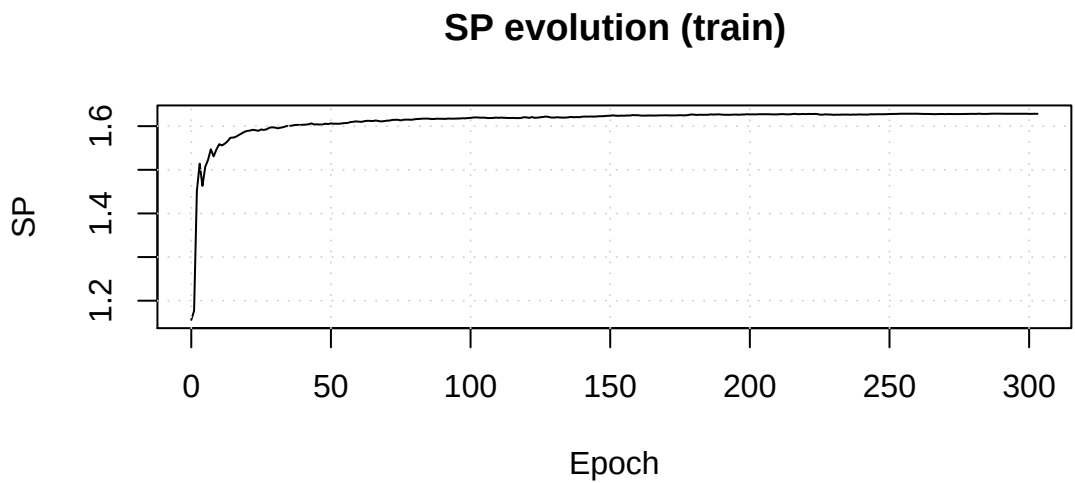
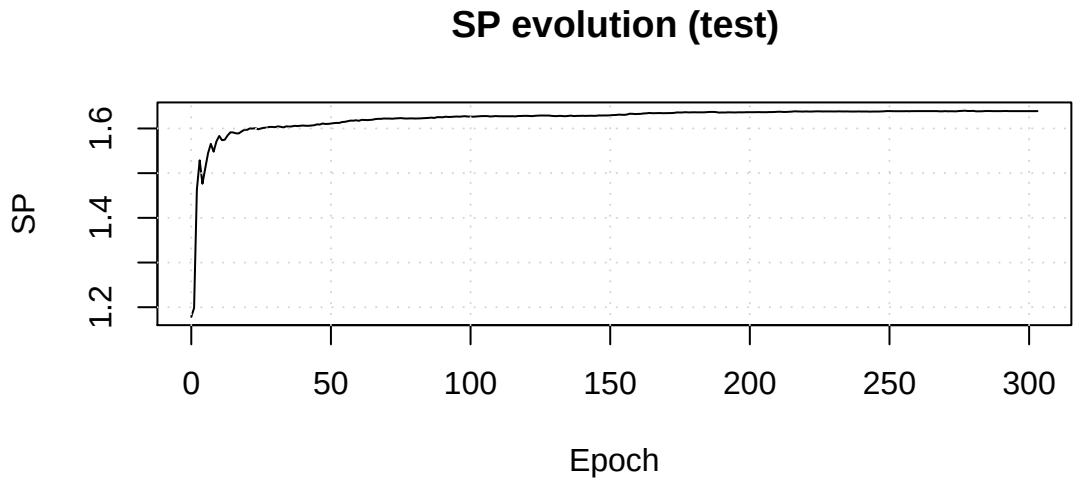
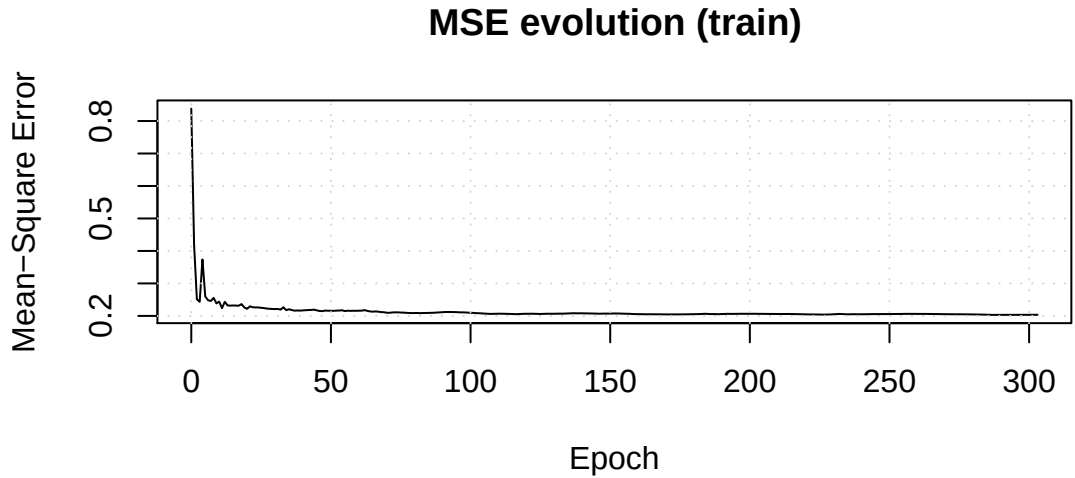
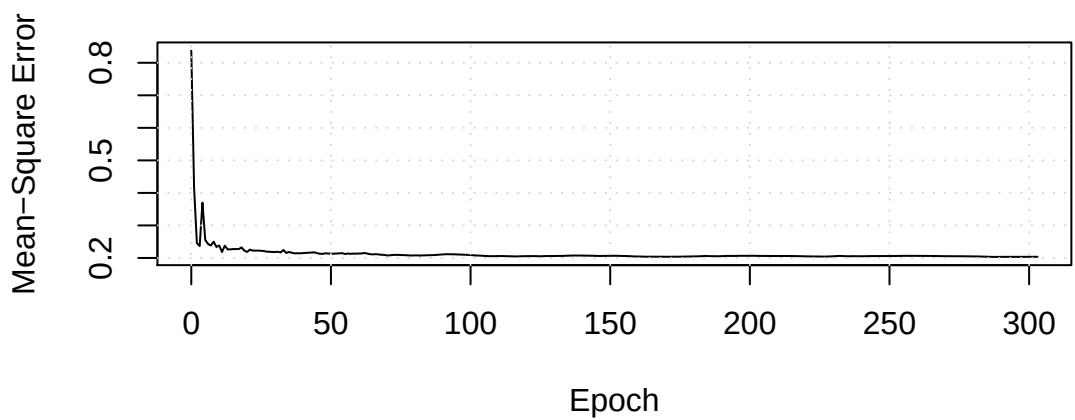
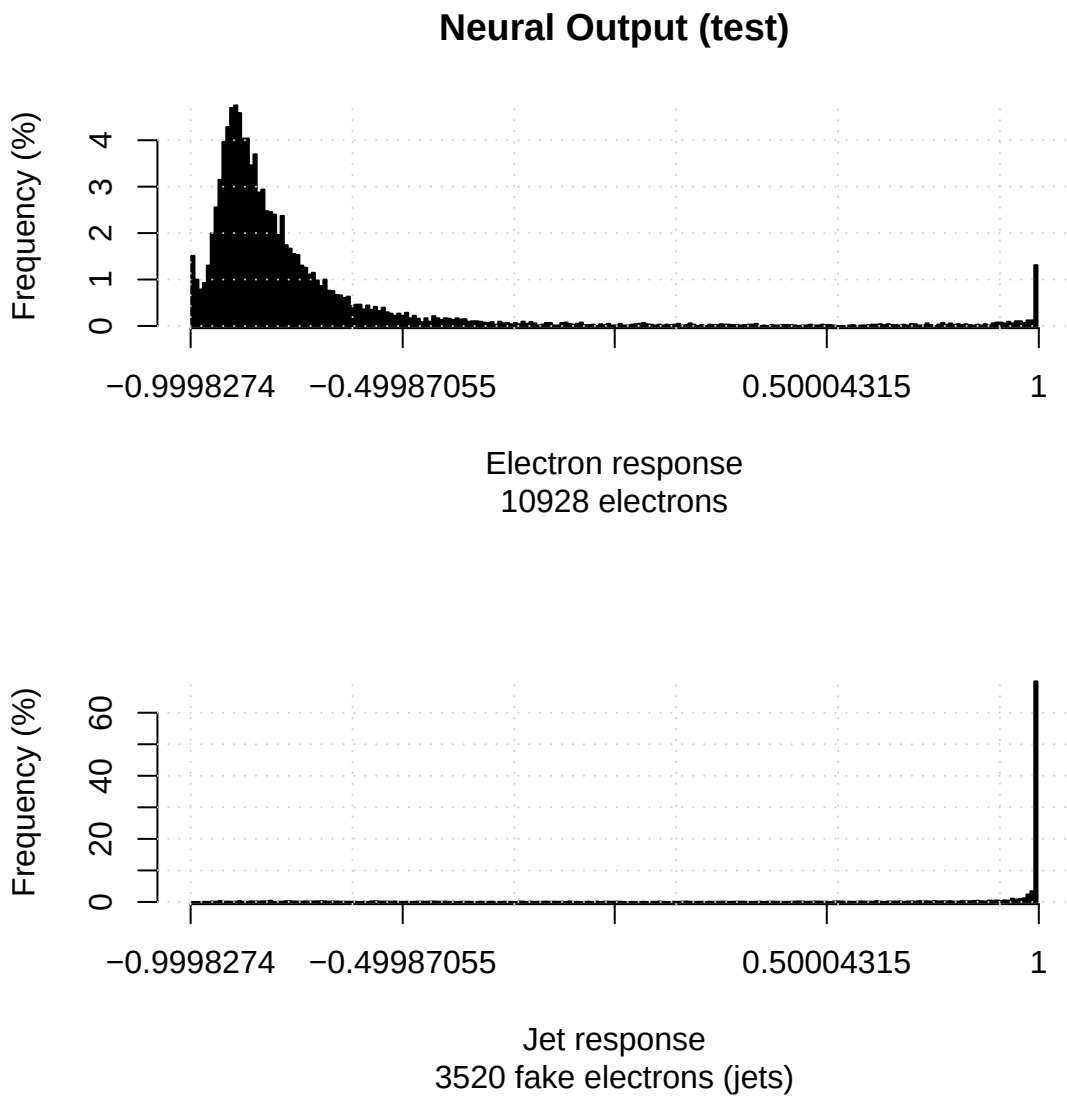
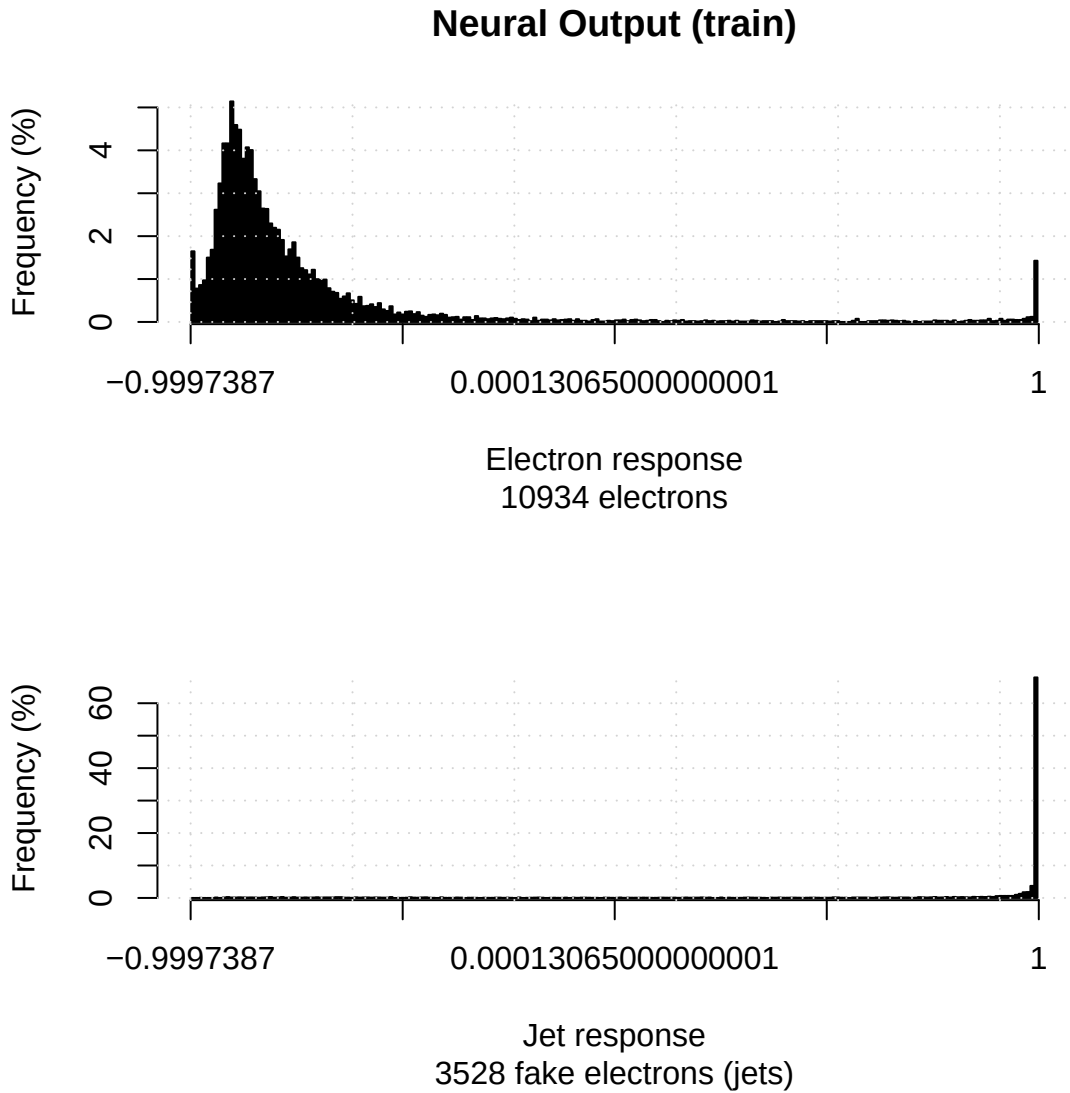

