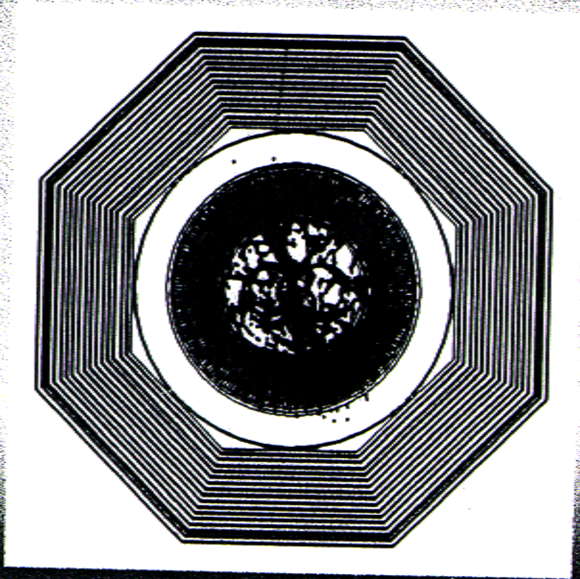
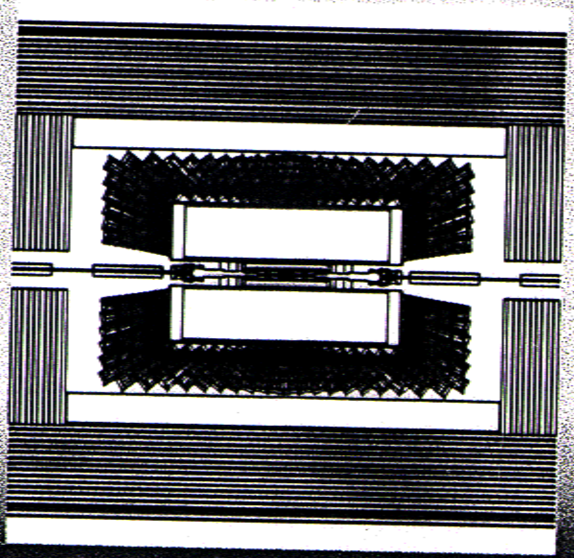
A muon Detector for Tesla





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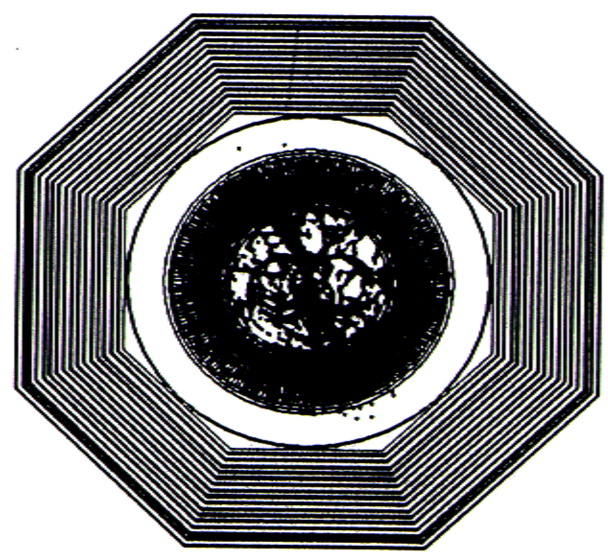
Muon detector...why...how

- The need of a muon identifier in a general purpose e^+e^- detector is sort of obvious.
- There are points however that one need to stress:
  - Muons are good tags to flavor identify jets.
  - Muons are good tags to charge identify gauge bosons.
  - Tagging muon helps improving overall performances of a detector as muonic events are associated with jets containing neutrinos.
    - In applications requiring the very best calorimetric performances one should reject events/jets containing leptons as the ones which in principle part of the energy is not detectable.

Identifying muons at an electron machine

- The cleanliness of an electron machine allows a relatively simple design for a muon detector.
- Muon systems at High Energy Hadronic Colliders usually operate on a stand-alone basis.
- The muon detector for an electron collider can profit of the momentum measurements coming from the inner detectors as associating inner tracks to muon stubs is easily doable in this environment.

