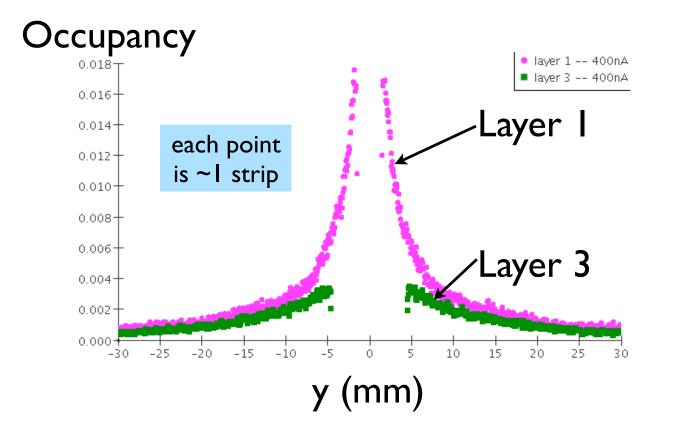
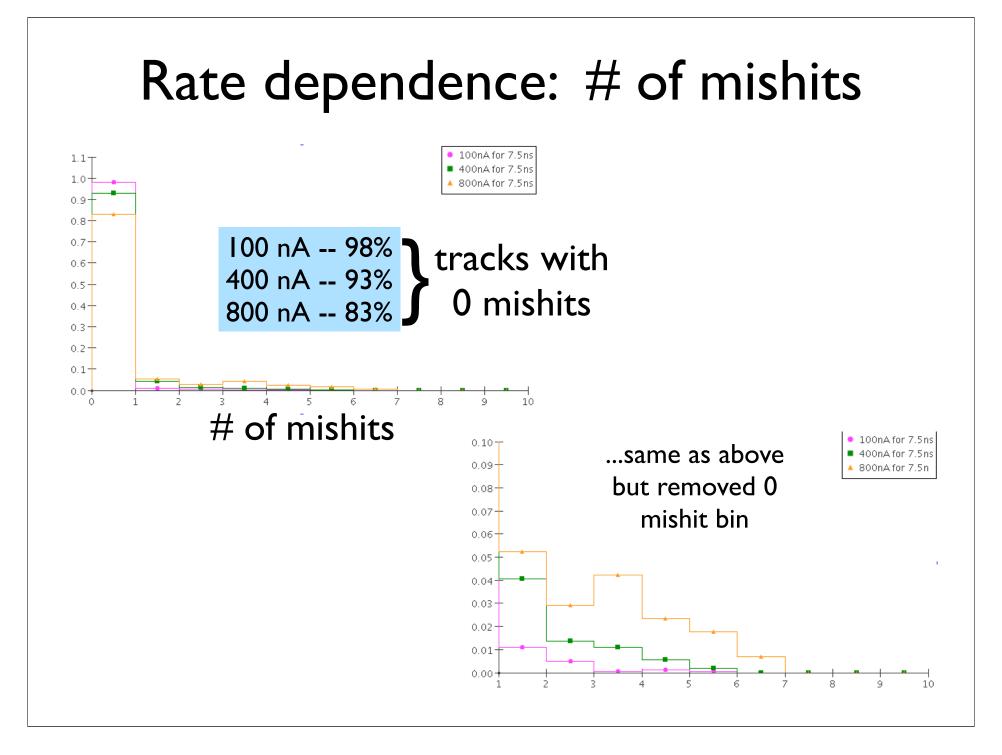


Occupancy -- 400nA for 7.5ns



...this seem to be in line with expectation from Takashi's simulation (~0.017/2strips-per-hit*25ns/7.5ns ~ 0.028)

