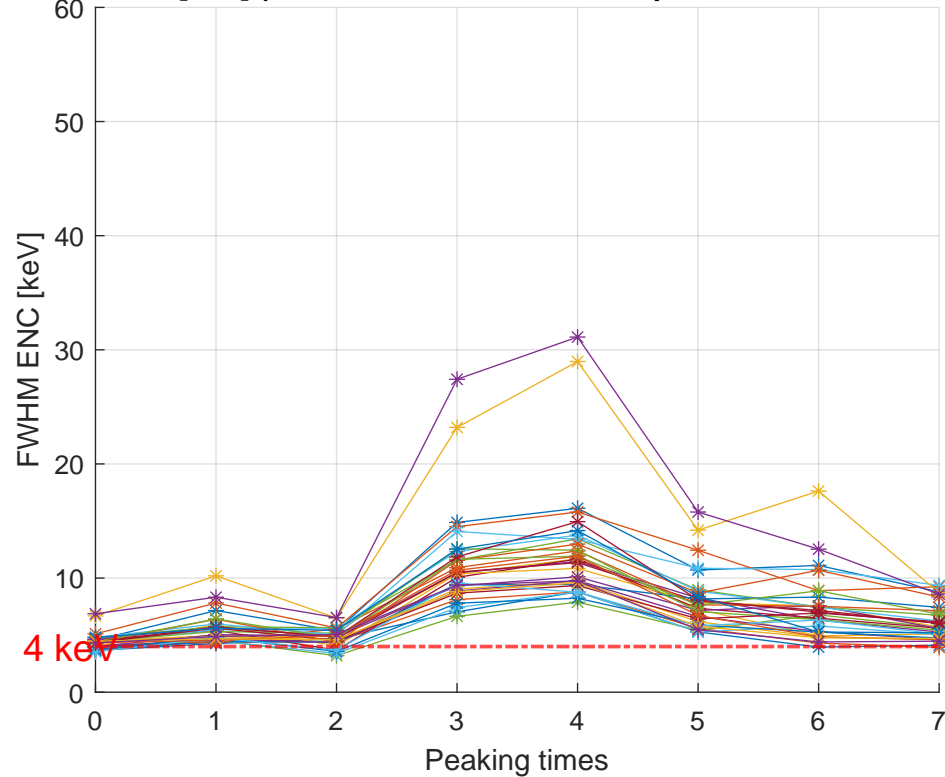


































Figure 10 is a line graph showing the FWHM ENC [keV] (Y-axis, ranging from 0 to 60) versus Peaking times (X-axis, ranging from 0 to 7). The graph displays multiple data series, each represented by a different colored line with markers. A red dashed line at 4 keV indicates the noise level. The FWHM ENC values generally increase with peaking time, peaking around 4, and then decrease. The highest FWHM ENC values are observed for the purple and yellow series, reaching approximately 31 keV and 29 keV, respectively, at peaking time 4.

Peaking times	Purple Series (keV)	Yellow Series (keV)	Blue Series (keV)	Green Series (keV)	Red Series (keV)
0	7	7	6	5	4
1	8	10	7	6	5
2	6	6	5	4	4
3	28	24	15	12	10
4	31	29	16	13	11
5	16	14	12	9	7
6	13	18	11	8	6
7	9	9	8	6	5



- | | | | |
|---|--------|---|--------|
|  | Ch #00 |  | Ch #16 |
|  | Ch #01 |  | Ch #17 |
|  | Ch #02 |  | Ch #18 |
|  | Ch #03 |  | Ch #19 |
|  | Ch #04 |  | Ch #20 |
|  | Ch #05 |  | Ch #21 |
|  | Ch #06 |  | Ch #22 |
|  | Ch #07 |  | Ch #23 |
|  | Ch #08 |  | Ch #24 |
|  | Ch #09 |  | Ch #25 |
|  | Ch #10 |  | Ch #26 |
|  | Ch #11 |  | Ch #27 |
|  | Ch #12 |  | Ch #28 |
|  | Ch #13 |  | Ch #29 |
|  | Ch #14 |  | Ch #30 |
|  | Ch #15 |  | Ch #31 |