

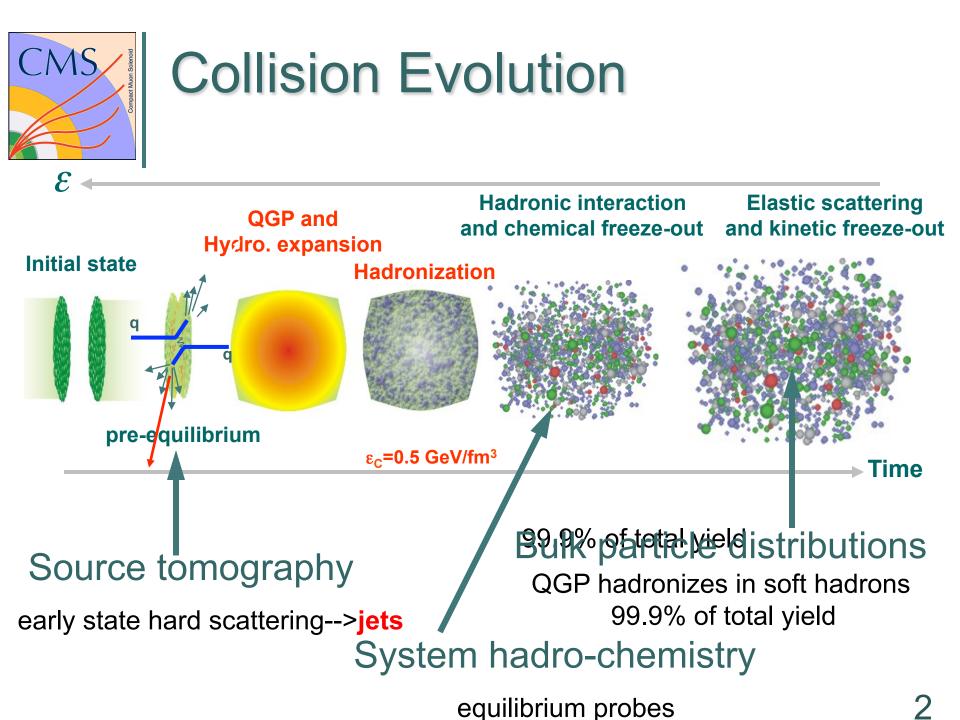
q

leading particle

hadrons

about it? Jet-track correlations for jet studies in QGP

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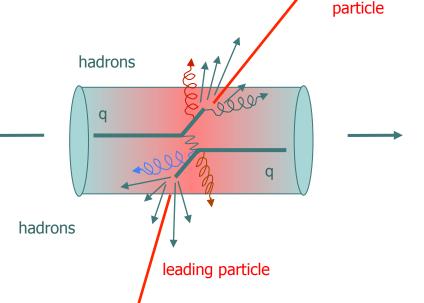


Medium Properties via Jets

What are Jets? In theory: fragmented hard-scattered partons "Hard" == large scale \rightarrow suitable for pQCD calculations

Jet Tomography: calibrated probes

What happens if partons traverse a high energy density colored medium?

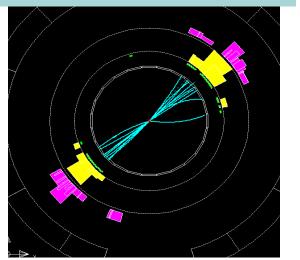


- Jet-medium interactions
- Flavor/color-charge dependence of parton-medium coupling
- In-medium fragmentation/ hadronization