SP evolution (train)
SP
1.2
1.4
1.6
0
50
100
150
200
250
300
Epoch

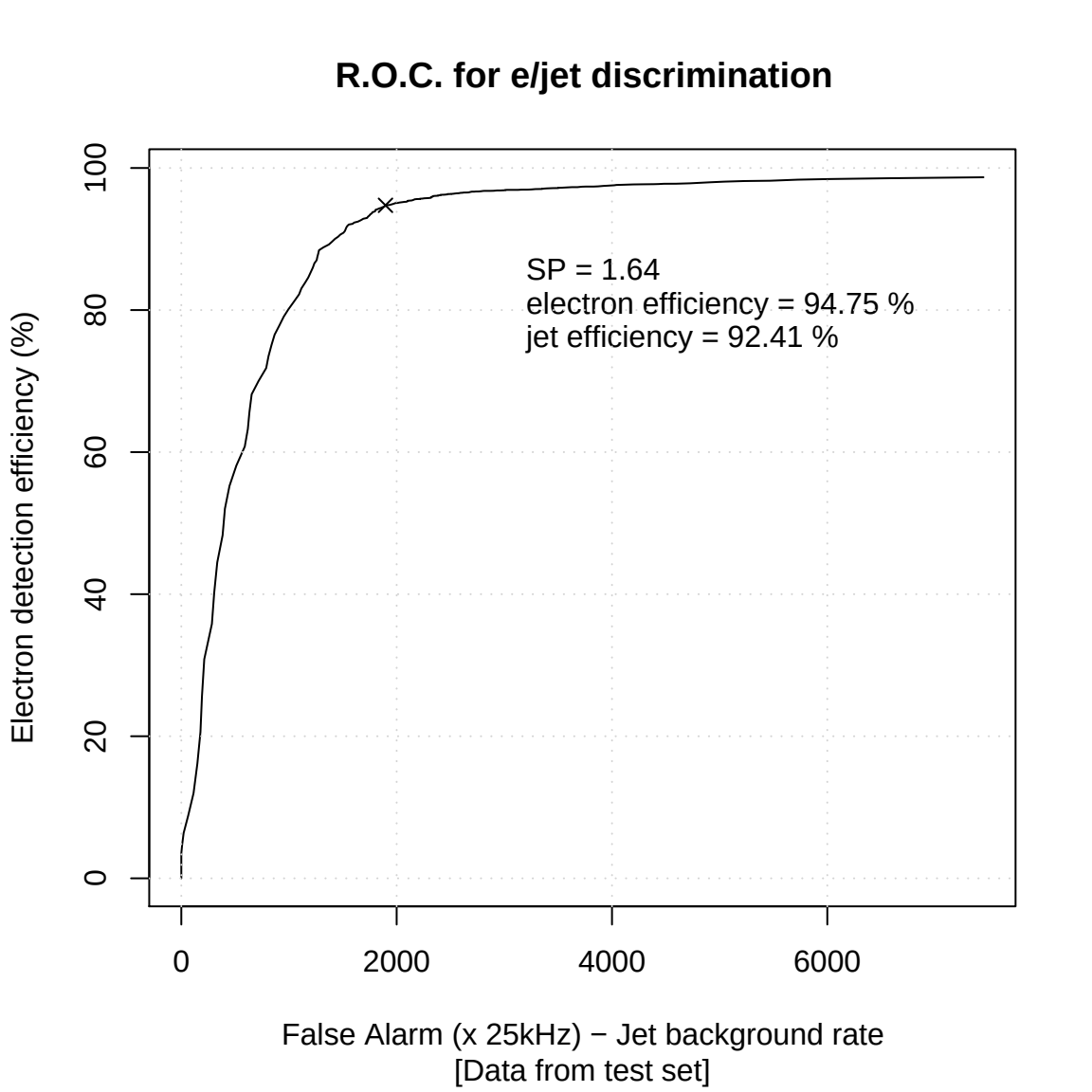

SP evolution (test)
SP
1.2
1.4
1.6
0
50
100
150
200
250
300
Epoch

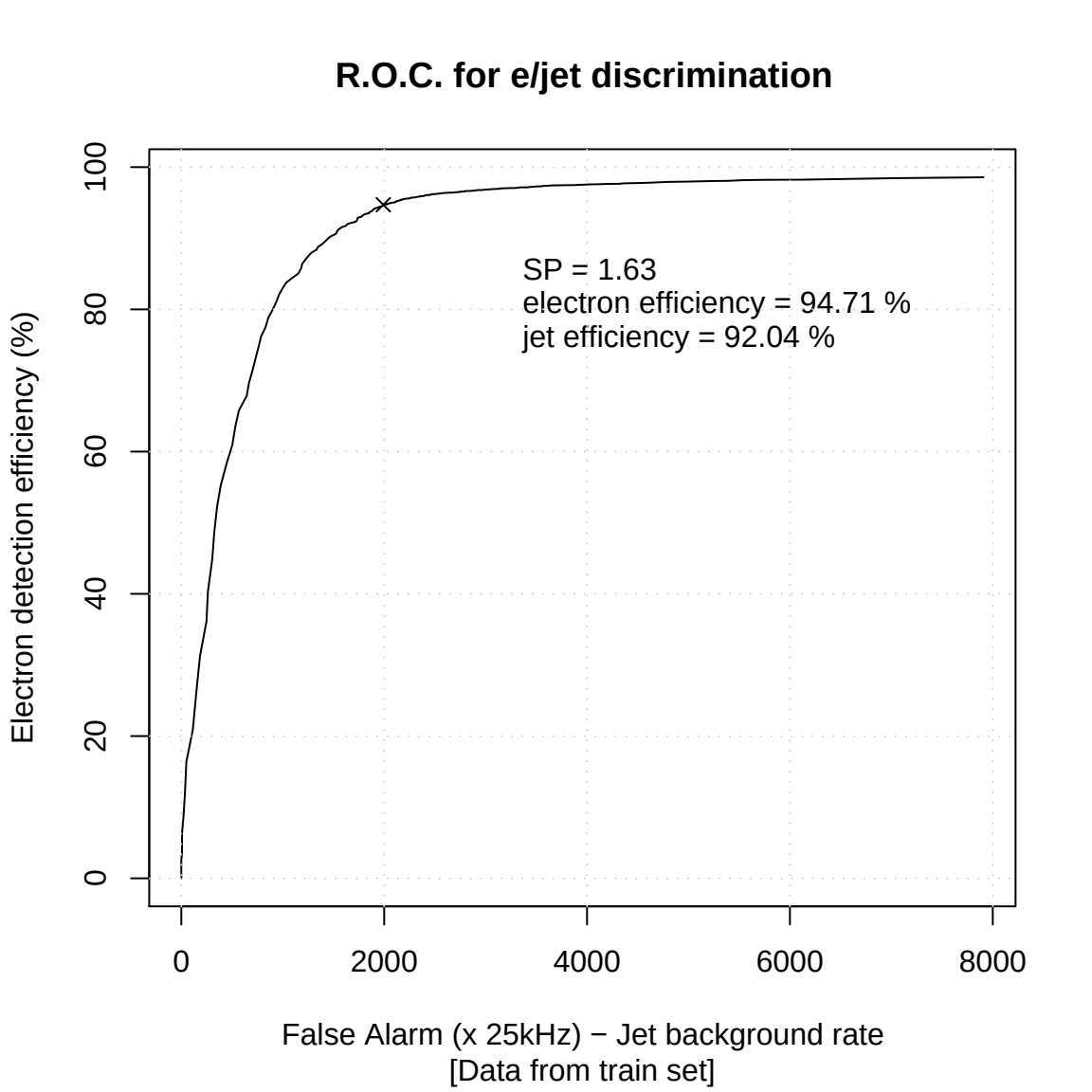

MSE evolution (train)
Mean−Square Error
0.2
0.5
0.8
0
50
100
150
200
250
300
Epoch

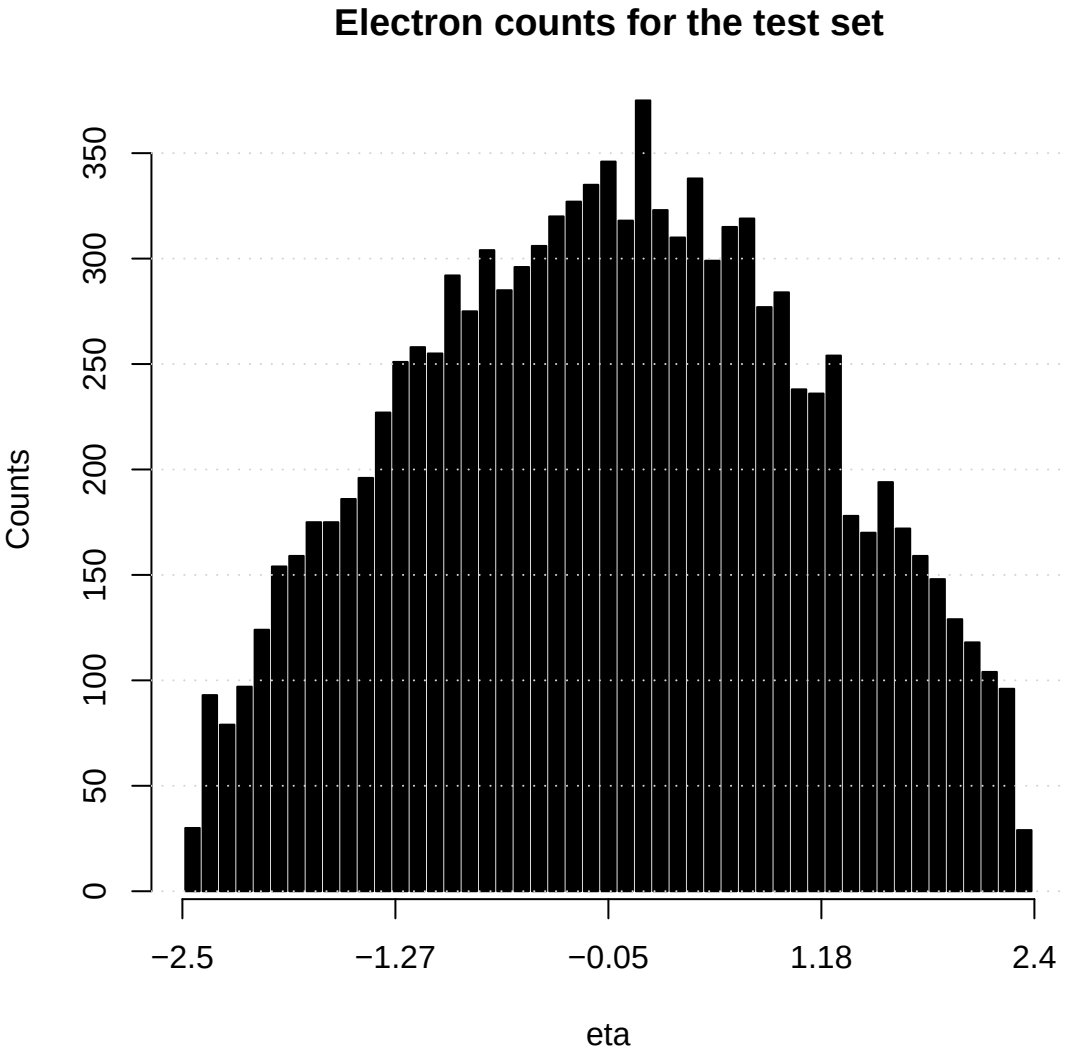

MSE evolution (test)
Mean−Square Error
0.2
0.5
0.8
0
50
100
150
200
250
300
Epoch

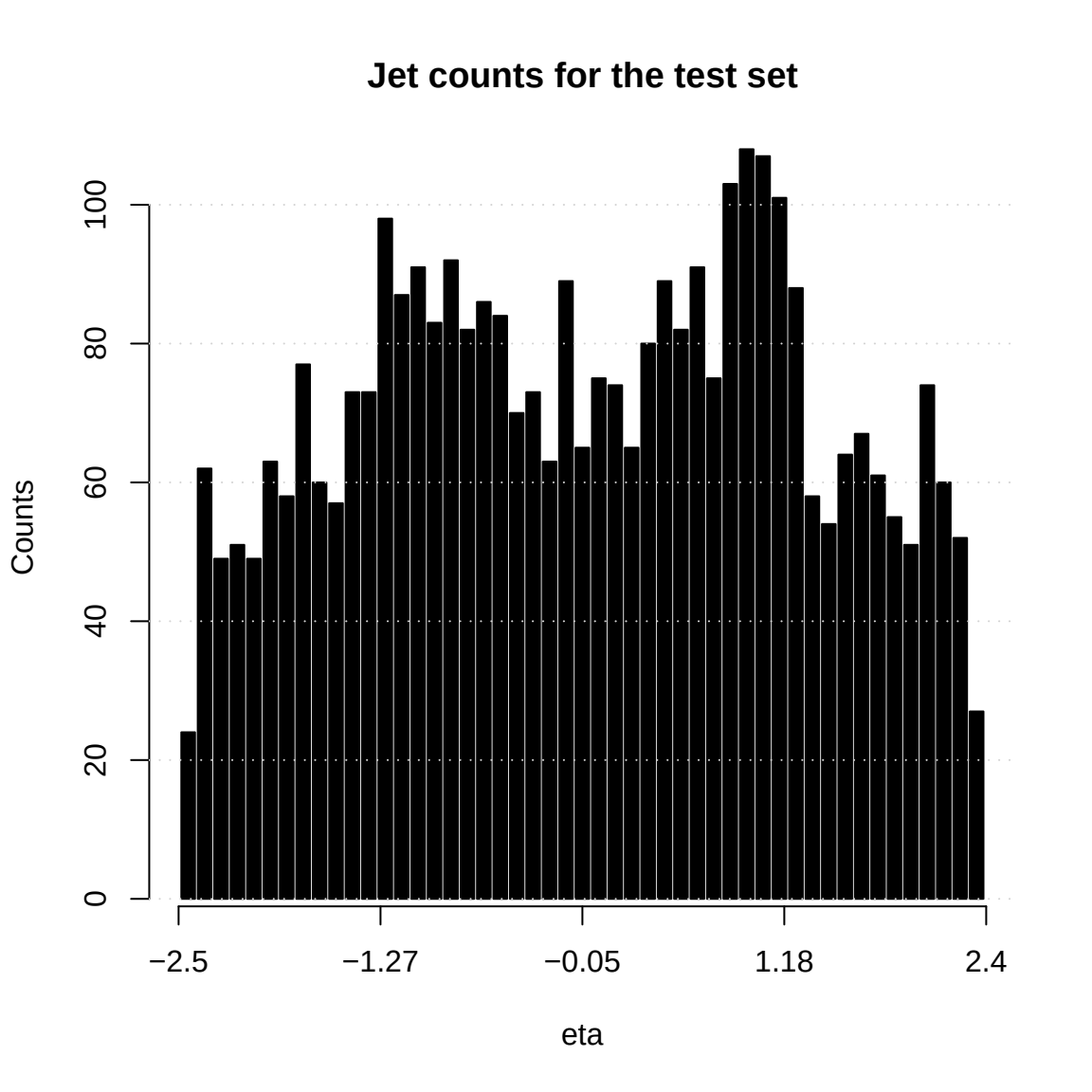

Neural Output (test)
Frequency (%)
0
1
2
3
4
−0.9998274
−0.49987055
0.50004315
1
Electron response
10928 electrons
Frequency (%)
0
20
40
60
−0.9998274
−0.49987055
0.50004315
1
Jet response
3520 fake electrons (jets)

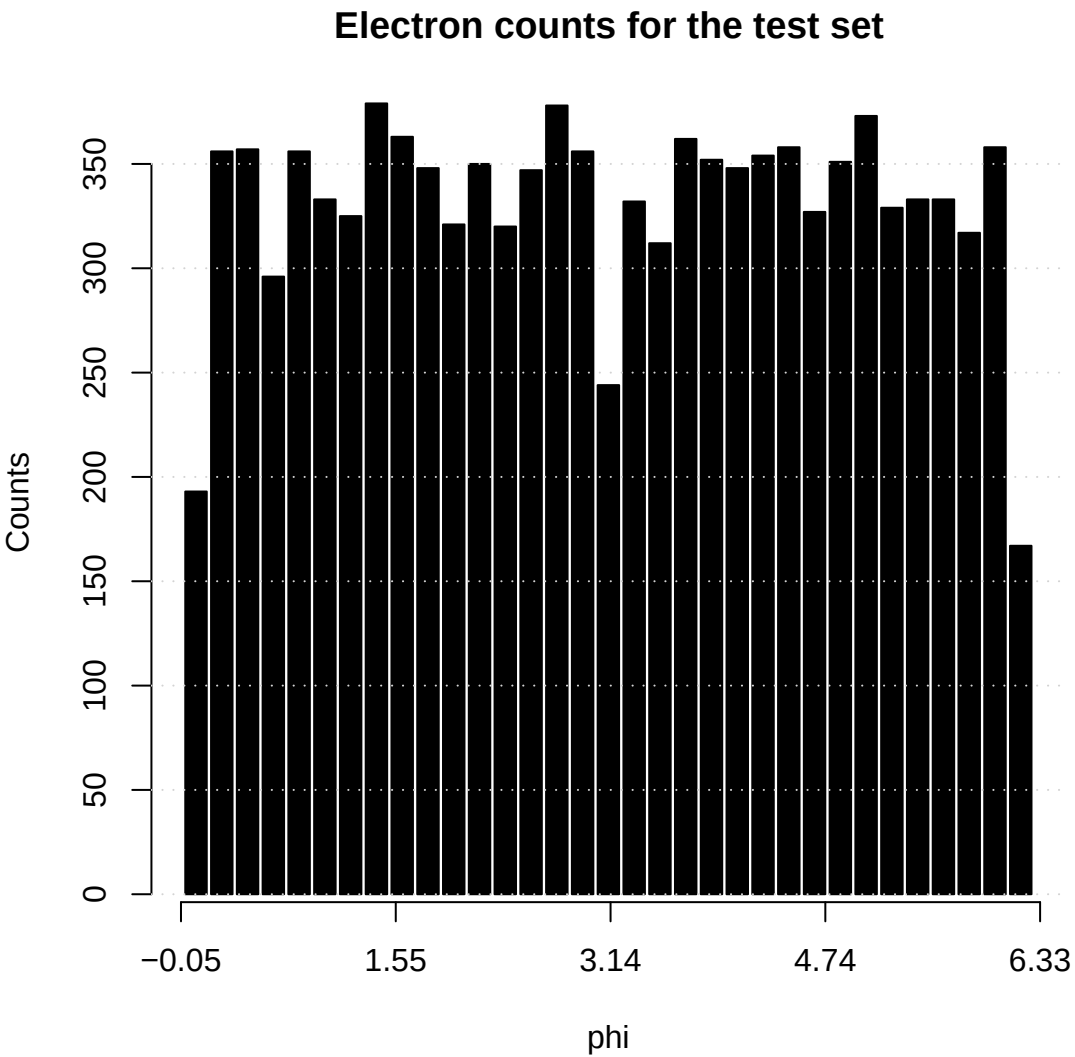

Neural Output (train)
Frequency (%)
0
2
4
−0.9997387
0.00013065000000001
1
Electron response
10934 electrons
Frequency (%)
0
20
40
60
−0.9997387
0.00013065000000001
1
Jet response
3528 fake electrons (jets)

