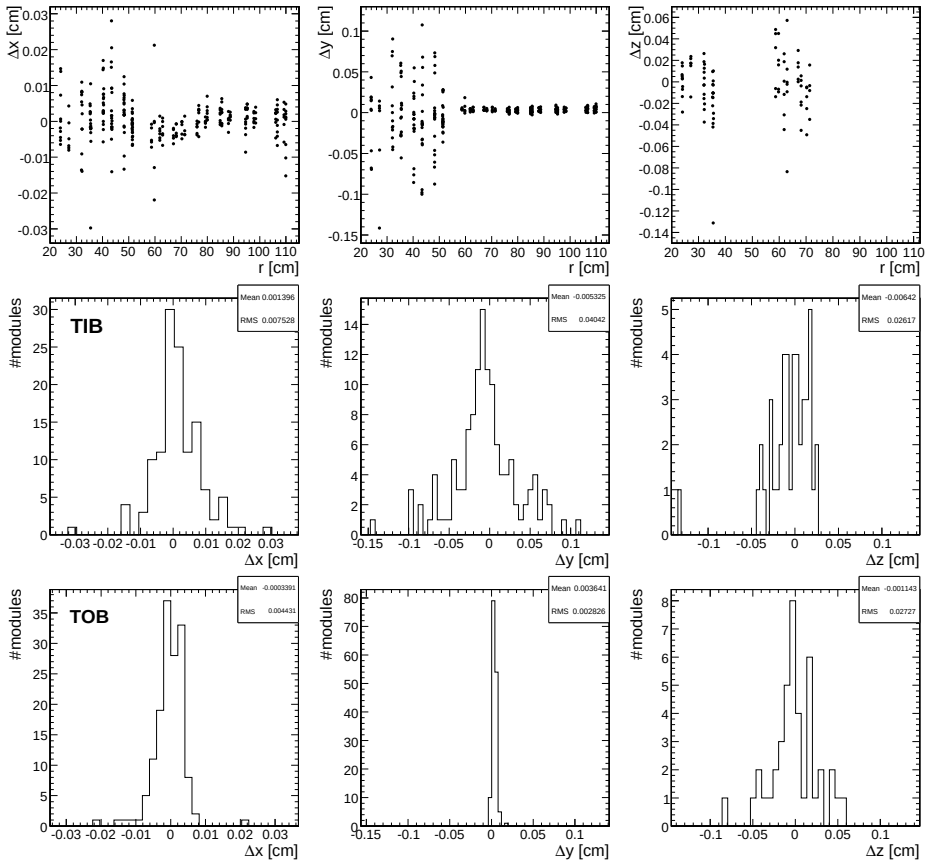

Figure 21. Differences in determined *x*- (left), *y*- (centre) and *z*-positions (right, only double-sided) of active modules comparing the configurations before and after TEC- insertion. The differences are stated as a function of the module radius *r* (top row) and for modules in TIB (middle row) and TOB (bottom row) separately.

performed and the positions of modules in space are compared. The advantage of this approach is that we can see module movements directly, but the potential problem is that we may be misled by a systematic effect or a weakly constrained misalignment. Statistical scatter of up to 100 μm limits the resolution of the method. These tests have been done with the HIP algorithm.

1. **+15 °C (A_1, before TEC- insertion) vs. +10 °C (C_{10}, after TEC- insertion).**

   This test is intended to show the effect of the insertion of a mechanical object between two data-taking conditions. Figure 21 shows the shifts between the two sets of aligned positions in global *x*, *y* and *z* as a function of the radial coordinate and projected separately for TIB and TOB.

   In the TOB, a very small layer-wise shift is visible, especially in layers one and two.