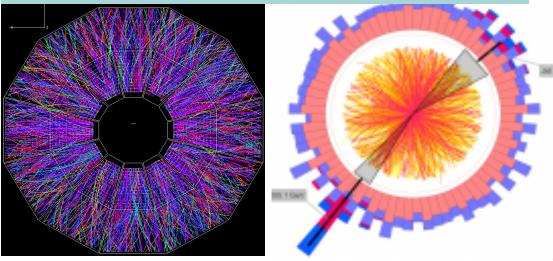


Jets, experimentally

Jets in e⁺e⁻ collision



Jets in AA collisions



Spectra/Production rates

Pros: straightforward **Cons:** least differential

Dihadron correlations

versatile

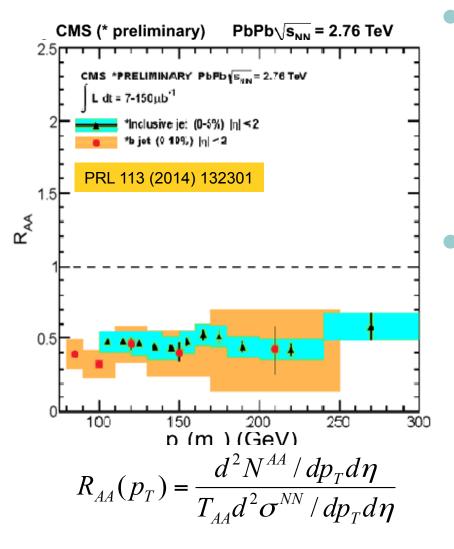
multiple BG sources, no direct E measure Eparton

ambiguous, fluctuations

Dijets



Jets are Quenched



• Jet R_{AA}

- Strong suppression
- \circ No appreciable p_T dependence

CMS-PAS HIN-12-004

- b-jet suppression, first results:
 O Jet + high mass secondary vertex
 - \circ Jet $p_T > 80 \text{ GeV}$
 - $\circ\,$ Now: differential results on centrality and p_T dependence



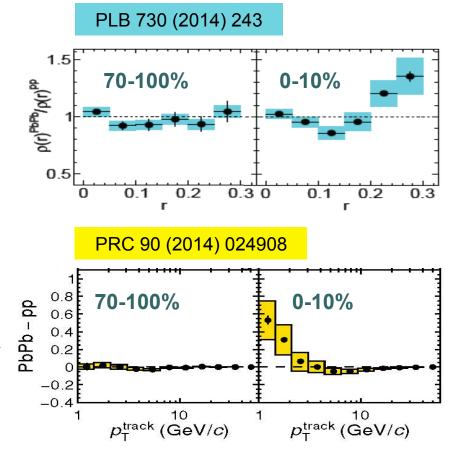
Jets are Modified

• Ratio of PbPb to pp jet shapes

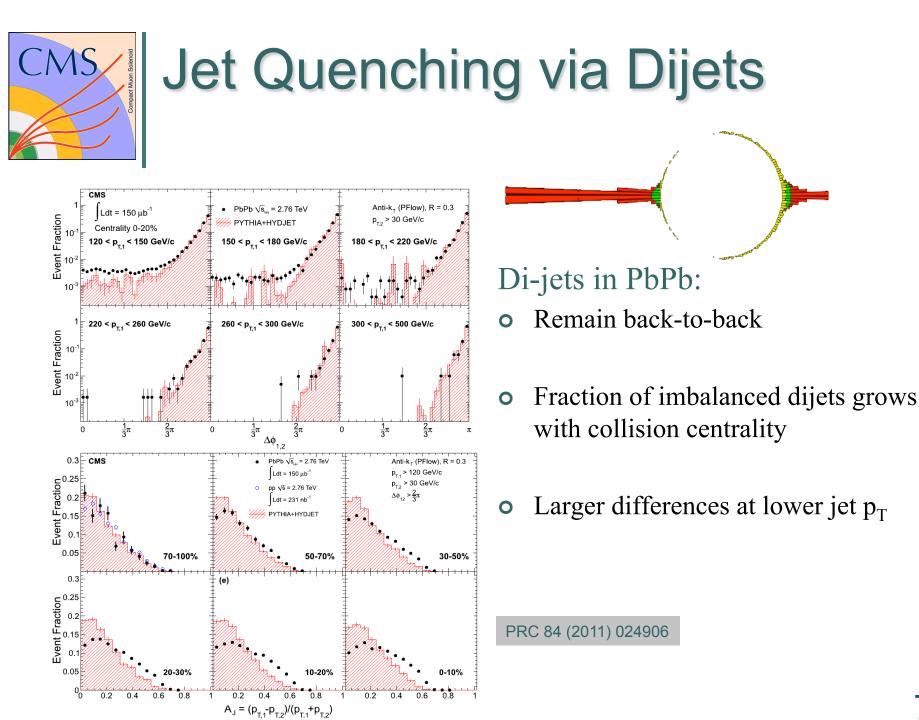
Measuring fractional radial energy distribution (inclusive jets)