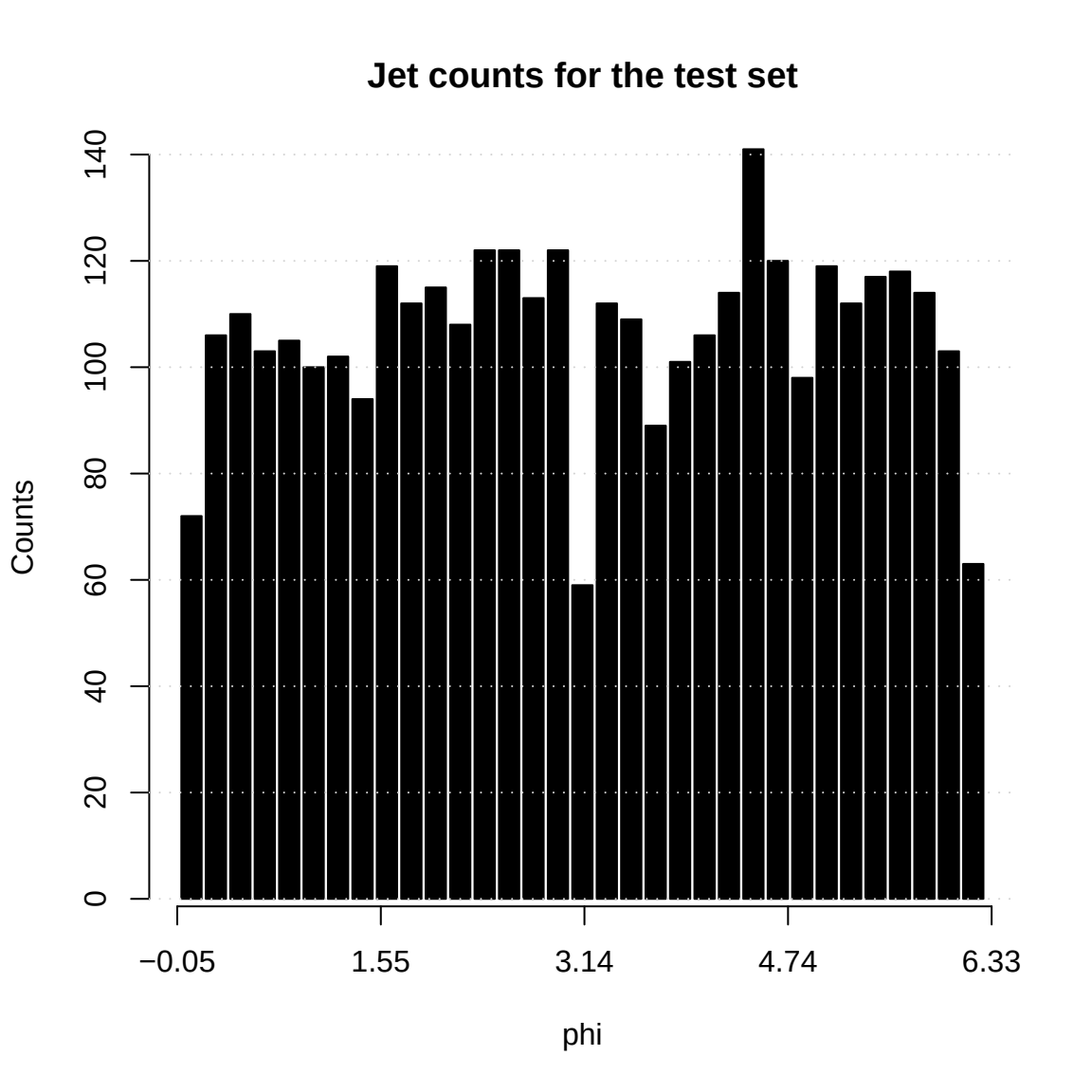

R.O.C. for e/jet discrimination
Electron detection efficiency (%)
0
20
40
60
80
100
0
2000
4000
6000
SP = 1.64
electron efficiency = 94.75 %
jet efficiency = 92.41 %
False Alarm (x 25kHz) − Jet background rate
[Data from test set]

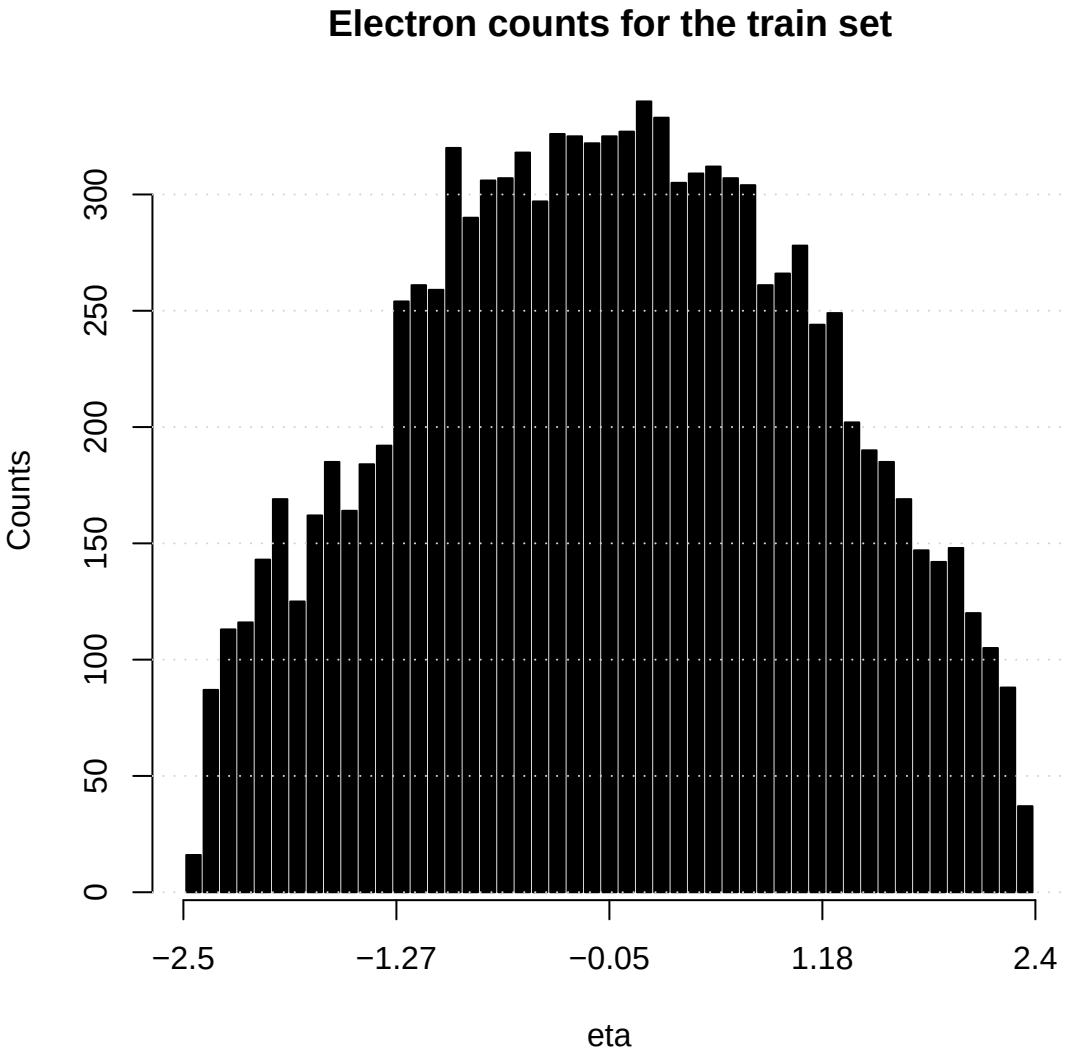

R.O.C. for e/jet discrimination
SP = 1.63
electron efficiency = 94.71 %
jet efficiency = 92.04 %
Electron detection efficiency (%)
0
20
40
60
80
100
0
2000
4000
6000
8000
False Alarm (x 25kHz) − Jet background rate
[Data from train set]

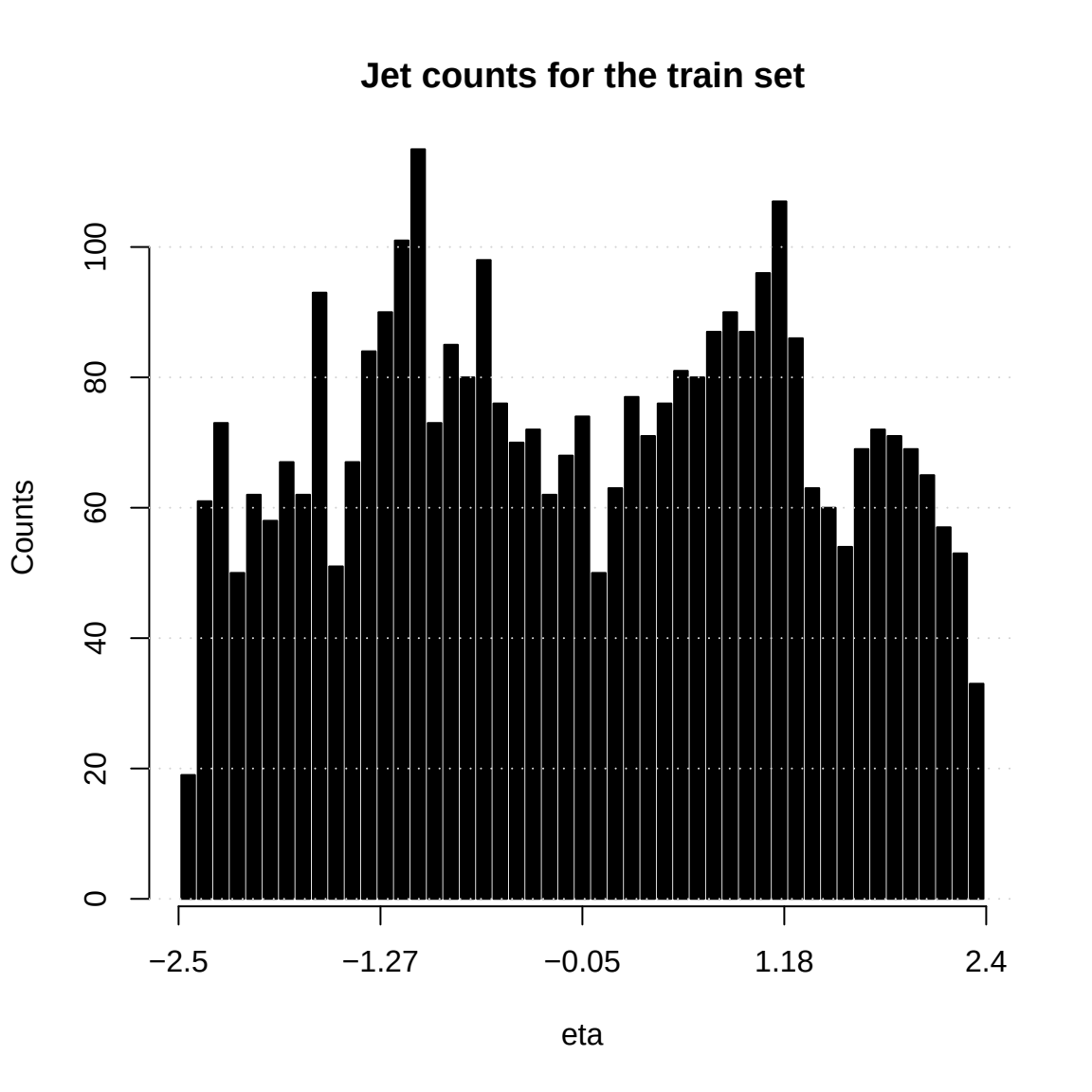

Electron counts for the test set
Counts
0
50
100
150
200
250
300
350
−2.5
−1.27
−0.05
1.18
2.4
eta

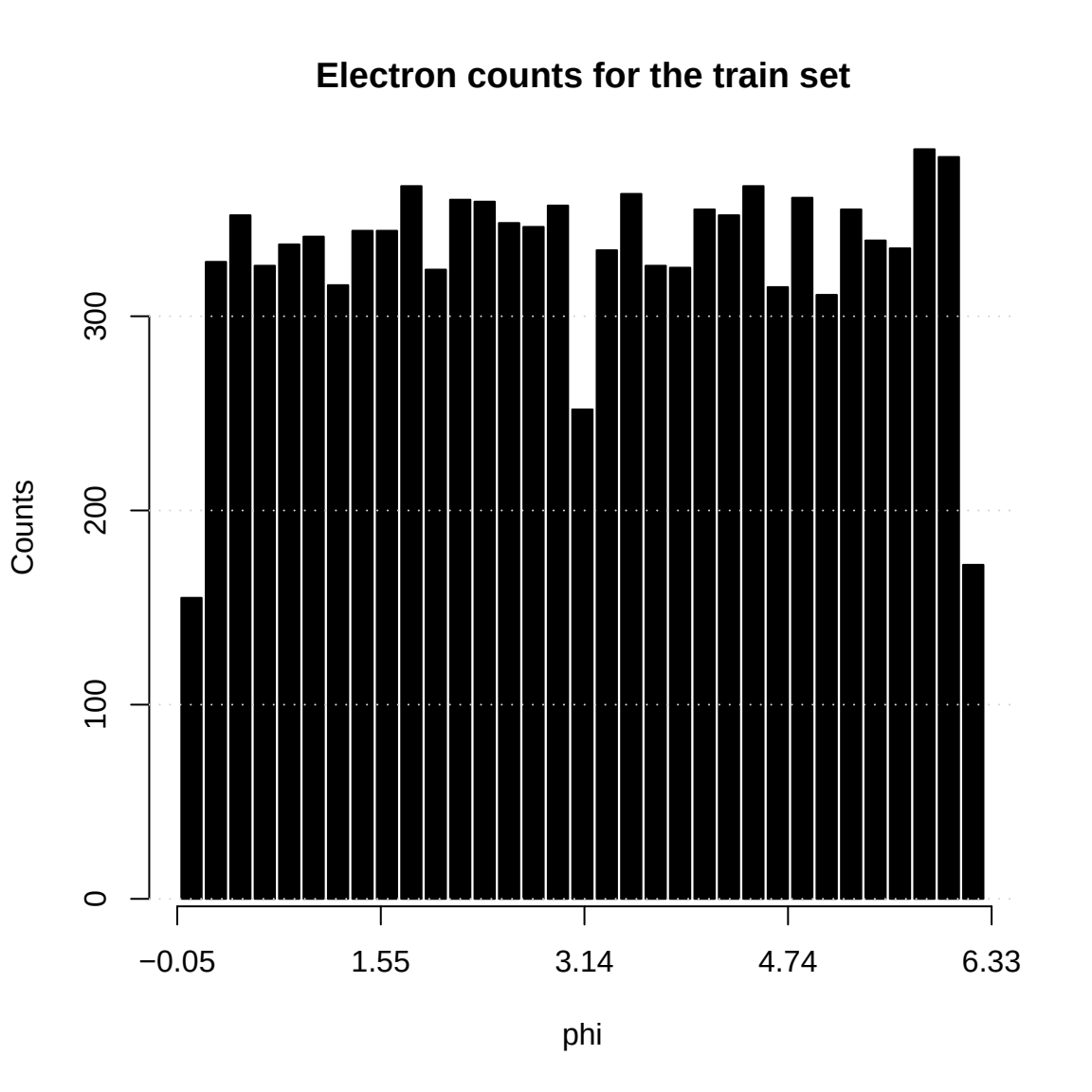

Jet counts for the test set
Counts
0
20
40
60
80
100
−2.5
−1.27
−0.05
1.18
2.4
eta

