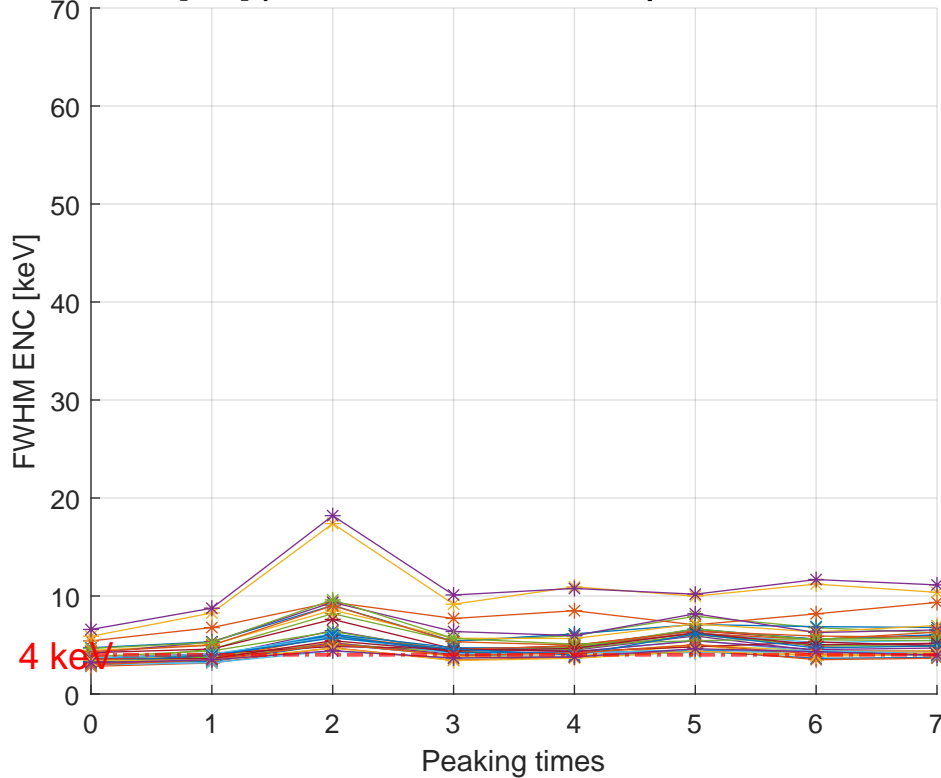


































Figure 10 is a line graph showing the FWHM ENC [keV] (Y-axis, ranging from 0 to 70) versus Peaking times (X-axis, ranging from 0 to 7). The graph displays multiple data series, each represented by a different colored line with markers. A red dashed line indicates a 4 keV threshold. The data shows that the FWHM ENC generally increases with peaking time, peaking around peaking time 2, and then decreases. The purple series with asterisk markers shows the highest FWHM ENC values, peaking at approximately 18 keV at peaking time 2. Other series show lower values, generally below 10 keV, with some peaking around peaking time 2 and others around peaking time 4 or 6.



- | | | | |
|---|--------|---|--------|
|  | 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 |