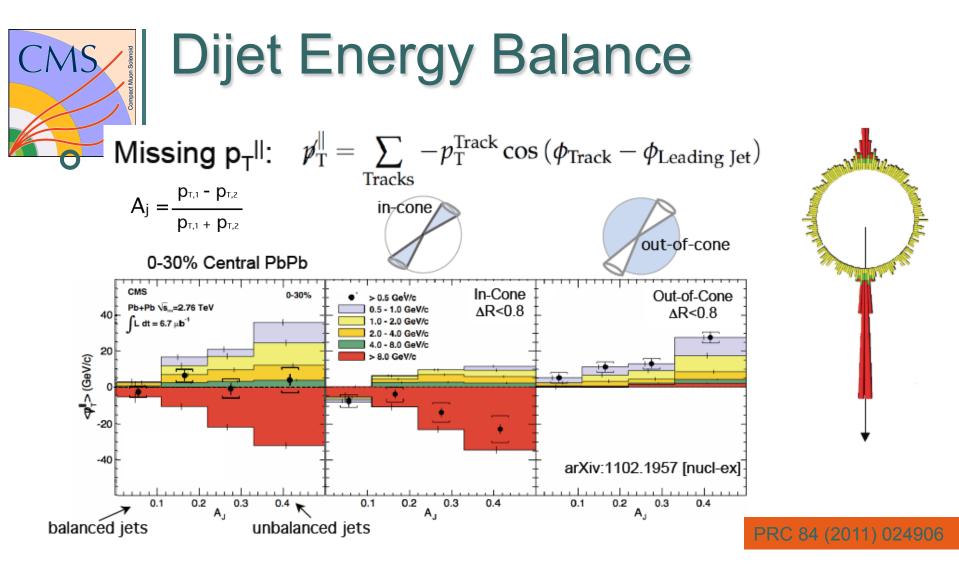
• PbPb vs pp fragmentation functions

Measuring in-cone track moment distribution projected onto jet axis (inclusive jets)



Little/no medium effects in peripheral events
 Enhancement at low p_T / larger *r* in central collisions





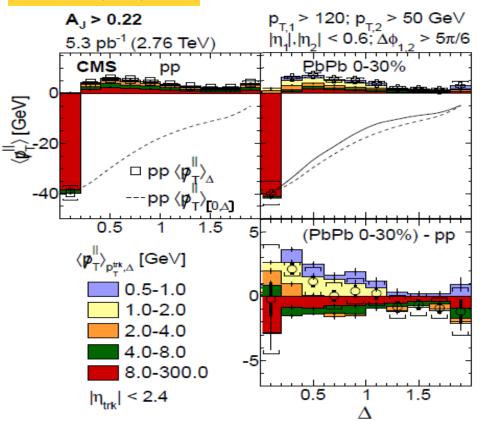
- Momentum balance is preserved over the entire event
- "Missing" p_T in hard sector is balanced by soft hadrons away from jet-axis



Momentum "Flow"

Unbalanced dijets (A_J>0.22)

JHEP 01 (2016) 006



• Energy balance vs $, \Delta R$

- For more unbalanced dijets $(A_J > 0.22)$:
 - ~35 GeV missing at high p_T /small $\Delta R < 0.2$
 - Extra yields at low p_T / up to large ΔR
- Comparing to pp with same A_J: Change in p_T mix
 - Similar p_T -integrated ΔR shape



Decomposing Momentum "flow" for dijet events

- Jets are modified...
 - Strong suppression in jet R_{AA}
 - Softening of jet fragmentation functions
 - Modifications of jet shapes
- ...and show significant reshuffling of energy in PbPb events compared to pp

0

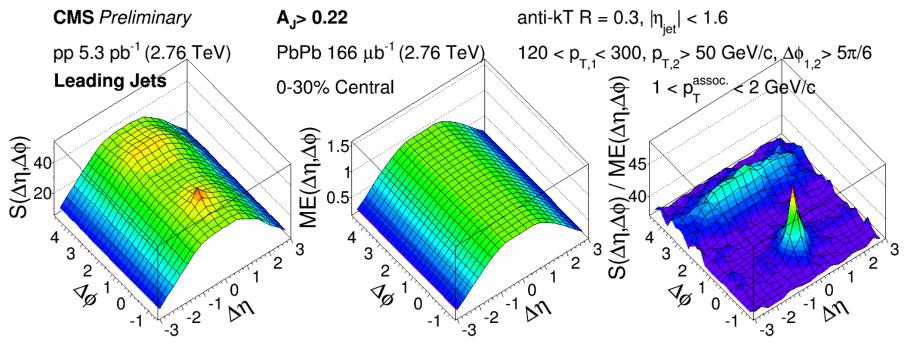
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Jets are modified...
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Strong suppression in jet R_{AA}
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Jet-track correlations-I