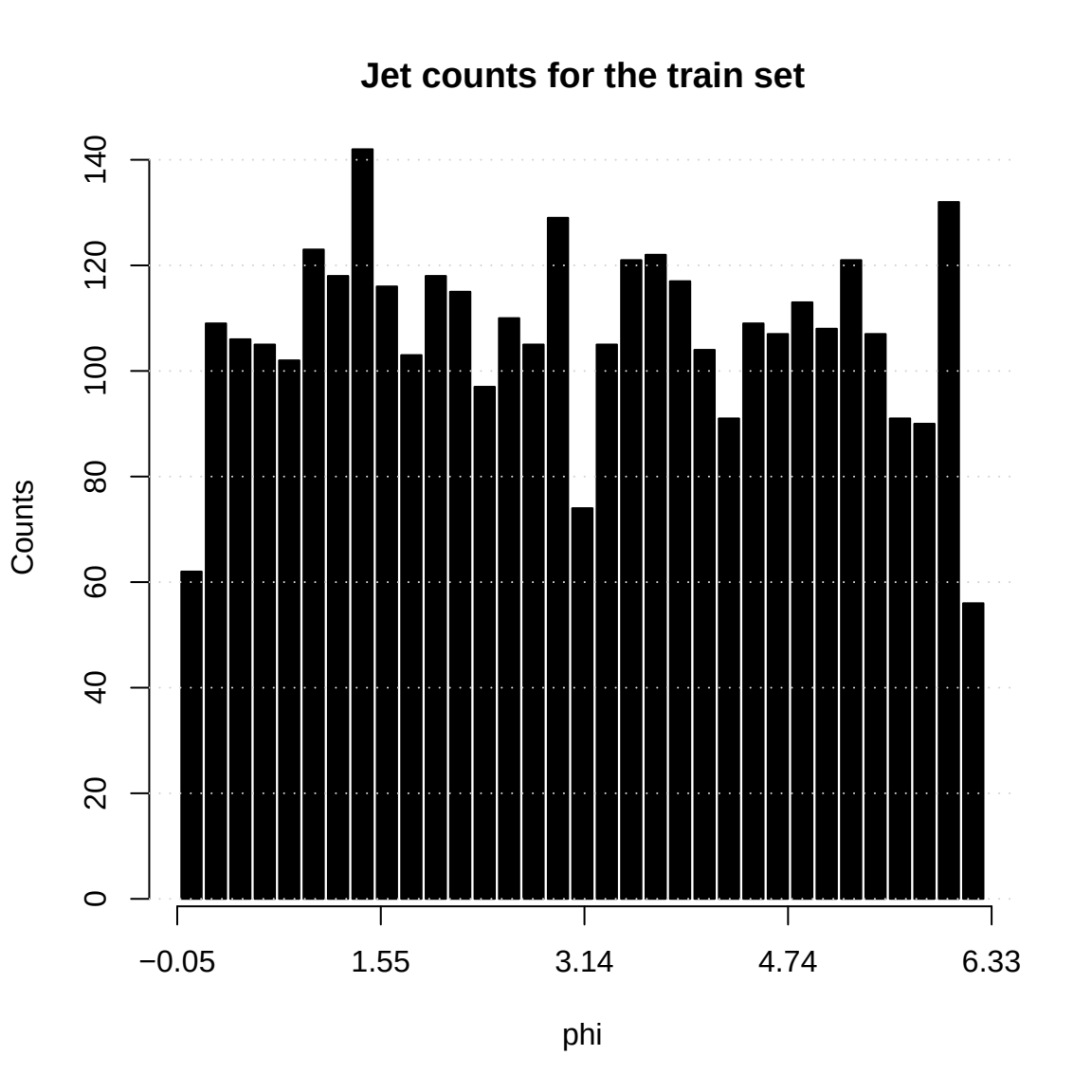

Electron counts for the test set
Counts
0
50
100
150
200
250
300
350
−0.05
1.55
3.14
4.74
6.33
phi

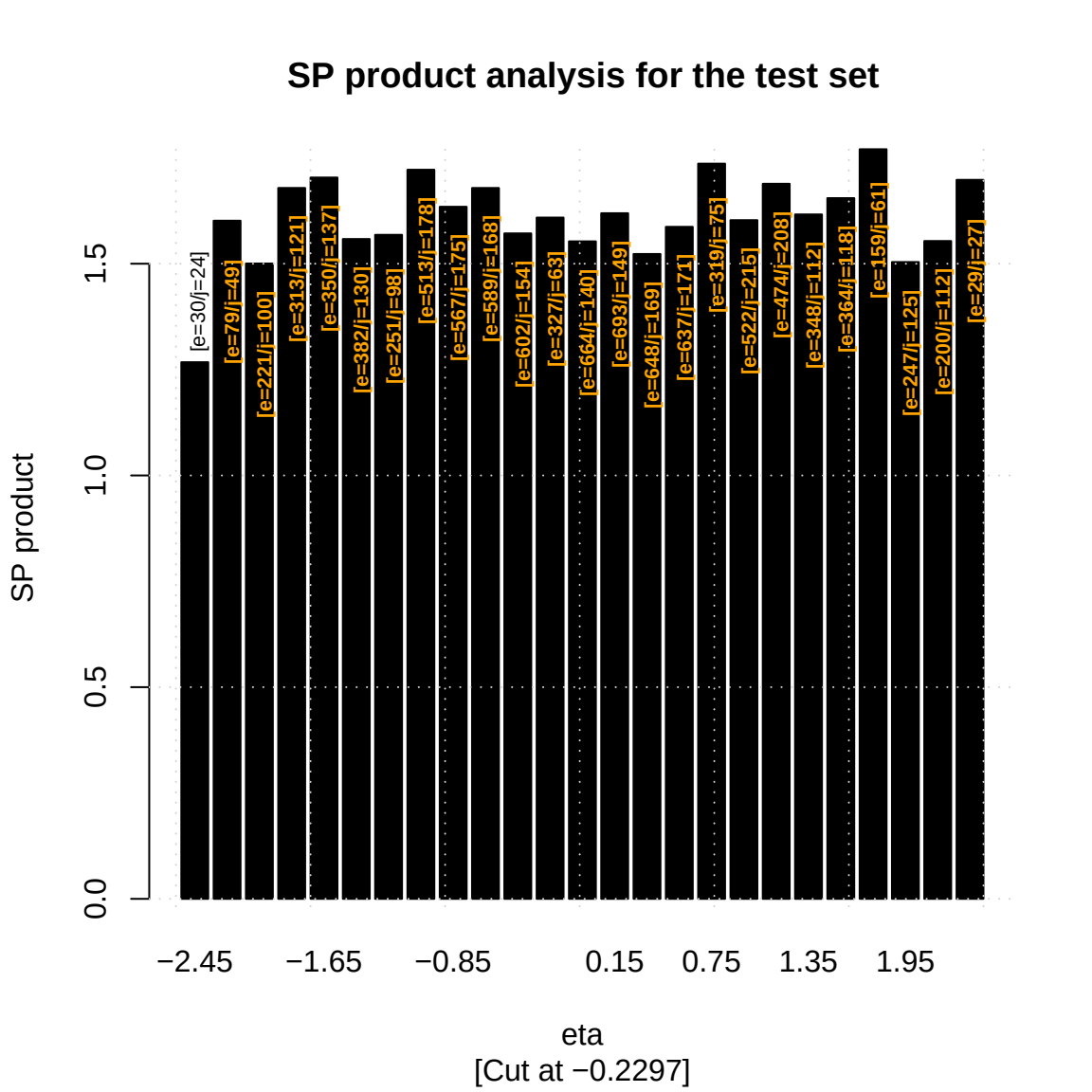

Jet counts for the test set
Counts
0
20
40
60
80
100
120
140
−0.05
1.55
3.14
4.74
6.33
phi

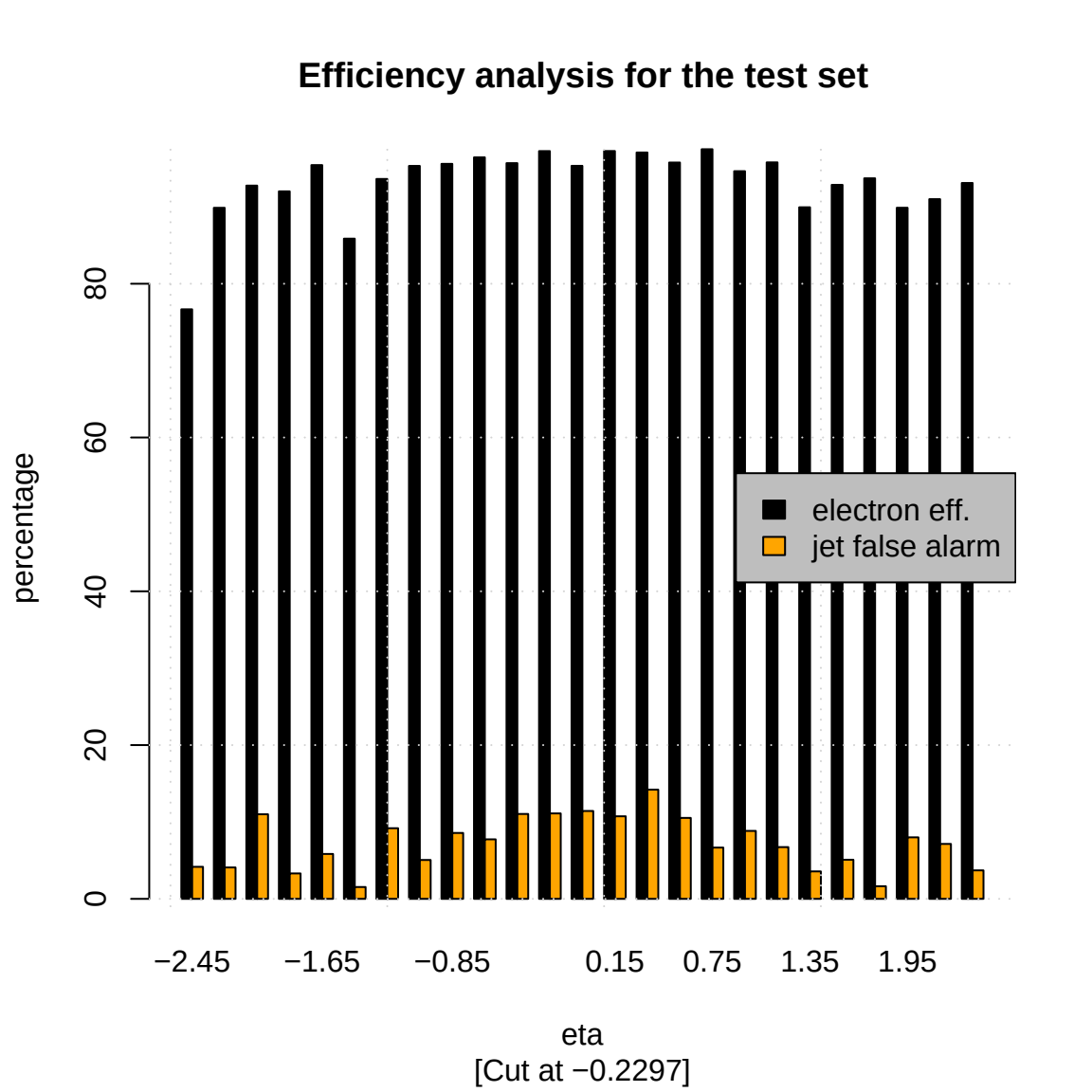

Electron counts for the train set
Counts
0
50
100
150
200
250
300
−2.5
−1.27
−0.05
1.18
2.4
eta


Jet counts for the train set
Counts
0
20
40
60
80
100
−2.5
−1.27
−0.05
1.18
2.4
eta

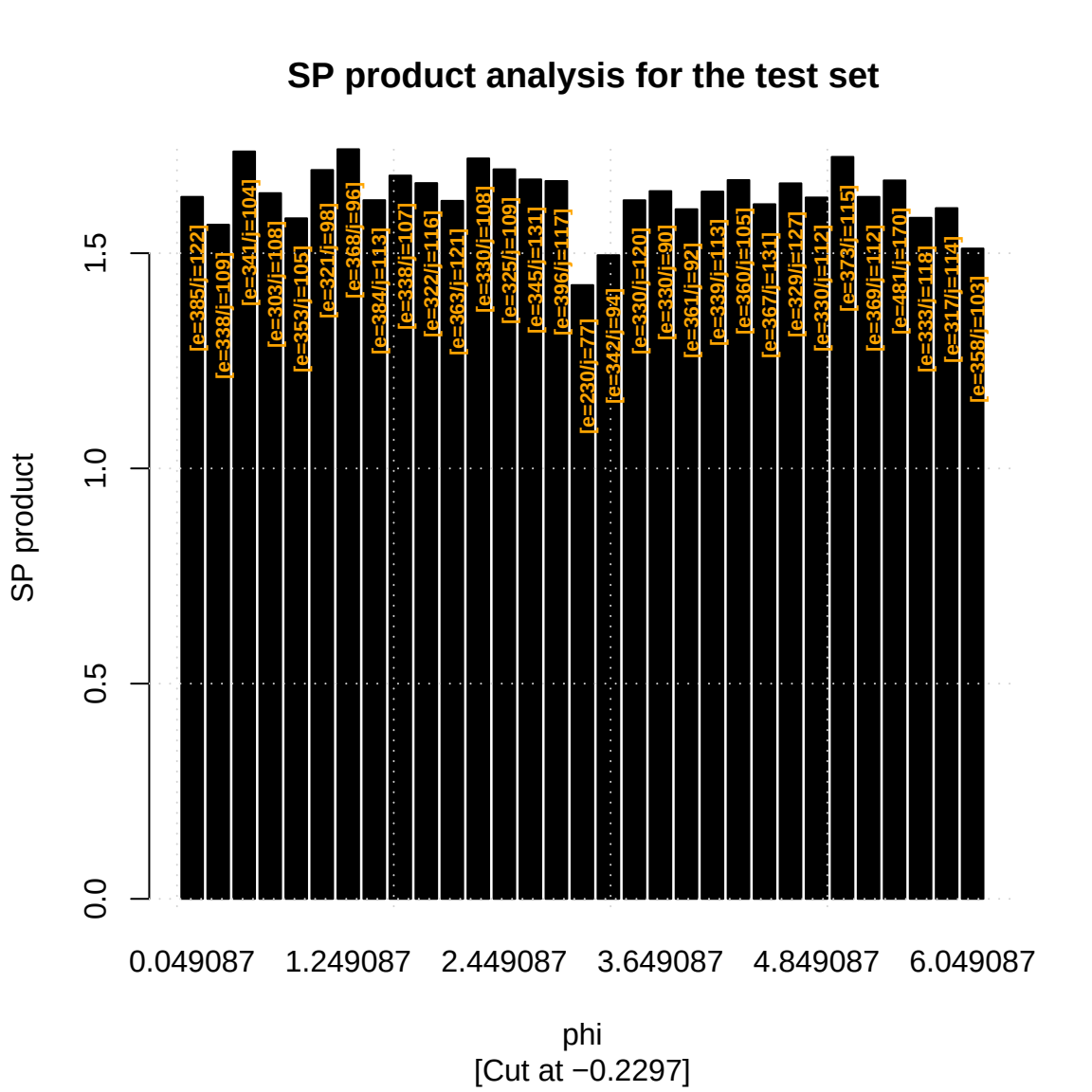

Electron counts for the train set
Counts
0
100
200
300
−0.05
1.55
3.14
4.74
6.33
phi