   As can be seen from figure 22, there is no further structure as a function of the *z* coordinate. This could be a hint of a small layer-wise rotation around the *z* axis. In the TIB, coherent

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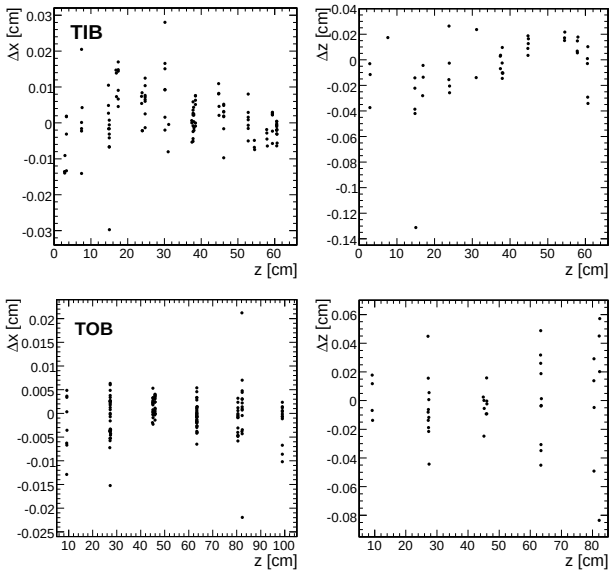

Figure 22. Differences in determined *x*- (left) and *z*-positions (right, only double-sided) of active modules comparing the configurations before and after TEC- insertion as a function of the module *r*-position for modules in TIB (upper row) and TOB (bottom row).

movements are larger in the azimuthal direction and are also layer-dependent; but here, they are reflected in the corresponding structures in the longitudinal direction: the movement is largest closer to $z = 0$ and is reduced to small values at large z (see figure 22). We interpret it as a layer- and side-dependent twist where the outer edges in z are better constrained due to the mechanical mounting technique. However, it is also possible that there is not enough information to constrain the "weak" degrees of freedom, or this could be an artificial effect due to different modules being aligned in different configurations and different track samples due to different trigger configurations.

2. **-10 °C (C_{-10}, default sample) vs. +10 °C (C_{10}).**

This test is intended to show the effect of a large temperature gap between two data-taking conditions. Figure 23 shows the shifts between the two sets of aligned positions in global *x*, *y* and *z* as a function of the radial coordinate and projected separately for TIB and TOB.

All deviations are within what appears to be statistical scatter, so this comparison does not show statistically significant movements. In the TOB, though certain layers exhibit larger scatter than the others, there is no evidence of any coherent shift. In the TIB, there are hints of a small systematic shift vs. the layer number increasing towards outer layers, that could be caused by a relative movement between the cylinders or a rotation around the global *z* axis. No dependence vs. global *z* is observed, excluding large effects of a rotation about the *y* direction or a twist.

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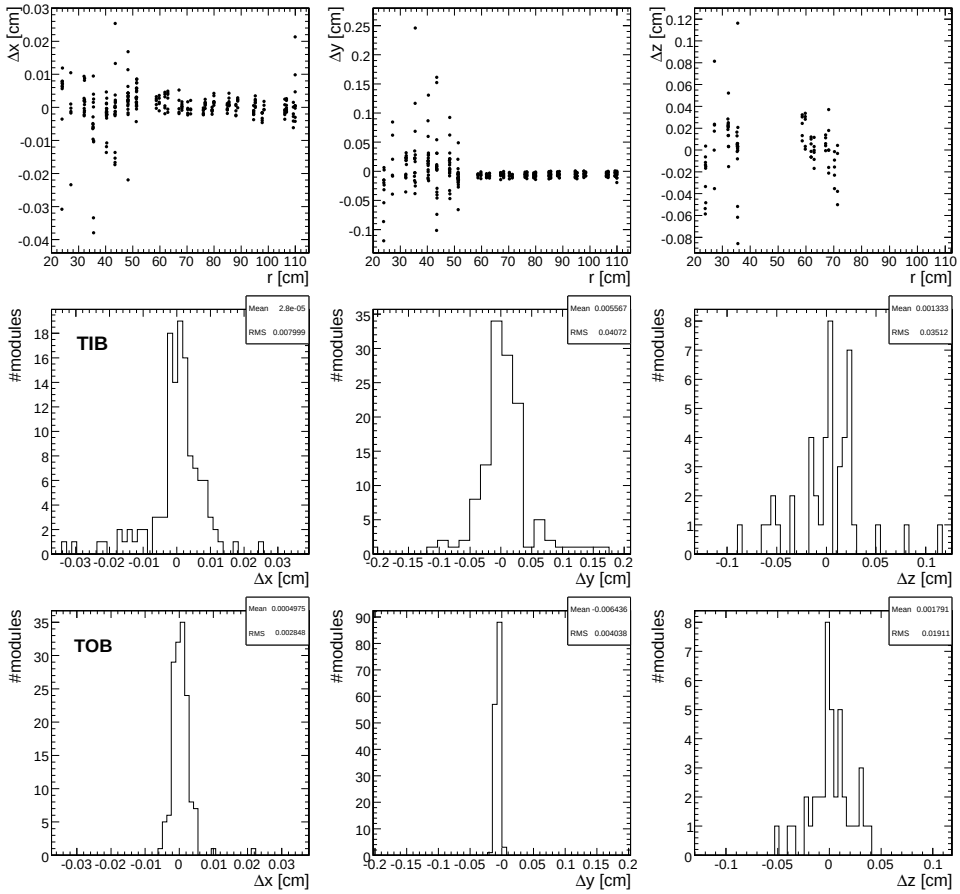