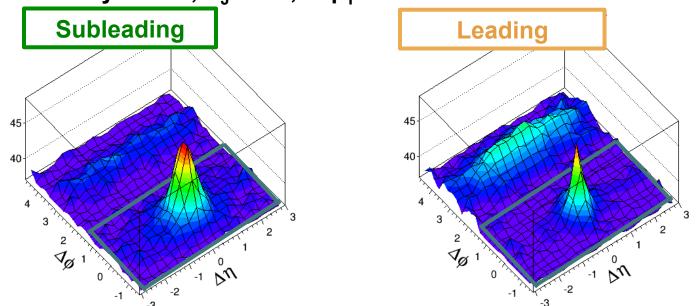
- Construct 2D $\Delta\eta\Delta\phi$ correlations (number or momentum) about each side of dijet
- Correcting for tracking efficiency on per-track basis
- Correct for pair acceptance by mixed event technique
- Correct for background fluctuation, jet swapping, fragmentation bias





Jet-track correlations-II

- Leading and subleading jets are separated on average by $\Delta \phi_{1,2} = \pi$
- Construct dijet correlations from leading and subleading correlations
 - PbPb, Centrality 0-30%, A_J>0.22, 1<p_T^{assoc.}<2 GeV/c



• Leading and subleading hemisphere information is taken from $(-\pi/2, \pi/2)$ of leading and subleading jet-track correlations, respectively

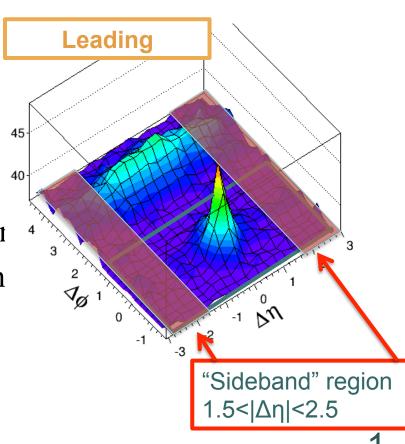


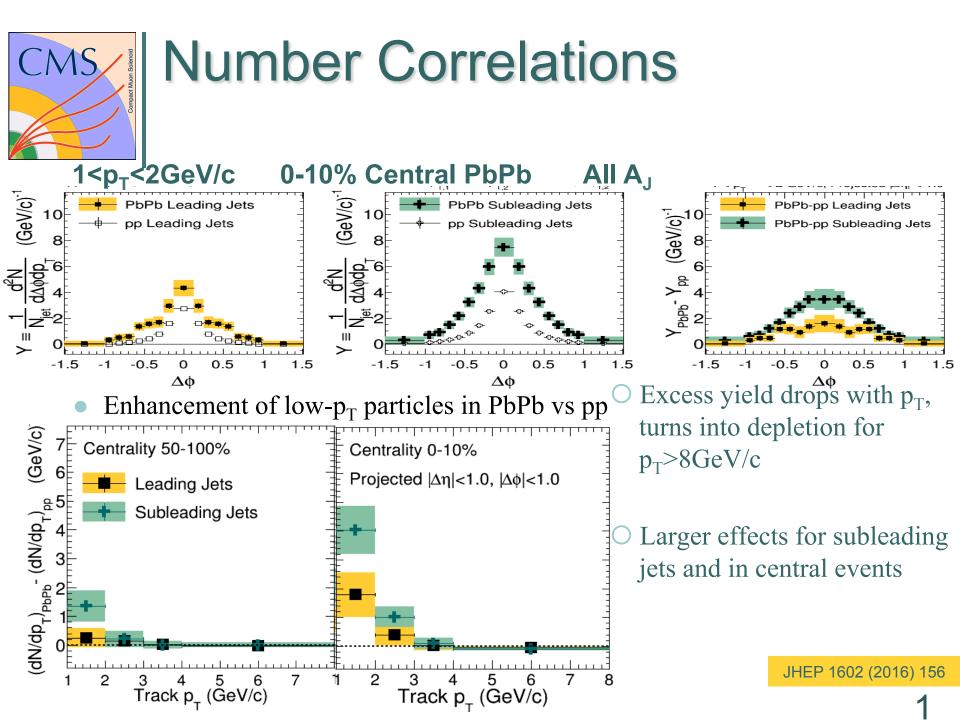
Separating components

- Use "sideband" method to measure long-range contributions and separate the jet peaks from long range underlying event correlations
- Sideband $\Delta \eta$ region 1.5< $|\Delta \eta|$ <2.5
- Look at the differences between subleading and leading hemispheres,