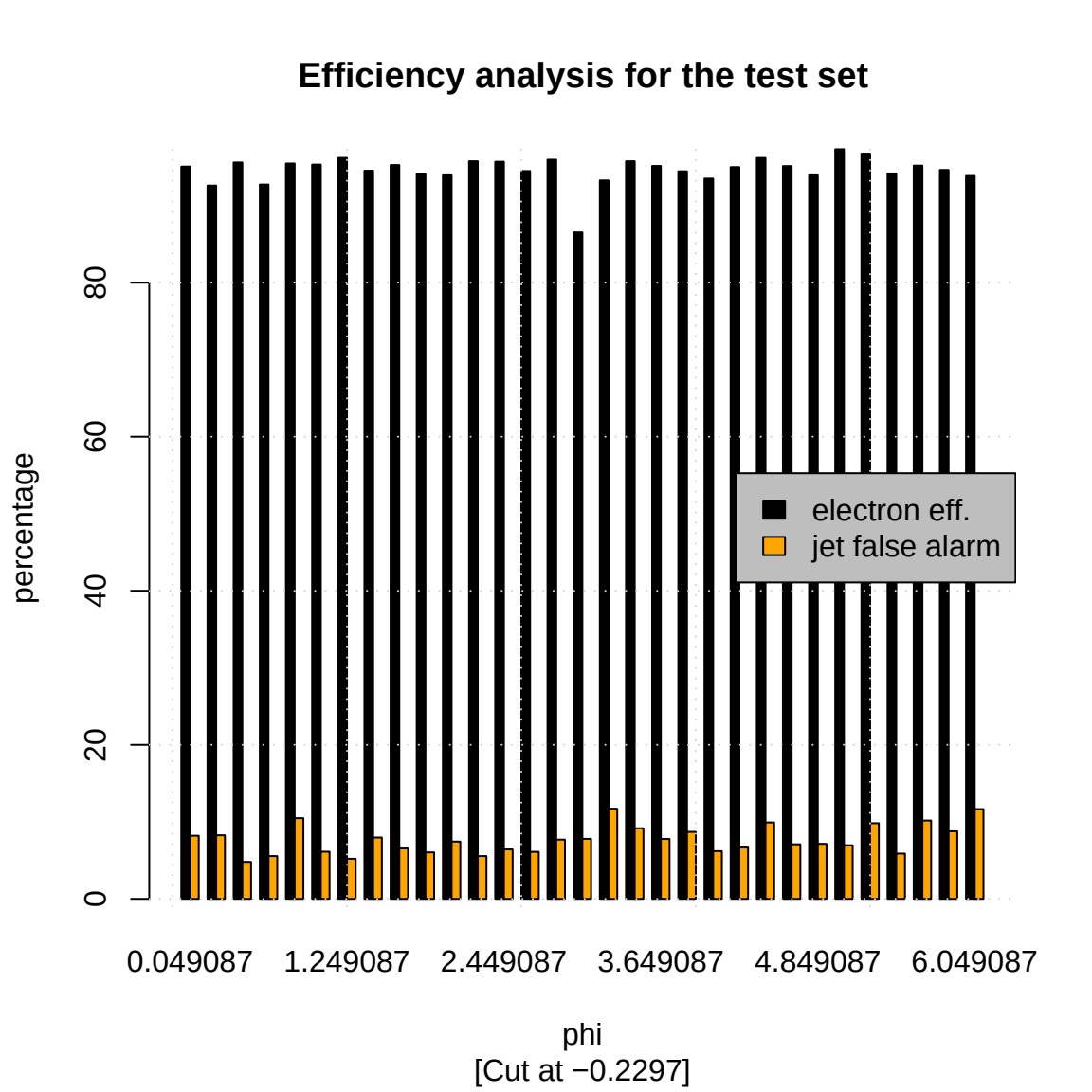

Jet counts for the train set
Counts
0
20
40
60
80
100
120
140
−0.05
1.55
3.14
4.74
6.33
phi

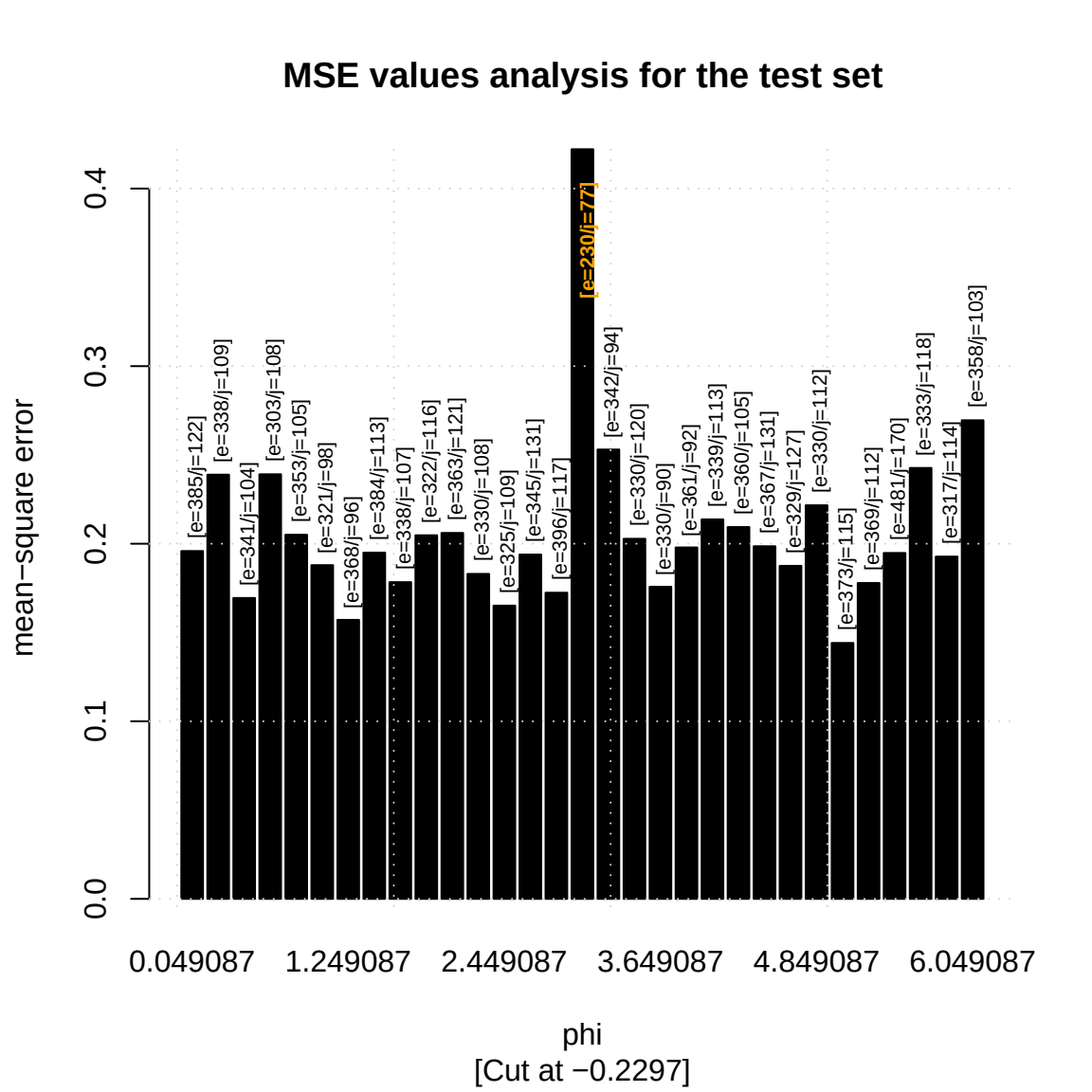

SP product analysis for the test set
SP product
0.0
0.5
1.0
1.5
[e=30/j=24]
[e=79/j=49]
[e=221/j=100]
[e=313/j=121]
[e=350/j=137]
[e=382/j=130]
[e=251/j=98]
[e=513/j=178]
[e=567/j=175]
[e=589/j=168]
[e=602/j=154]
[e=327/j=63]
[e=664/j=140]
[e=693/j=149]
[e=648/j=169]
[e=637/j=171]
[e=319/j=75]
[e=522/j=215]
[e=474/j=208]
[e=348/j=112]
[e=364/j=118]
[e=159/j=61]
[e=247/j=125]
[e=200/j=112]
[e=29/j=27]
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

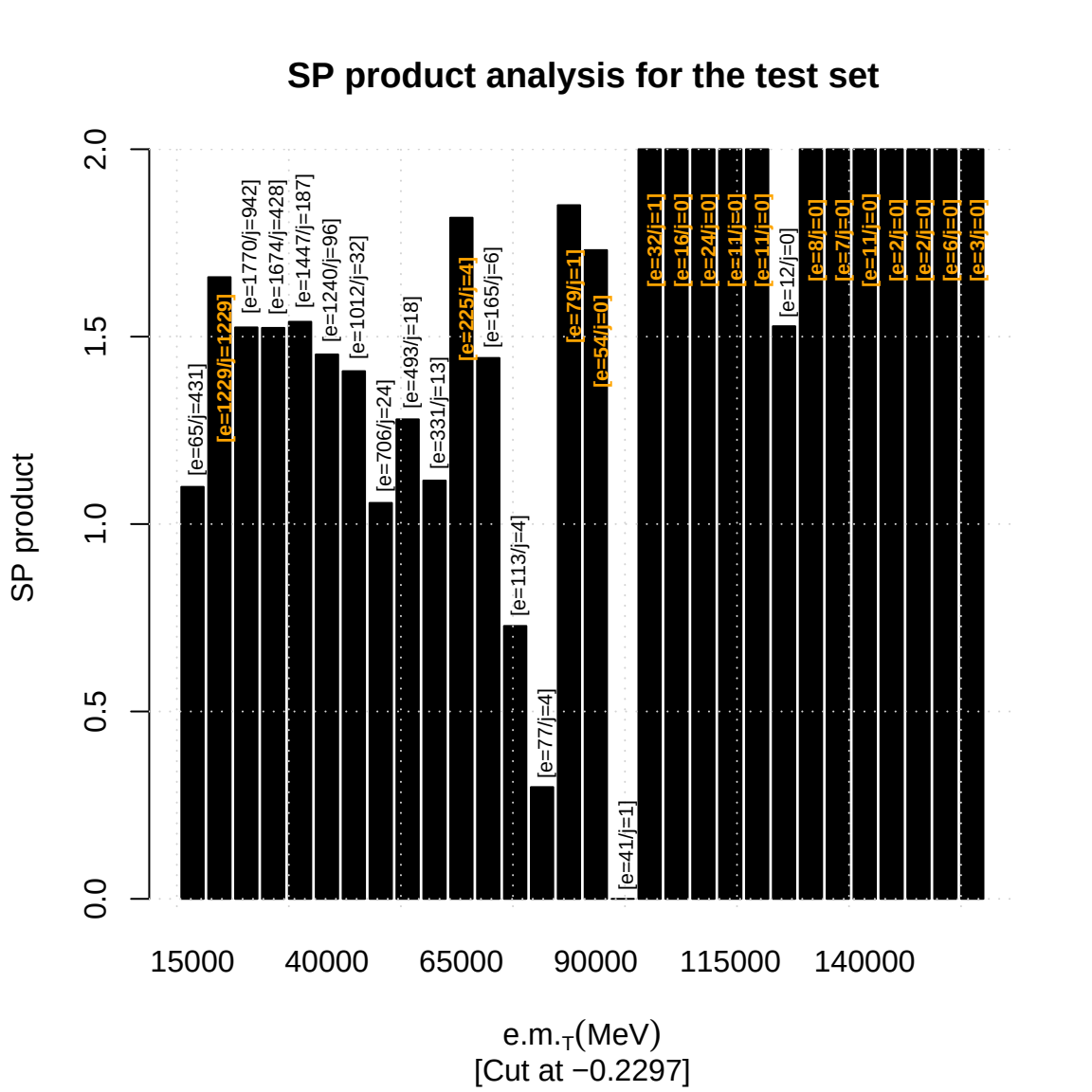

Efficiency analysis for the test set
percentage
0
20
40
60
80
electron eff.
jet false alarm
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

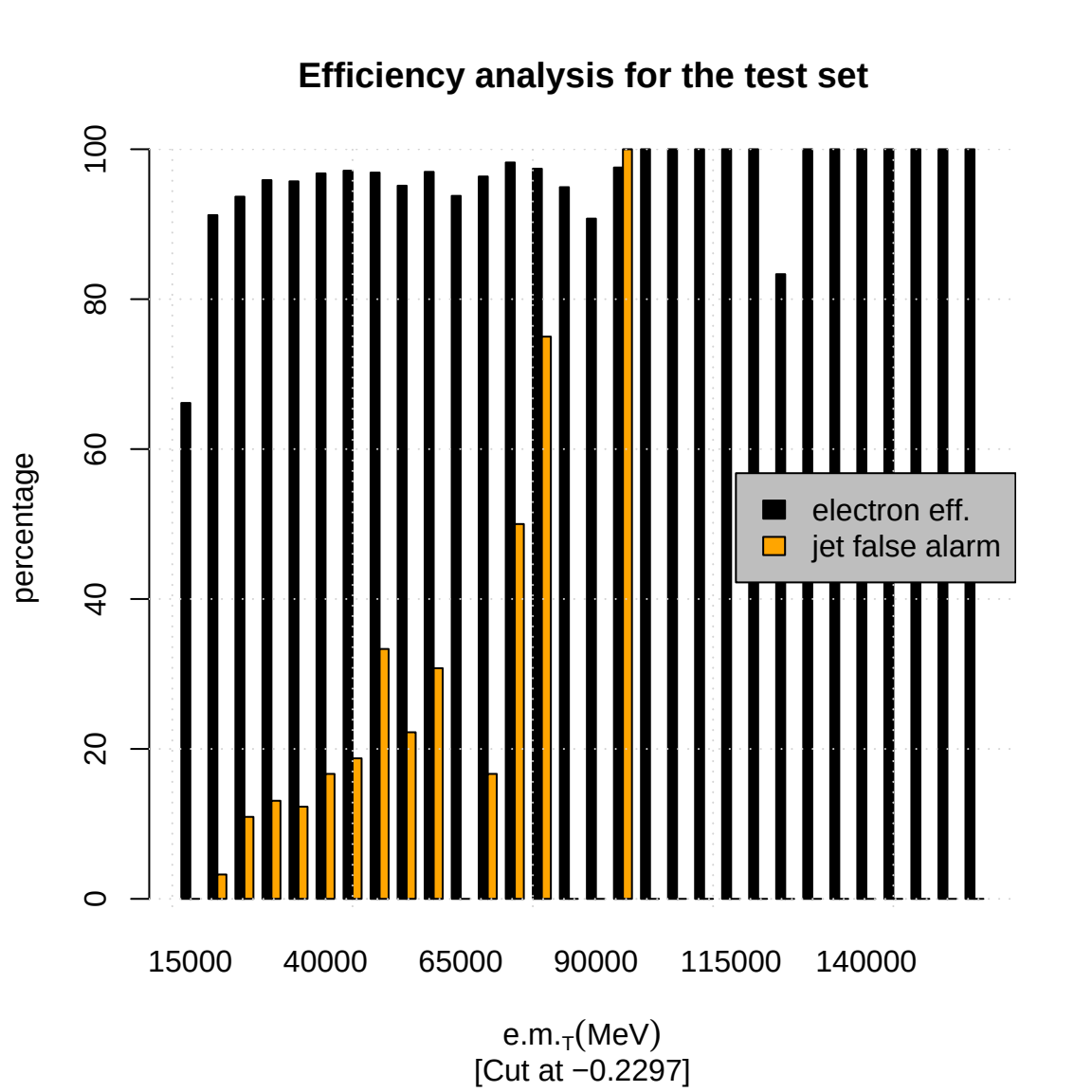
MSE values analysis for the test set
mean−square error
0.0
0.1
0.2
0.3
[e=30/j=24]
[e=79/j=49]
[e=221/j=106]
[e=313/j=121]
[e=350/j=137]
[e=382/j=130]
[e=251/j=98]
[e=513/j=178]
[e=567/j=175]
[e=589/j=168]
[e=602/j=154]
[e=327/j=63]
[e=664/j=140]
[e=693/j=149]
[e=648/j=169]
[e=637/j=171]
[e=319/j=75]
[e=522/j=215]
[e=474/j=208]
[e=348/j=112]
[e=364/j=118]
[e=159/j=61]
[e=247/j=125]
[e=200/j=112]
[e=29/j=27]
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