Figure 23. Differences in determined *x*- (left), *y*- (centre) and *z*-positions (right, only double-sided) of active modules comparing the +10 °C and -10 °C configurations. The differences are stated as a function of the module radius *r* (top row) and for modules in TIB (middle row) and TOB (bottom row) separately.

5.2 Stability of the tracker endcap

For the TEC stability validation, a comparison is made of the disk alignment with tracks, using the Kalman filter algorithm, for the temperature levels: room temperature, 10 °C, -1 °C, -10 °C, -15 °C, and 14.5 °C. The alignment parameters calculated with these data sets are shown on the left of figure 24. The determined alignment parameters for the different tracker temperatures agree with each other within their errors. Disk nine is never hit in the data taken at -15 °C or 14.5 °C; therefore, there are only eight alignment parameters available at these temperature levels. At -15 °C, the experiment setup changed: Only the back petals have been activated because there was not enough cooling power.

In addition, during the TEC integration in Aachen, tracks from cosmic muons have been recorded. Here, the TEC had been positioned vertically. For each sector, data had been taken separately after its integration. The processing of these data had been done using a now obsolete geometry description. The modules on TEC rings 2 and 5 are displaced in this geometry by up to 140 μm.

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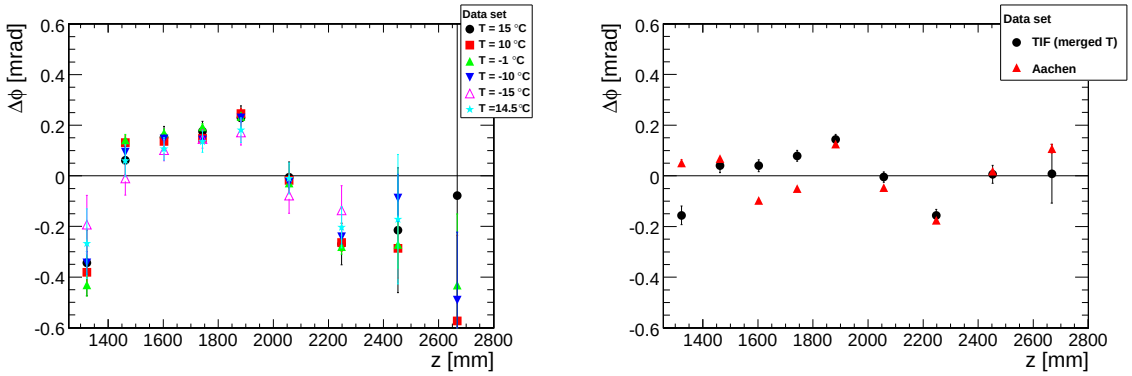

Figure 24. Alignment parameter $\Delta\phi$ for TEC disks at six tracker temperature levels (left). Alignment parameter $\Delta\phi$ for TEC disks, determined with TIF data and Aachen data using an obsolete, but common geometry (right).