Use "sideband" method to measure lou separate the jet peaks from long range un

- Is a line modifications
- Subleading jet medifications $< |\Delta \eta|$
- Correlated UE asymmetry







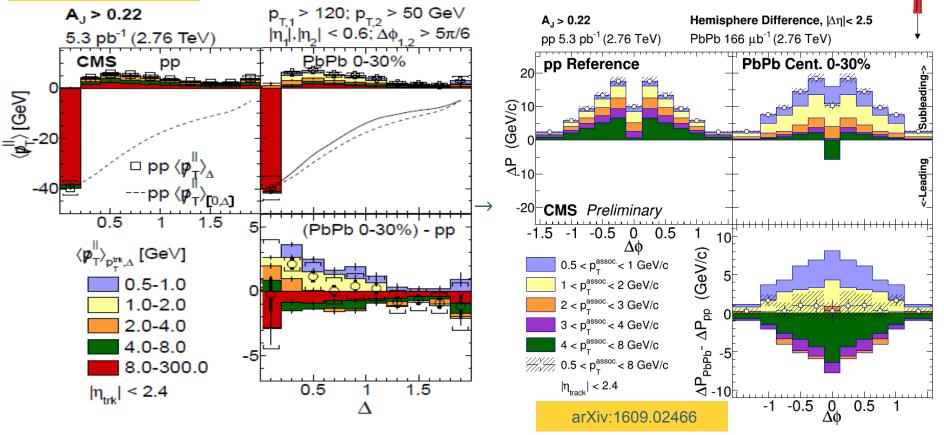
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Momentum "flow"

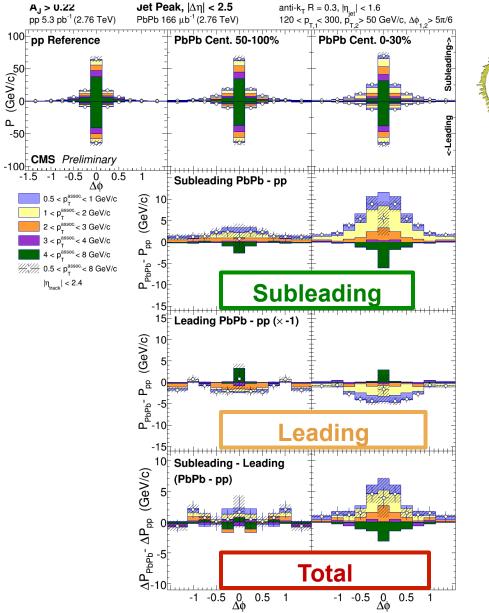
o Hemisphere Momentum Imbalance

"Missing p_T " in $\Delta \phi$ (same data!):

Unbalanced dijets (A_J>0.22)



Jet Peaks Contributions



Unbalanced dijets (A_J>0.22)

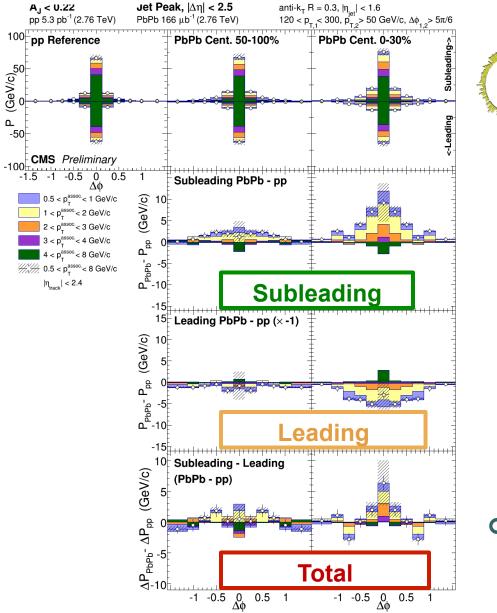
- Same conclusions as from number-correlations:
- low-p_T enhancement, high-p_T depletion, both sides of dijet are affected
- Larger effects for subleading jets and in central events
- Double difference recovers only part of total hemisphere momentum difference