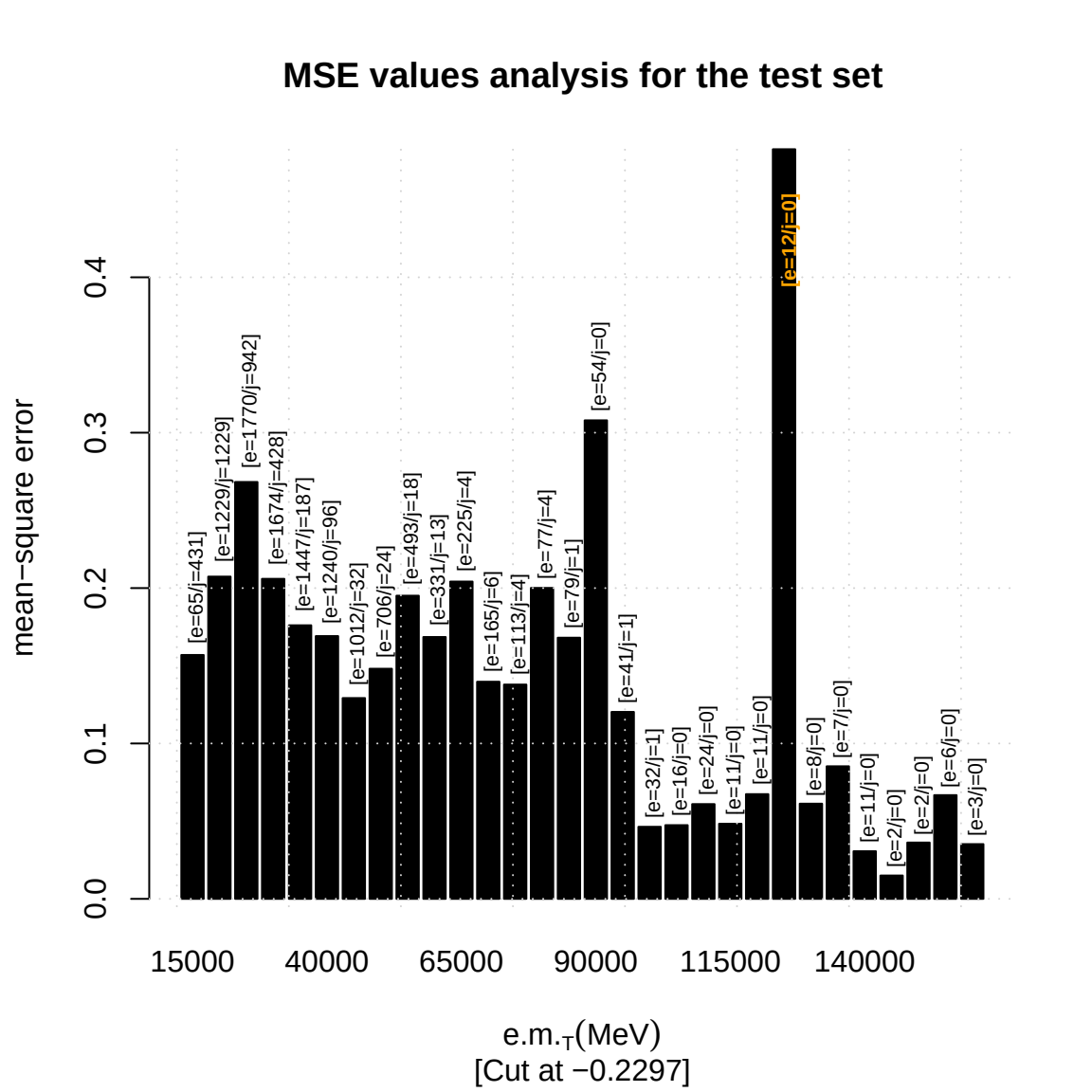

SP product analysis for the test set
SP product
0.0
0.5
1.0
1.5
[e=385/i=122]
[e=338/i=109]
[e=341/i=104]
[e=303/i=108]
[e=353/i=105]
[e=321/i=98]
[e=368/i=96]
[e=384/i=113]
[e=338/i=107]
[e=322/i=116]
[e=363/i=121]
[e=330/i=108]
[e=325/i=109]
[e=345/i=131]
[e=396/i=117]
[e=230/i=77]
[e=342/i=94]
[e=330/i=120]
[e=330/i=90]
[e=361/i=92]
[e=339/i=113]
[e=360/i=105]
[e=367/i=131]
[e=329/i=127]
[e=330/i=112]
[e=373/i=115]
[e=369/i=112]
[e=481/i=170]
[e=333/i=118]
[e=317/i=114]
[e=358/i=103]
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]

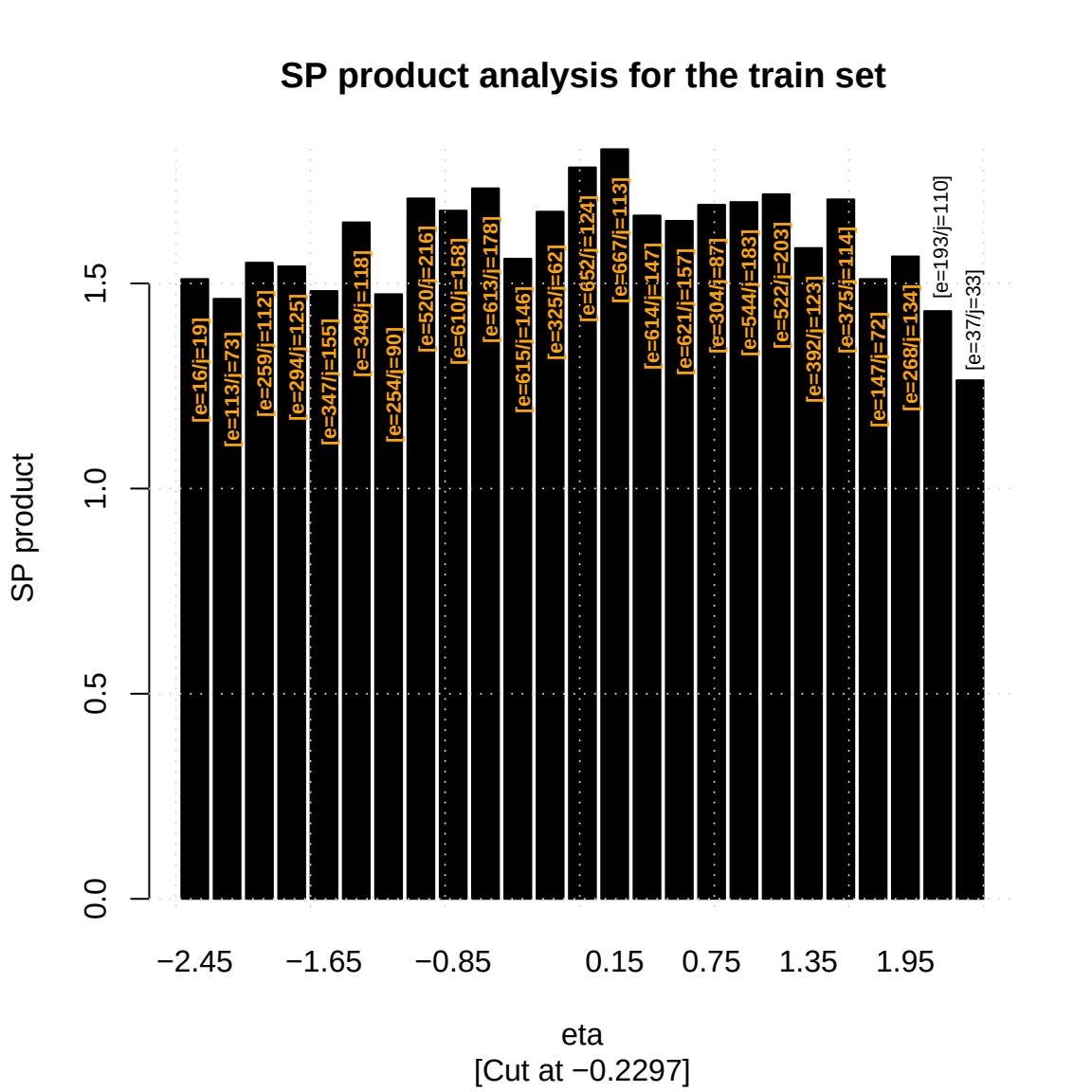

Efficiency analysis for the test set
percentage
0
20
40
60
80
electron eff.
jet false alarm
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]

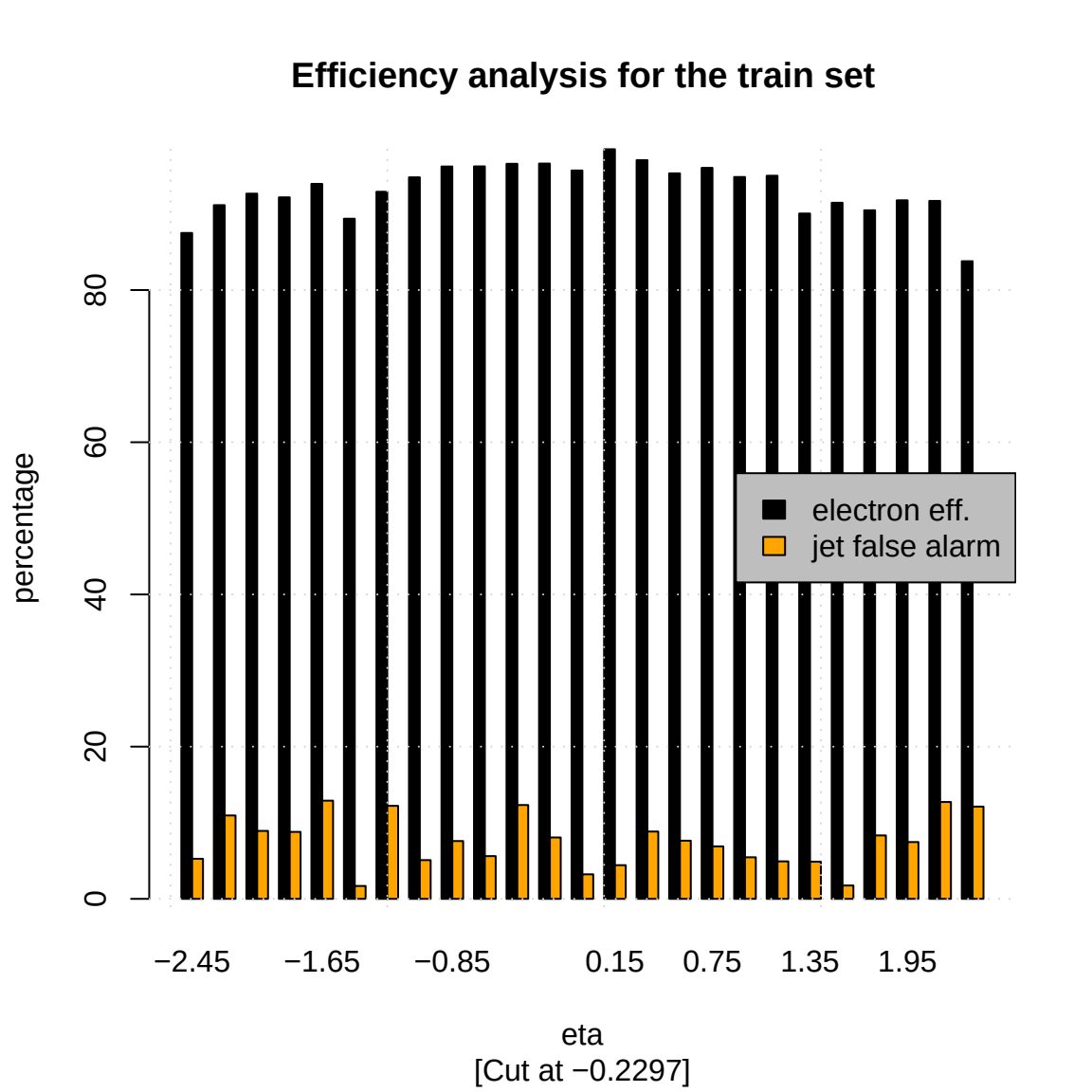

MSE values analysis for the test set
mean−square error
0.0
0.1
0.2
0.3
0.4
[e=385/j=122]
[e=338/j=109]
[e=341/j=104]
[e=303/j=108]
[e=353/j=105]
[e=321/j=98]
[e=368/j=96]
[e=384/j=113]
[e=338/j=107]
[e=322/j=116]
[e=363/j=121]
[e=330/j=108]
[e=325/j=109]
[e=345/j=131]
[e=396/j=117]
[e=230/j=77]
[e=342/j=94]
[e=330/j=120]
[e=330/j=90]
[e=361/j=92]
[e=339/j=113]
[e=360/j=105]
[e=367/j=131]
[e=329/j=127]
[e=330/j=112]
[e=373/j=115]
[e=369/j=112]
[e=481/j=170]
[e=333/j=118]
[e=317/j=114]
[e=358/j=103]
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]


SP product analysis for the test set
SP product
0.0
0.5
1.0
1.5
2.0
[e=65/j=431]
[e=1229/j=1229]
[e=1770/j=942]
[e=1674/j=428]
[e=1447/j=187]
[e=1240/j=96]
[e=1012/j=32]
[e=706/j=24]
[e=493/j=18]
[e=331/j=13]
[e=225/j=4]
[e=165/j=6]
[e=113/j=4]
[e=77/j=4]
[e=79/j=1]
[e=54/j=0]
[e=41/j=1]
[e=32/j=1]
[e=16/j=0]
[e=24/j=0]
[e=11/j=0]
[e=11/j=0]
[e=12/j=0]
[e=8/j=0]
[e=7/j=0]
[e=11/j=0]
[e=2/j=0]
[e=2/j=0]
[e=6/j=0]
[e=3/j=0]
15000
40000
65000
90000
115000
140000
e.m.$_T$(MeV)
[Cut at −0.2297]

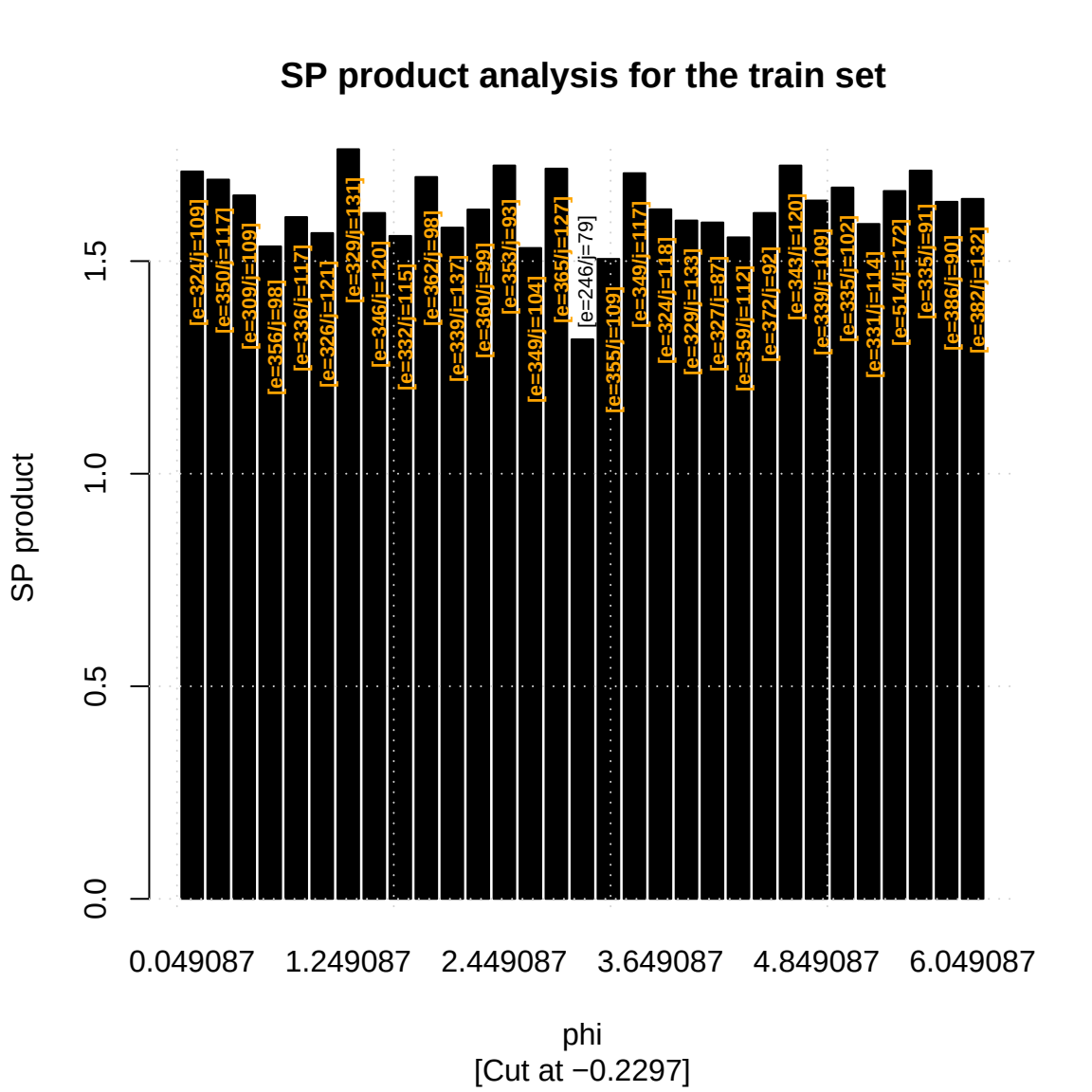

Efficiency analysis for the test set
percentage
0
20
40
60
80
100
15000
40000
65000
90000
115000
140000
electron eff.
jet false alarm
e.m.$_T$(MeV)
[Cut at −0.2297]