To create equivalent results, an alignment in $\Delta\phi$ is determined with tracks from TIF data and compared with results from tracks of sector 2 and 3 of the data from Aachen. To avoid major differences in the alignment results due to changes in the geometry, the tracks of the TIF data are reconstructed using the same geometry as used for Aachen data. The right of figure 24 shows the alignment parameters gained from TIF and Aachen data. Except for some changes in disks 1, 3, and 4 of the order of 0.2 mrad, the TEC seems to have been stable during transportation from Aachen to Geneva, tilting from a vertical to a horizontal position, and integration into the tracker. Two petals have been replaced in the active TEC sectors before taking the TIF data: A back petal of disk 3 and a front petal of disk 4. Thus, changes in the corrections $\Delta\phi$ of these disks are expected.

6 Laser alignment system analysis and discussion

In this section, we discuss results from the Laser Alignment System. Analysis of the measurements from this system have not been integrated with the track-based statistical methods. Therefore, we discuss the data analysis and results independently.

6.1 Data taking

At the TIF, data was taken with the laser alignment system. On the z^+ side of the tracker, the beams from the alignment tubes of sector 1, 2 and 3 were seen by the barrel modules. The endcap sectors 2 and 3 were operated with the TEC internal beams and the alignment tubes of those sectors. Data was taken before cooling the tracker down, during the cooling cycle, and at the end, when the tracker was back at room temperature.

As we mentioned earlier, the Laser Alignment System was designed to measure deformations and movements of the tracker support structures. To do this properly, the whole ϕ-range of the laser beams needs to be operated. The fact that only a slice of the tracker was operated during the TIF tests means that no complete picture of the tracker alignment parameters could be obtained. Nevertheless, the data taking was very useful to verify the proper functioning of the laser beams and the laser data taking. First of all, the evolution of the measured laser spot positions with temperature

2009 JINST 4 T07001

was studied. Movements could be either due to thermal deformations of the tracker structure, or caused by small movements of the beamsplitter holders. Then, the data taken in the TEC sectors can be compared to the data obtained during the TEC integration. Here, observed differences could also have been caused by the handling, transport and insertion of the endcaps.

6.2 Results from alignment tubes

The alignment tubes were first operated at room temperature. Then, as the tracker was gradually cooled down, they were measured at 10 °C, -1 °C, -15 °C and finally again at room temperature, after the tracker had been warmed up again. The measured laser spot positions were all compared to the first measurements at room temperature. The result is shown in figure 25. The largest changes of about 600 μm were observed in the TOB. The observed movements could come either from movements of the tracker structure, or from movements of the laser beams. Nevertheless, two bounds can be given. First, one could assume that all detected movements were due to tracker structure deformations. In this case, we would have observed movements of 600 μm. On the other hand, one could try to absorb as much as of the observed laser spot changes into movements of the laser beams. In this case, one calculates the tilt of the laser beams and rotations of the alignment tubes that fit best to the observed laser spot movements. After subtracting this contribution, the remaining laser spot movements would be due to the tracker support deformation. This is shown in figure 26. Now the maximal movements of the tracker would be less than 100 μm.

6.3 Comparison of LAS and track based alignment results

A comparison is made between the Laser Alignment System residuals and the TEC disk alignment results using track based alignment at different temperatures. Corrections are applied to the residuals because the beam splitters used by the LAS are known to emit two non-perfectly parallel laser beams. Considering the laser beamspot radii, the residuals measured at room temperature are transformed into disk rotations. The disc corrections, $\Delta\phi$, estimated with the Kalman alignment algorithm from cosmic track data are used for comparison. There are no significant changes in the TEC alignment evaluated with track based alignment at different temperatures, so the track data merged from all temperature runs except $T = -15$ °C were used to obtain a better precision.