by $\Delta \varphi \sim 1$

• Somewhat smaller modifications

arXiv:1609.02466

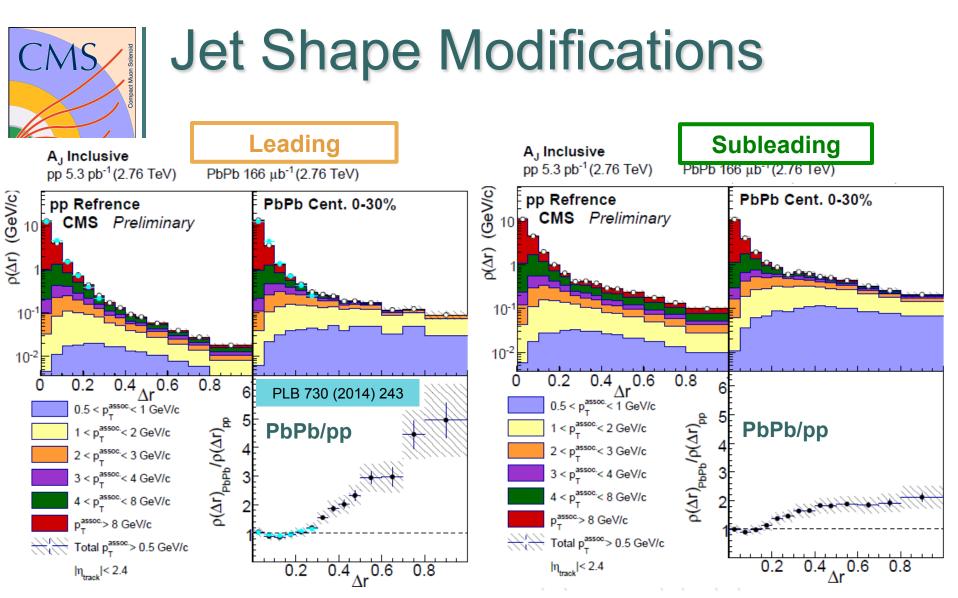
Jet Peaks Contributions



Balanced dijets (A_J<0.22)

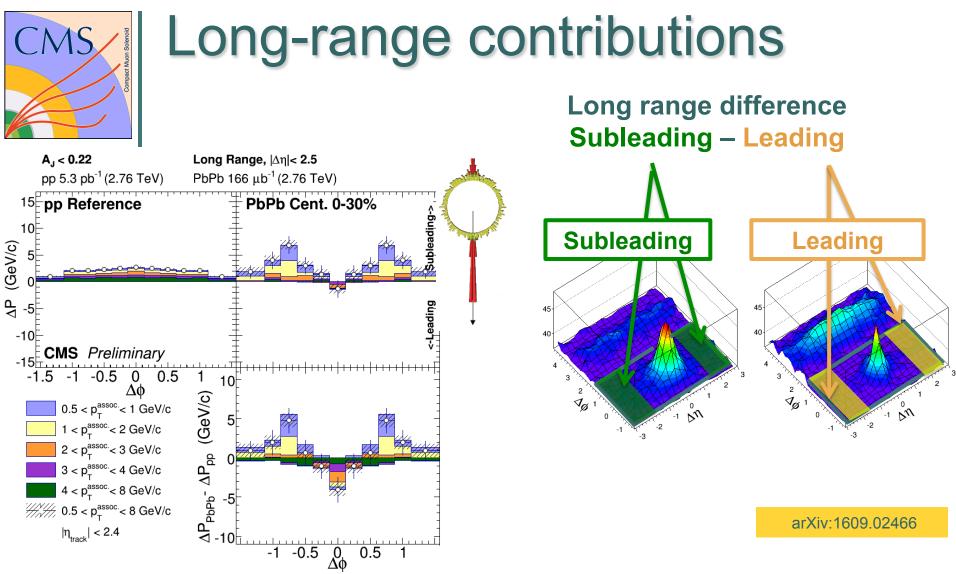
- Same conclusions as from number-correlations:
- low- p_T enhancement, high- p_T depletion, both sides of dijet are affected
- Larger effects for subleading jets and in central events
- Double difference recovers only part of total hemisphere momentum difference
- Correlated jet-like yield "dies out" by $\Delta \varphi \sim 1$
- Somewhat smaller modifications