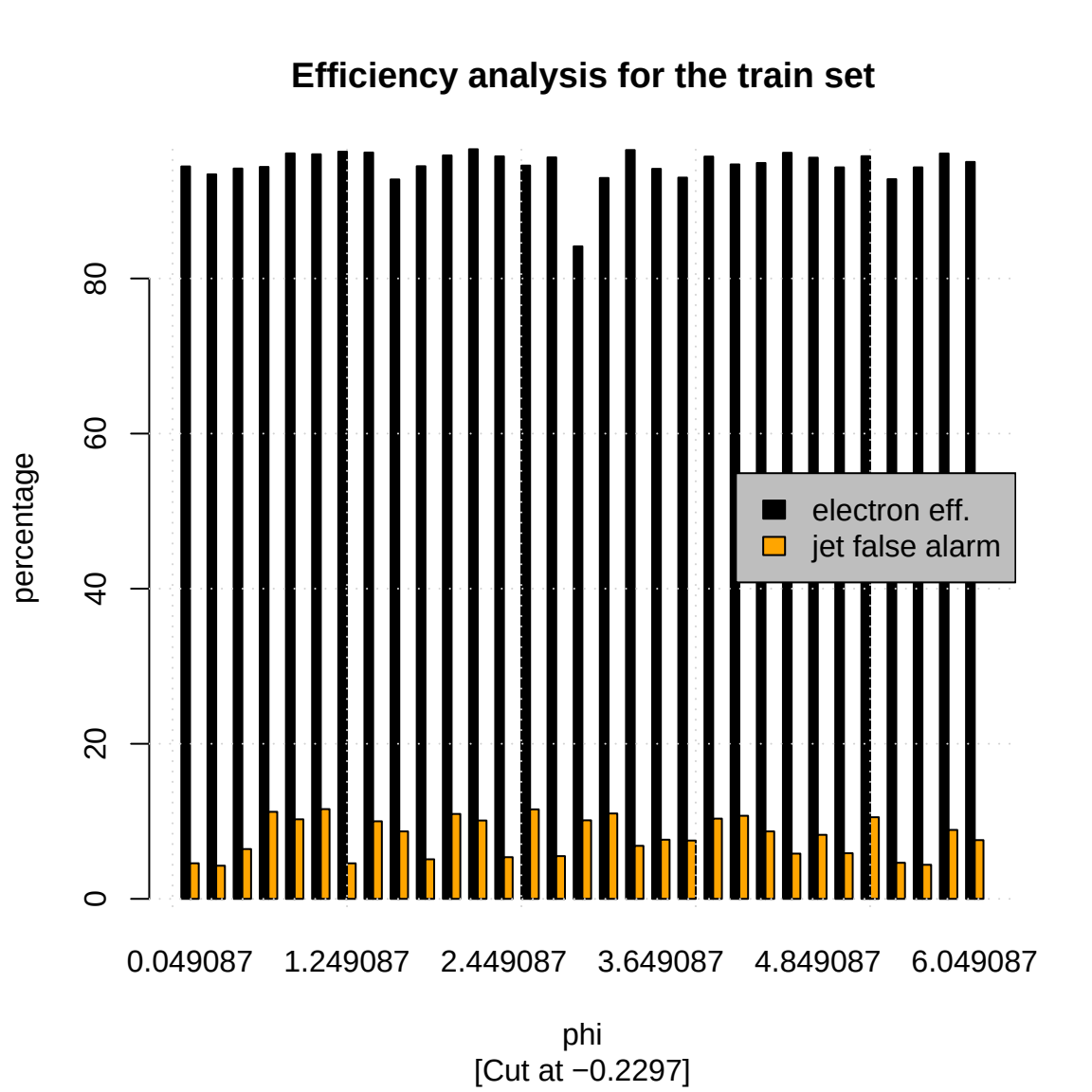

MSE values analysis for the test set
mean−square error
0.0
0.1
0.2
0.3
0.4
[e=65/j=431]
[e=1229/j=1229]
[e=1770/j=942]
[e=1674/j=428]
[e=1447/j=187]
[e=1240/j=96]
[e=1012/j=32]
[e=706/j=24]
[e=493/j=18]
[e=331/j=13]
[e=225/j=4]
[e=165/j=6]
[e=113/j=4]
[e=77/j=4]
[e=79/j=1]
[e=54/j=0]
[e=41/j=1]
[e=32/j=1]
[e=16/j=0]
[e=24/j=0]
[e=11/j=0]
[e=11/j=0]
[e=12/j=0]
[e=8/j=0]
[e=7/j=0]
[e=11/j=0]
[e=2/j=0]
[e=2/j=0]
[e=6/j=0]
[e=3/j=0]
15000
40000
65000
90000
115000
140000
e.m.$_T$(MeV)
[Cut at −0.2297]

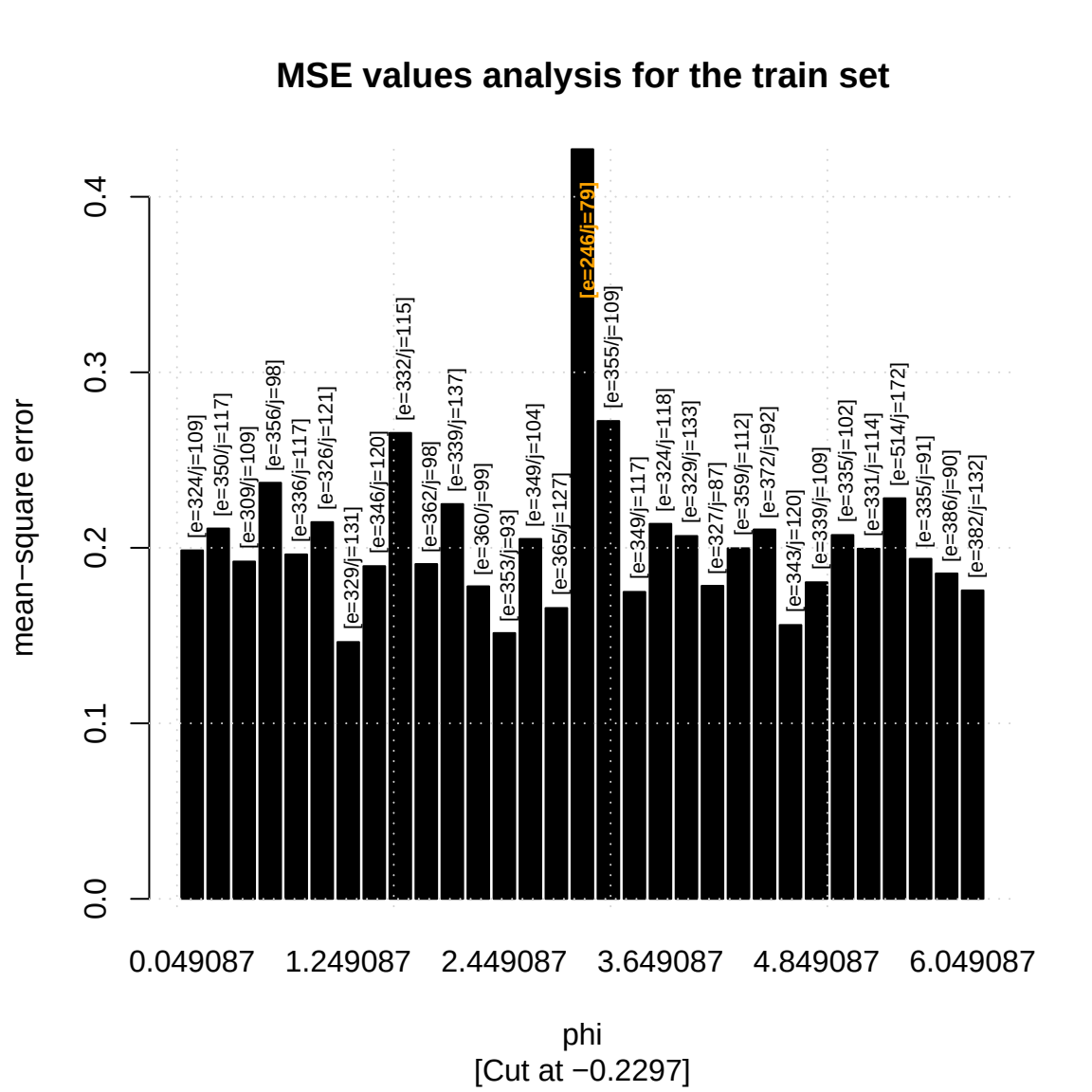

SP product analysis for the train set
SP product
0.0
0.5
1.0
1.5
[e=16/j=19]
[e=113/j=73]
[e=259/j=112]
[e=294/j=125]
[e=347/j=155]
[e=348/j=118]
[e=254/j=90]
[e=520/j=216]
[e=610/j=158]
[e=613/j=178]
[e=615/j=146]
[e=325/j=62]
[e=652/j=124]
[e=667/j=113]
[e=614/j=147]
[e=621/j=157]
[e=304/j=87]
[e=544/j=183]
[e=522/j=203]
[e=392/j=123]
[e=375/j=114]
[e=147/j=72]
[e=268/j=134]
[e=193/j=110]
[e=37/j=33]
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

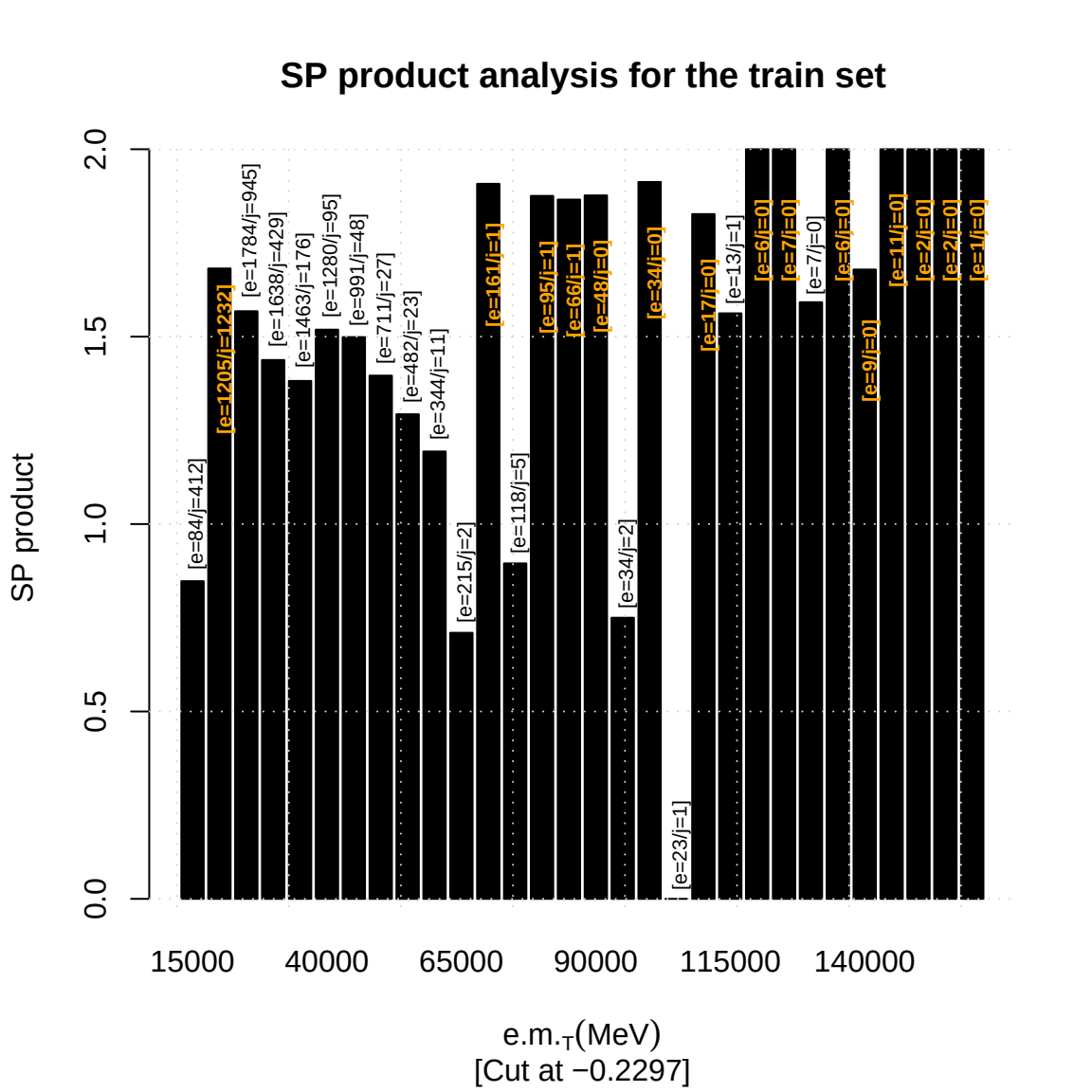

Efficiency analysis for the train set
percentage
0
20
40
60
80
electron eff.
jet false alarm
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

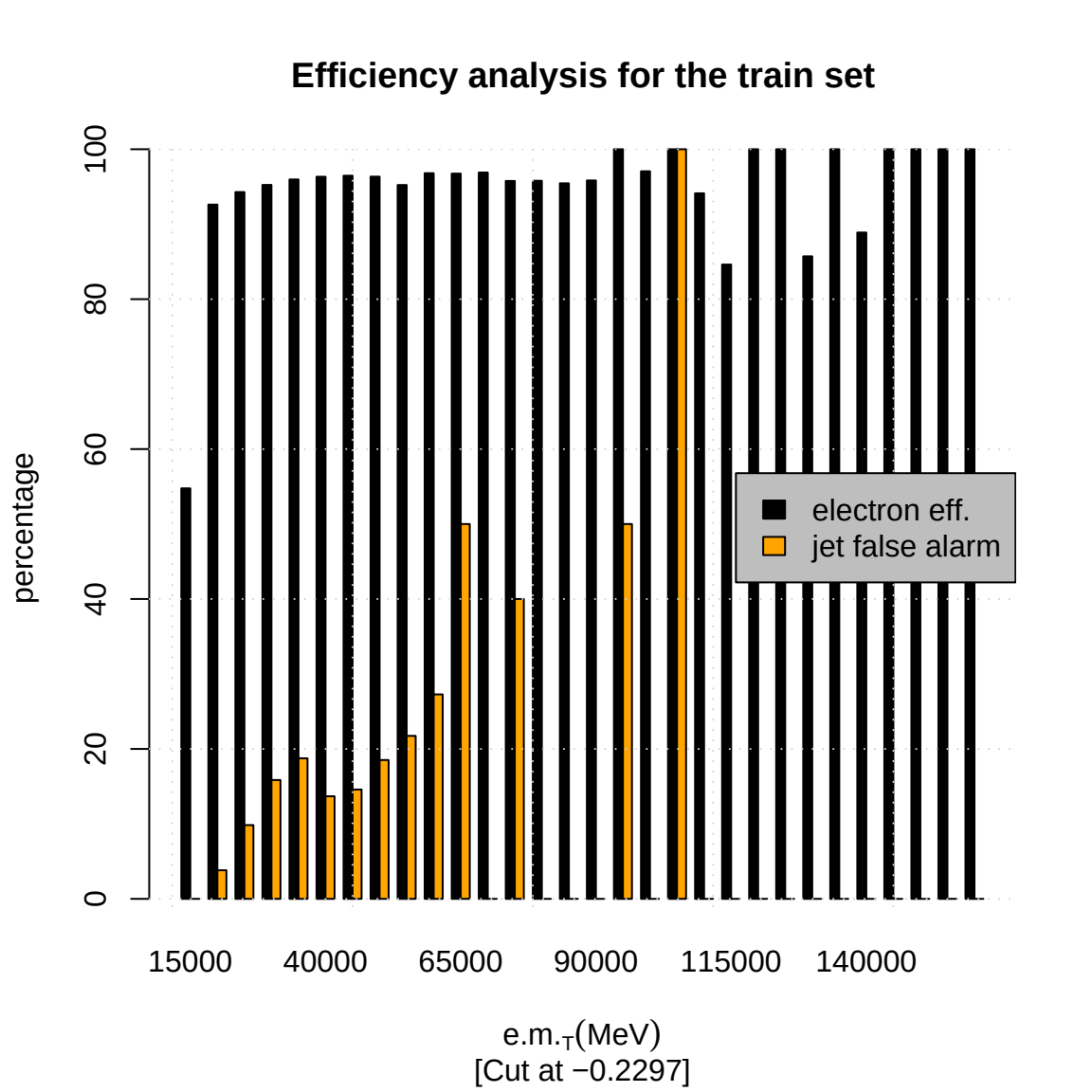
MSE values analysis for the train set
mean−square error
0.0
0.1
0.2
0.3
0.4
[e=16/j=19]
[e=113/j=73]
[e=259/j=112]
[e=294/j=125]
[e=347/j=155]
[e=348/j=118]
[e=254/j=90]
[e=520/j=216]
[e=610/j=158]
[e=613/j=178]
[e=615/j=146]
[e=325/j=62]
[e=652/j=124]
[e=667/j=113]
[e=614/j=147]
[e=621/j=157]
[e=304/j=87]
[e=544/j=183]
[e=522/j=203]
[e=392/j=123]
[e=375/j=114]
[e=147/j=72]
[e=268/j=134]
[e=193/j=110]
[e=37/j=33]
−2.45
−1.65
−0.85
0.15
0.75
1.35
1.95
eta
[Cut at −0.2297]