Because the exact direction of the laser beams is unknown, a linear dependence of ϕ on z cannot be determined using the LAS residuals. Therefore, mean and slope (as a function of z) of the corrections to the disc rotations are subtracted. The same is done with the results from the Kalman alignment algorithm to use a common coordinate system. The remaining corrections are displayed in figure 27. For LAS, the mean and RMS of the four measurements estimated from the four active laser beams in the endcap are shown for each disk. There are differences among the LAS corrections for the same disk of up to 0.7 mrad. These differences are interpreted as misalignment on module and petal level. Considering the accuracy of the Kalman alignment parameters and the spread of the LAS results, the estimated corrections show a good agreement.

7 Summary and conclusion

We have presented results of the CMS tracker alignment analysis at the Integration Facility at CERN by means of cosmic tracks, optical survey information, and the Laser Alignment System.

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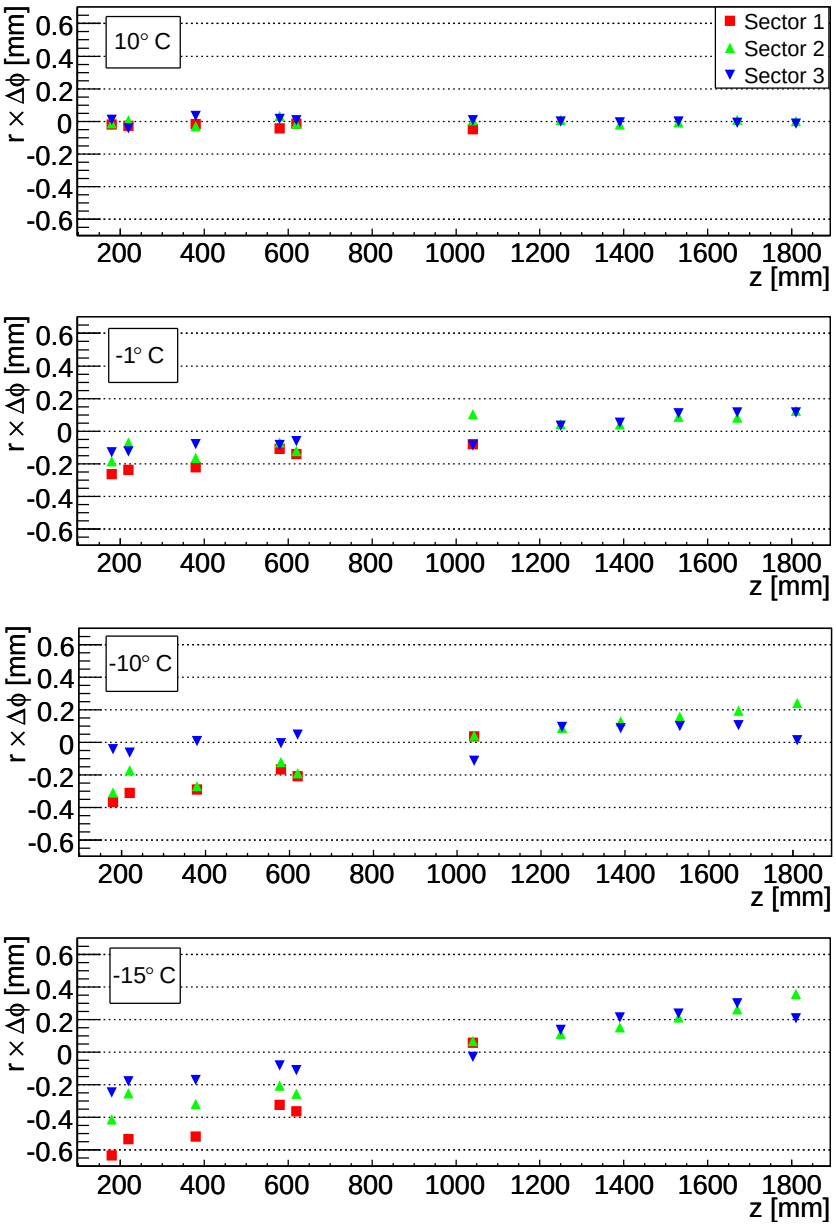

Figure 25. Changes in laser spot positions while cooling down the tracker.