arXiv:1609.02466



• New measurement of jet shapes up to large radial distances

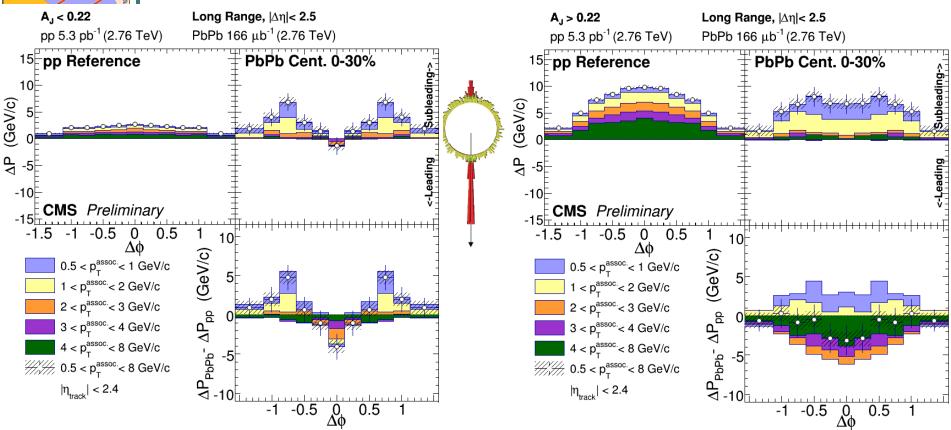
Preserved normalization of previous measurement: set to integrate to unity for $p_T > 0.5$ GeV/c in $\Delta r < 0.3$ arXiv:1609.02466



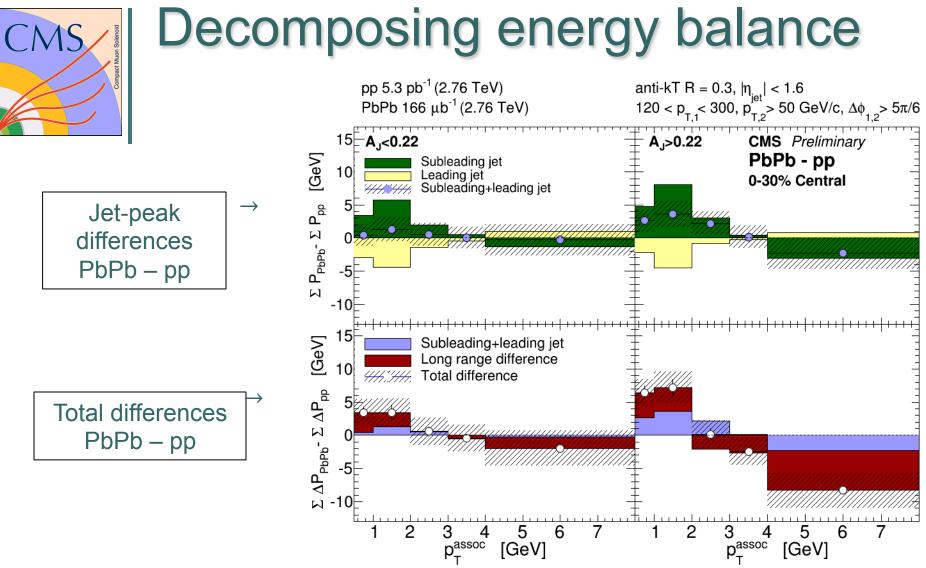
• Long range subleading–leading asymmetry measured on the region $1.5 < |\Delta \eta| < 2.5$, propagated over full range $|\Delta \eta| < 2.5$

• Excess of soft hadron p_T on subleading side relative to leading

Long-range contributions



- Long range subleading–leading asymmetry
 - pp: unbalanced dijets are accompanied by a long range excess of yield on the subleading side (momentum conservation/3-jet events)
 - Central PbPb: disappearance of high-p_T long range asymmetry, growth of lowp_T long range asymmetry



- 30% central PbPb vs pp differences:
 - Top: subleading and leading jet modifications
 - Bottom: total jet-related contribution and long-range asymmetry

arXiv:1609.02466



- Jet-track correlation allow to study jet modifications in associated particle yields and momenta out to large relative angles. The technique allows to decompose energy balance contributions for dijets
- <u>PbPb vs pp</u>: excess of correlated yields in particles below 2 GeV/c; small depletion in high- p_T region
- <u>pp vs PbPb</u>: subleading-side high- p_T excess for unbalanced dijets in pp collisions is absent in central PbPb data: smaller fraction of 3-jet events in unbalanced dijets from PbPb
- New large- Δr jet shape measurements for leading jets and subleading jets