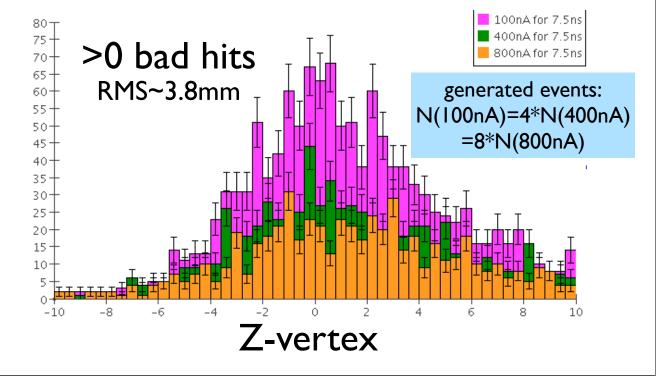


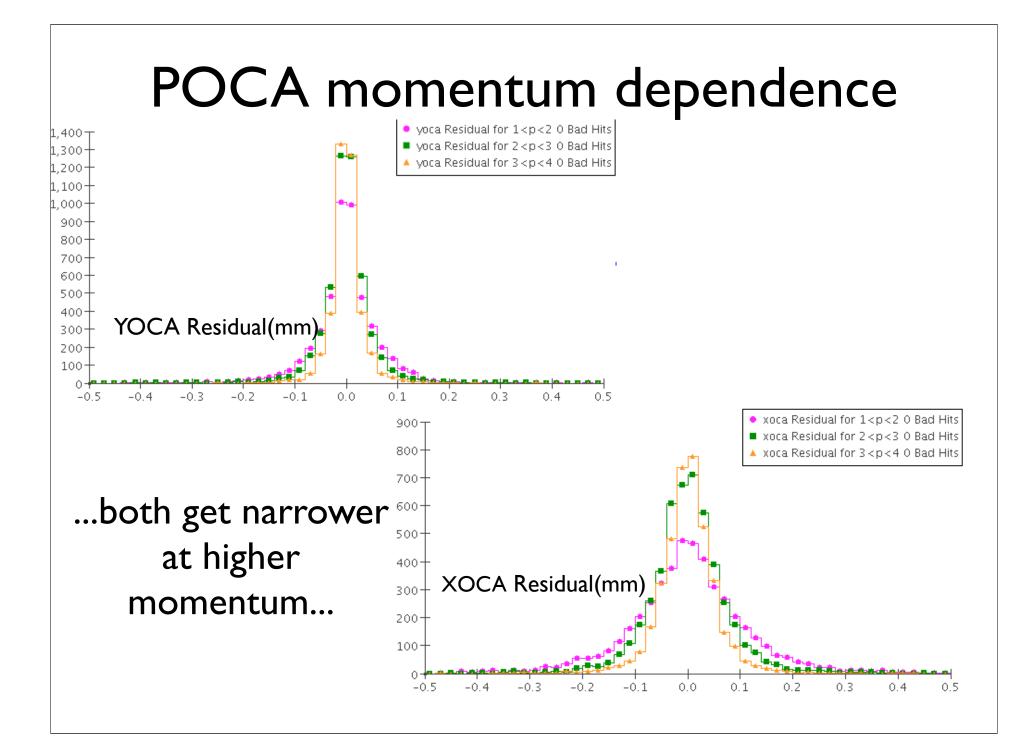
Rate dependence: Z-vertex

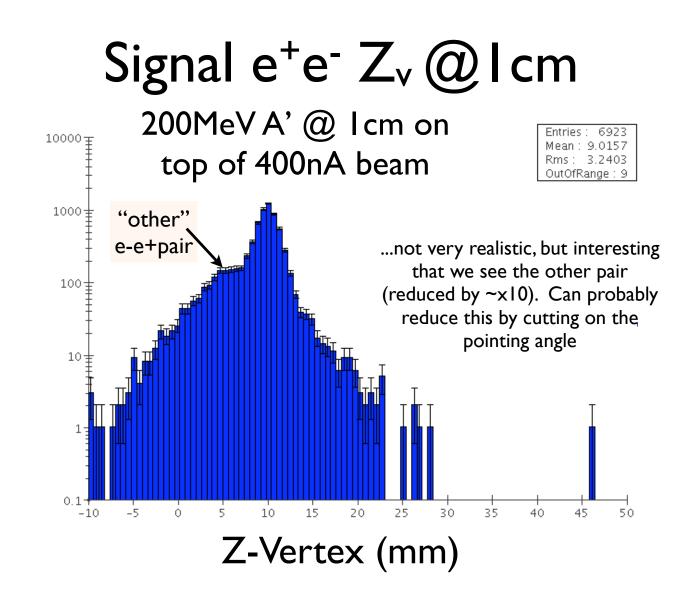
•The vertex resolution for correctly reconstructed tracks does not depend on pileup...