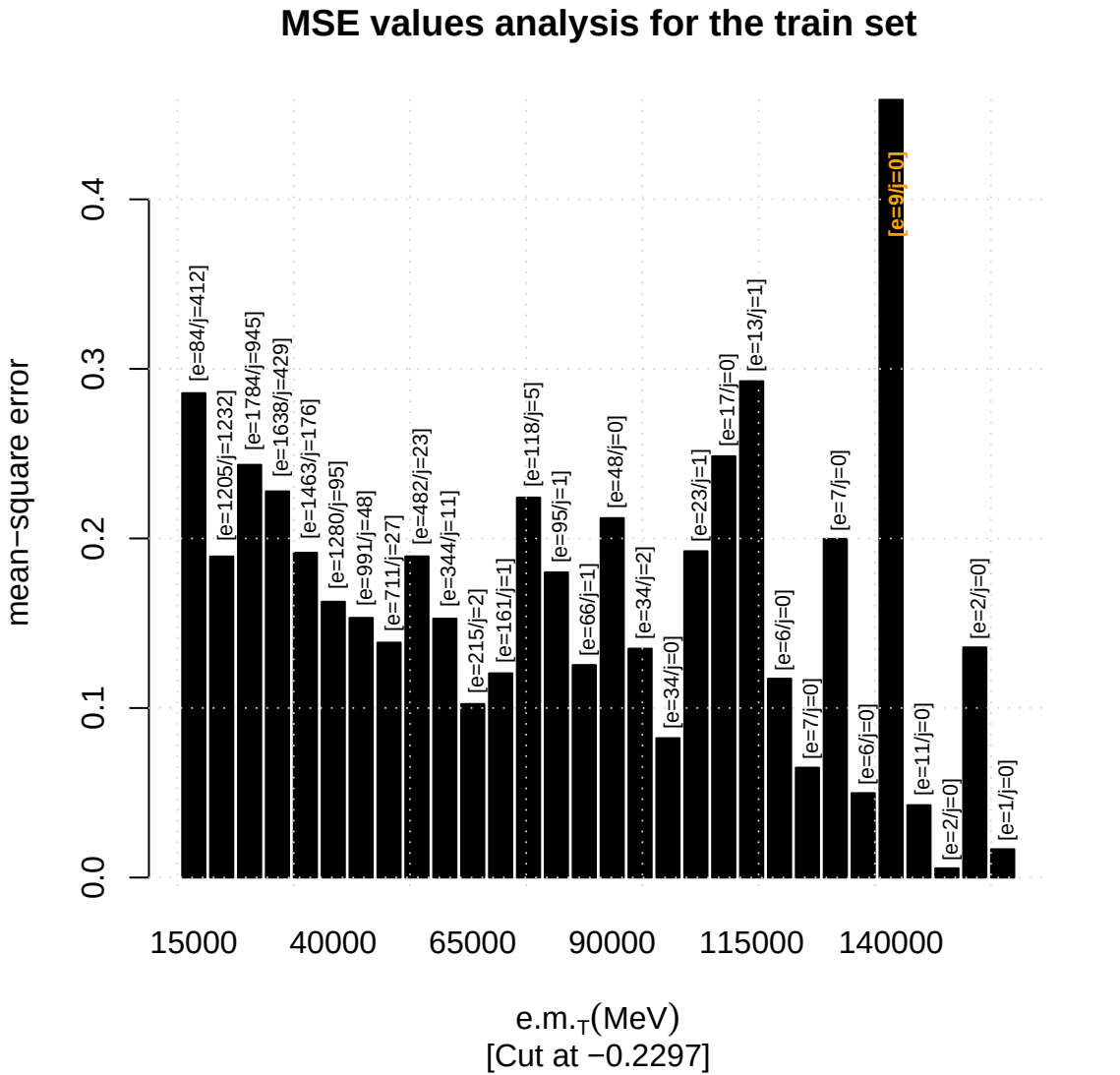

SP product analysis for the train set
SP product
0.0
0.5
1.0
1.5
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]
[e=324/i=109]
[e=350/i=117]
[e=309/i=109]
[e=356/i=98]
[e=336/i=117]
[e=326/i=121]
[e=329/i=131]
[e=346/i=120]
[e=332/i=115]
[e=362/i=98]
[e=339/i=137]
[e=360/i=99]
[e=353/i=93]
[e=349/i=104]
[e=365/i=127]
[e=246/i=79]
[e=355/i=109]
[e=349/i=117]
[e=324/i=118]
[e=329/i=133]
[e=327/i=87]
[e=359/i=112]
[e=372/i=92]
[e=343/i=120]
[e=339/i=109]
[e=335/i=102]
[e=331/i=114]
[e=514/i=172]
[e=335/i=91]
[e=386/i=90]
[e=382/i=132]

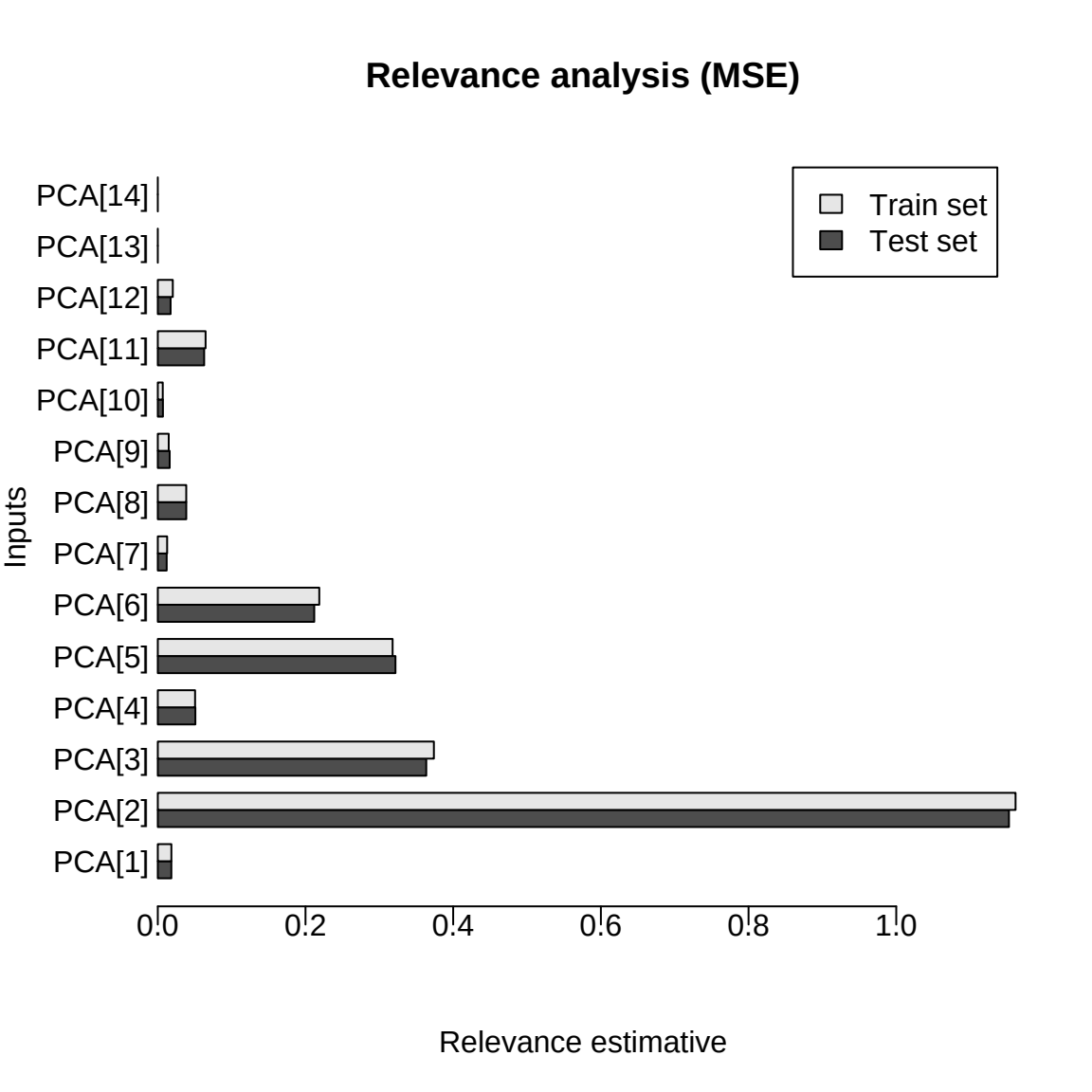

Efficiency analysis for the train set
percentage
0
20
40
60
80
electron eff.
jet false alarm
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]

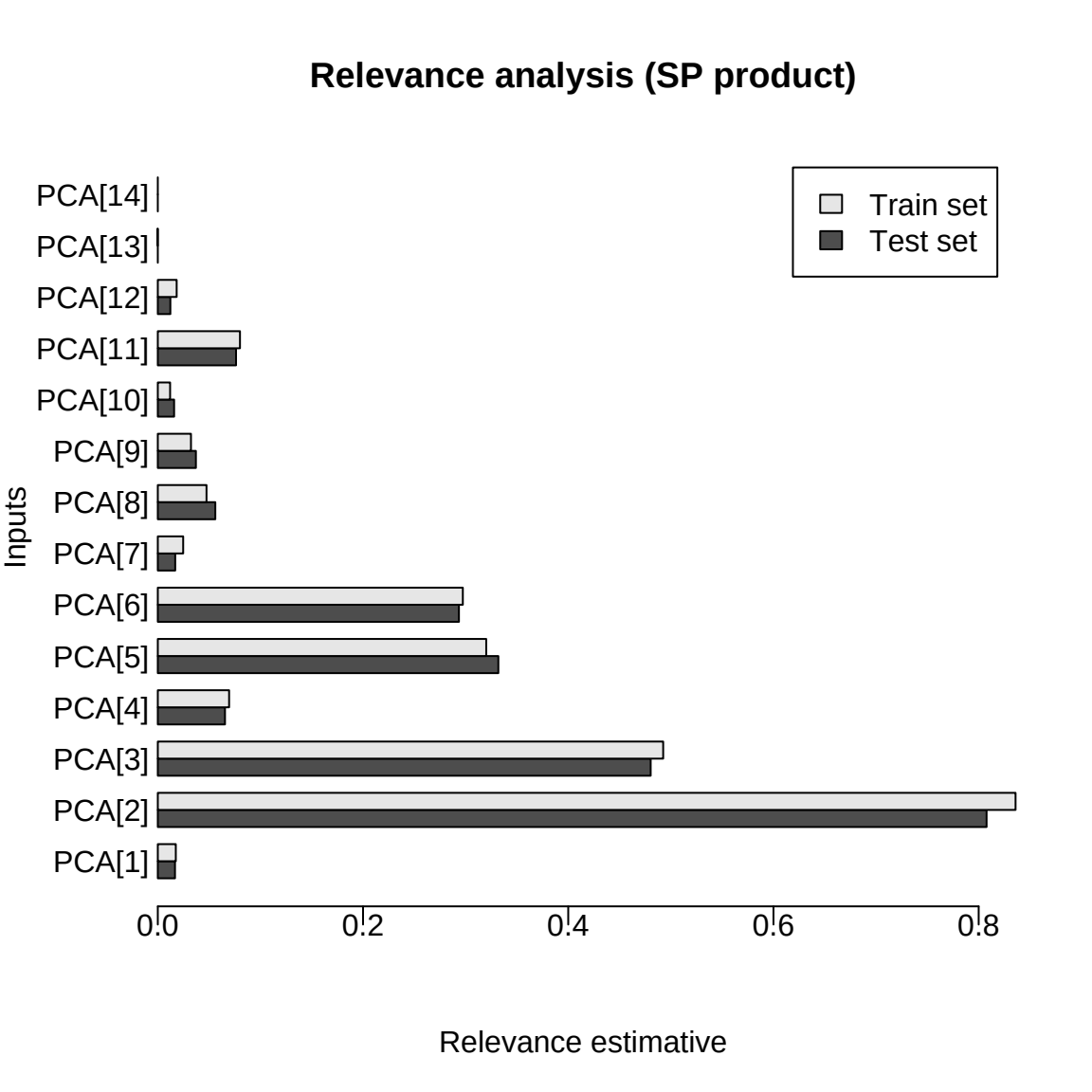

MSE values analysis for the train set
mean−square error
0.0
0.1
0.2
0.3
0.4
[e=324/j=109]
[e=350/j=117]
[e=309/j=109]
[e=356/j=98]
[e=336/j=117]
[e=326/j=121]
[e=329/j=131]
[e=346/j=120]
[e=332/j=115]
[e=362/j=98]
[e=339/j=137]
[e=360/j=99]
[e=353/j=93]
[e=349/j=104]
[e=365/j=127]
[e=246/j=79]
[e=355/j=109]
[e=349/j=117]
[e=324/j=118]
[e=329/j=133]
[e=327/j=87]
[e=359/j=112]
[e=372/j=92]
[e=343/j=120]
[e=339/j=109]
[e=335/j=102]
[e=331/j=114]
[e=514/j=172]
[e=335/j=91]
[e=386/j=90]
[e=382/j=132]
0.049087
1.249087
2.449087
3.649087
4.849087
6.049087
phi
[Cut at −0.2297]


SP product analysis for the train set
SP product
0.0
0.5
1.0
1.5
2.0
15000
40000
65000
90000
115000
140000
e.m.$_T$(MeV)
[Cut at −0.2297]
[e=84/j=412]
[e=1205/j=1232]
[e=1784/j=945]
[e=1638/j=429]
[e=1463/j=176]
[e=1280/j=95]
[e=991/j=48]
[e=711/j=27]
[e=482/j=23]
[e=344/j=11]
[e=215/j=2]
[e=161/j=1]
[e=118/j=5]
[e=95/j=1]
[e=66/j=1]
[e=48/j=0]
[e=34/j=2]
[e=34/j=0]
[e=23/j=1]
[e=17/j=0]
[e=13/j=1]
[e=6/j=0]
[e=7/j=0]
[e=7/j=0]
[e=6/j=0]
[e=9/j=0]
[e=11/j=0]
[e=2/j=0]
[e=2/j=0]
[e=1/j=0]


Efficiency analysis for the train set
percentage
0
20
40
60
80
100
15000
40000
65000
90000
115000
140000
electron eff.
jet false alarm
e.m.$_T$(MeV)
[Cut at −0.2297]


MSE values analysis for the train set
mean−square error
0.0
0.1
0.2
0.3
0.4
[e=84/j=412]
[e=1205/j=1232]
[e=1784/j=945]
[e=1638/j=429]
[e=1463/j=176]
[e=1280/j=95]
[e=991/j=48]
[e=711/j=27]
[e=482/j=23]
[e=344/j=11]
[e=215/j=2]
[e=161/j=1]
[e=118/j=5]
[e=95/j=1]
[e=66/j=1]
[e=48/j=0]
[e=34/j=2]
[e=34/j=0]
[e=23/j=1]
[e=17/j=0]
[e=13/j=1]
[e=6/j=0]
[e=7/j=0]
[e=7/j=0]
[e=6/j=0]
[e=9/j=0]
[e=11/j=0]
[e=2/j=0]
[e=2/j=0]
[e=1/j=0]
15000
40000
65000
90000
115000
140000
e.m.$_T$(MeV)
[Cut at −0.2297]


Relevance analysis (MSE)
Train set
Test set
PCA[14]
PCA[13]
PCA[12]
PCA[11]
PCA[10]
PCA[9]
PCA[8]
PCA[7]
PCA[6]
PCA[5]
PCA[4]
PCA[3]
PCA[2]
PCA[1]
Inputs
0.0
0.2
0.4
0.6
0.8
1.0
Relevance estimative


Relevance analysis (SP product)
Train set
Test set
PCA[14]
PCA[13]
PCA[12]
PCA[11]
PCA[10]
PCA[9]
PCA[8]
PCA[7]
PCA[6]
PCA[5]
PCA[4]
PCA[3]
PCA[2]
PCA[1]
Inputs
0.0
0.2
0.4
0.6
0.8
Relevance estimative