The first alignment of the active silicon modules with three different statistical approaches was performed, using cosmic track events collected with the partially active CMS tracker during spring and summer of 2007.

Optical survey measurements of the tracker were validated with the track residuals in the active part of the detector. Clear improvement with respect to the design geometry description was seen. Overall, further significant improvements in track χ^2 and track-hit residuals are achieved after track-based alignment of the tracker at TIF, when compared either to design or survey geometry.

Detailed studies have been performed on the Tracker Inner and Outer Barrel alignment with

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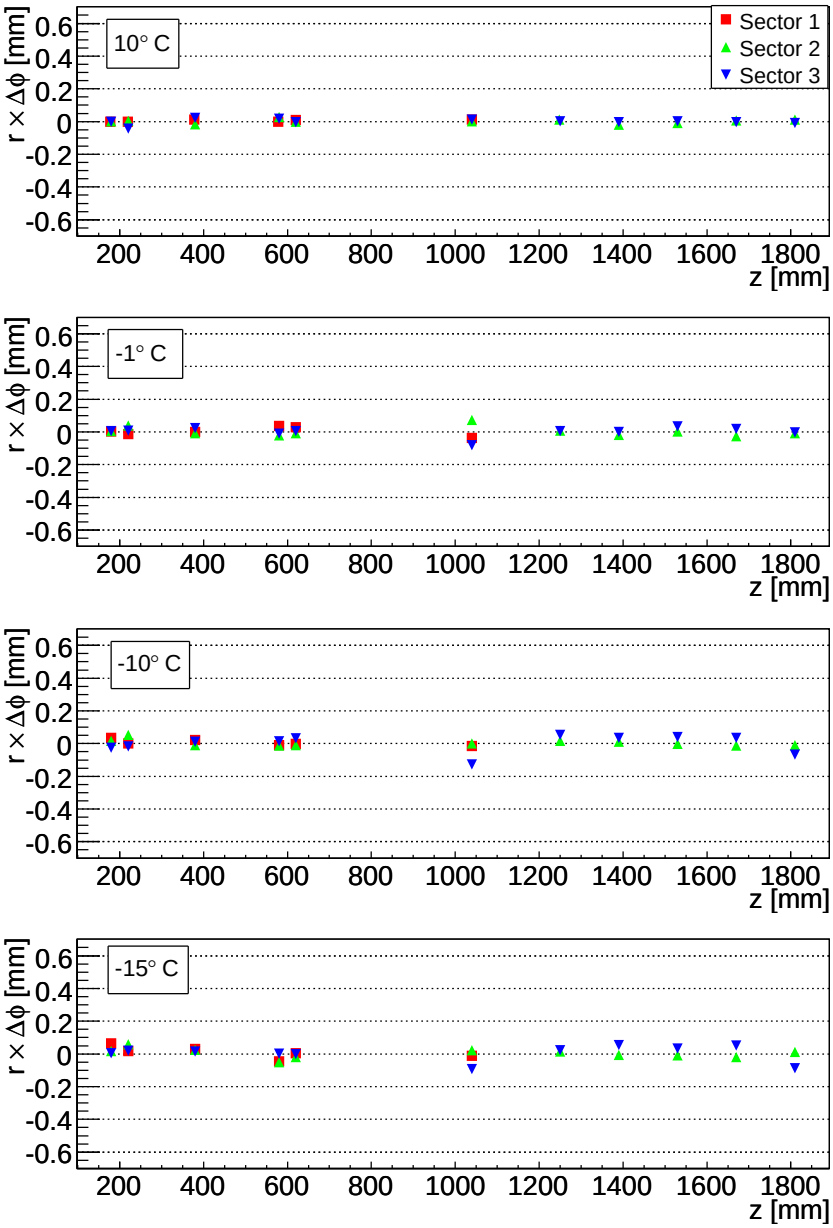