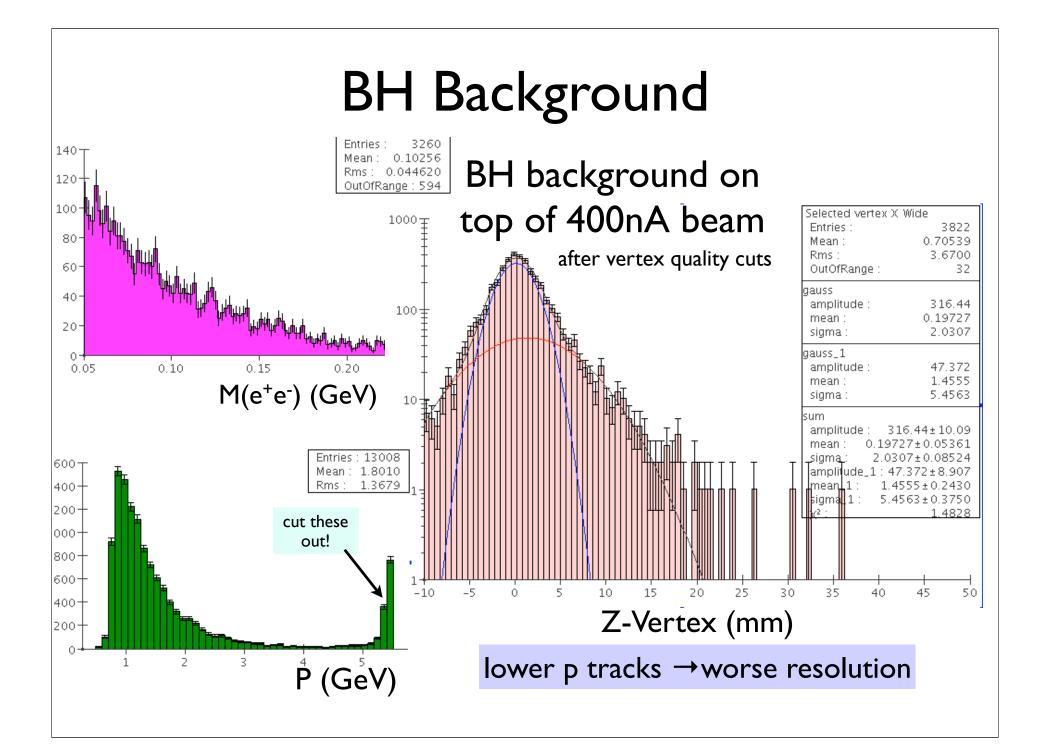
•for that matter, it's pretty constant for tracks with mishits...there are just more of them at higher rate

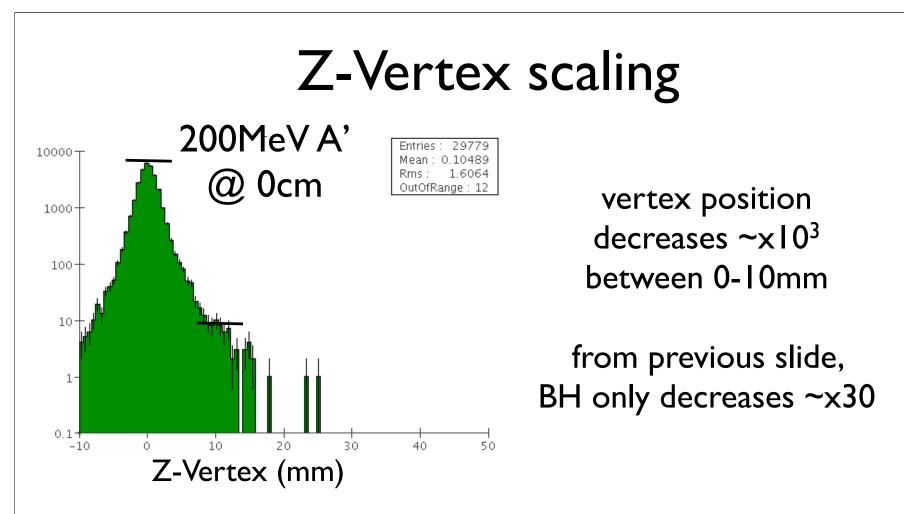
Number of events in the tail (e.g. > I cm) scales roughly linearly with rate...











better to use Z_v/σ(Z_v)→need reliable errors
not sure we have that now in lcsim code (for sure the scale is off by ~x5) probably because track errors aren't quite correct.

Some physics analysis thoughts

- I see (at least) two separate analyses:
 - pure bump-hunt for prompt decays
 - require vertex within ~mm of target (maybe constrain tracks to target/ beamspot...help a bit); other clever cuts
 - Simple: ML fit to e⁺e⁻ mass...smooth (e.g. polynomial) background and gaussian+low-side tail (mass dependent resolution); get limit vs mass by stepping peak mass and getting L(N_{sig}=N_{best})-L(N_{sig}=0)
 - more complicated: include kinematic variables to characterize the different backgrounds (maybe in an MVA)...

2. bump-hunt/displaced vertex

- require vertex be ~>2mm outside target and V0 points back
- Simplest: cut in bins of vertex significance; do bump-hunt as above in each bin (independently or not); get limits; correct for efficiency in bins of mass/lifetime
- Less simple: fit simultaneously in mass (fit A' mass) and vertex significance (fit lifetime--flight length would be easier!); need to include acceptance correction vs vertex significance
- Pretty complex: same as above but with other kinematic/event variables (some which are likely correlated to vertexing/mass