Figure 26. Changes in laser spot positions while cooling down the tracker, removing the maximum contribution that can be due to movements of the alignment tube.

tracks. The typical achieved precision on module position measurement in the local x coordinate is estimated to be about 50 μm and 80 μm RMS in the Tracker Outer and Inner Barrels, respectively. However, since no magnetic field was applied in the tracker, no momentum estimate of the cosmic tracks was possible. Therefore, detailed understanding of alignment precision suffers from uncertainties in multiple scattering of tracks with unknown momentum, this being the dominant contribution to the hit position extrapolation. For this reason, the above alignment precision estimates are based on prediction from simulations of hit residuals.

2009 JINST 4 T07001

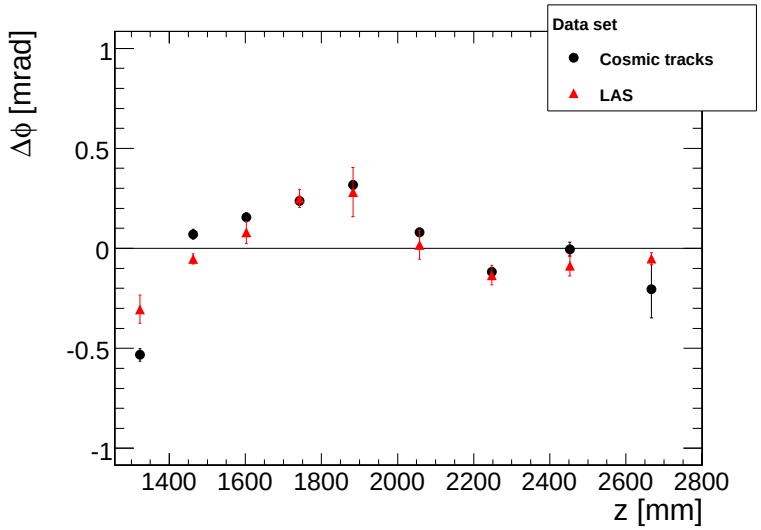

Figure 27. Corrections $\Delta\phi$ for TEC disks determined with track based alignment and LAS residuals.

Consistent alignment results have been obtained with three different alignment algorithms. Direct comparison of obtained geometries indicate agreement in the most precisely measured global coordinate consistent with the indirect interpretation of track residuals. However, certain χ^2-invariant deformations may appear in the alignment procedure when using only cosmic tracks. These χ^2-invariant deformations do not affect track residuals and therefore are not visible in the alignment minimisation, thus limiting understanding of relative position of all modules in space from the pure geometrical point of view. No significant deformations of the tracker have been observed under stress and with variation of temperature, within the resolution of the alignment methods.

Alignment of the Tracker Endcap was performed at the disk level, both with tracks and by operating the CMS Laser Alignment System, and showed good agreement between the two results. Since predominantly vertical cosmic tracks traverse the detector, this limits statistics in the endcap modules and in some of the modules in the horizontal plane of the barrel sub-detectors. This did not allow individual module alignment in those cases.

The operation of the Laser Alignment System during the TIF slice test has shown that the laser beams operate properly. Useful laser signals were detected by all modules that were illuminated by the laser beams. In the worst-case scenario, where all observed laser spot shifts are assumed to come from structure deformations, the movements would be up to 600 μm. Assuming that most of the observed changes were coming from laser beam and alignment tube movements, shifts go down below 100 μm. To disentangle the two contributions and get a complete picture of the tracker deformations, more beams, distributed around all the 2π ϕ-range, have to be operated.

Finally, experience gained in alignment analysis of the silicon modules at the Tracker Integration Facility is valuable in preparation for the full CMS tracker alignment, which is crucial for high precision necessary to achieve the design physics goals of the CMS detector [12].

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2009 JINST 4 T07001