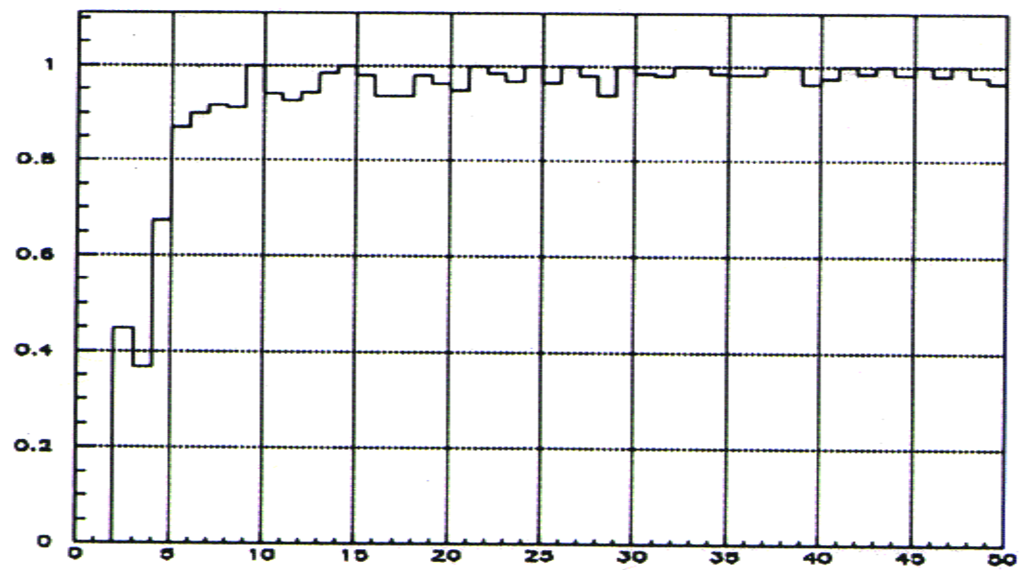


Generalities

- Given the location of the μ detectors one needs devices that offer
  - Absolute reliability
    - Detectors are not serviceable
  - Low cost/m^2
    - Spatial dimensions and areas to cover are big.
    - By the same token good size pulses would be a plus..
  - Industrial production process.

(Other) Detector components constraints

- Muon identification occupies the outermost real estate of a general purpose detector:
  - Momentum cut-off due to:
    - B-field
    - Calorimetry
- Tesla design results in a ~5 GeV/c threshold



Event choice for optimization

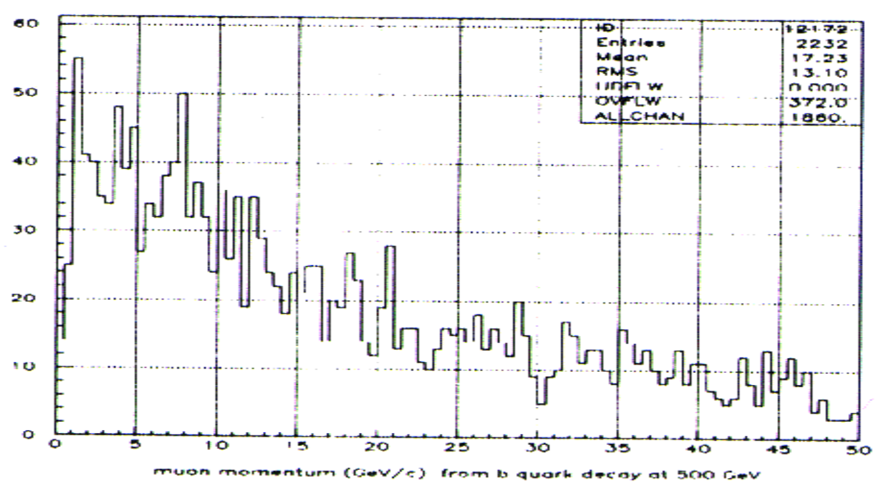
- The hardest task for any muon detector would be to pick-up low energy muons in the middle of a dense jet.
- Simulations were all run on final states with two quarks and in particular *bb* states were the ones with most statistics
- Typical results come from 10,000 fully (GEANT) simulated events.

Irreducible Spatial errors

- Picking up a low energy μ inside a jet, depends on the M.S. amount the calorimetry forces upon us.
- I tried to evaluate the spatial spread our reference detector introduces on particles reaching the magnet iron front face.
- Single particle at given momenta were passed through the apparatus to evaluate the spatial r.m.s at the μ-identifier.

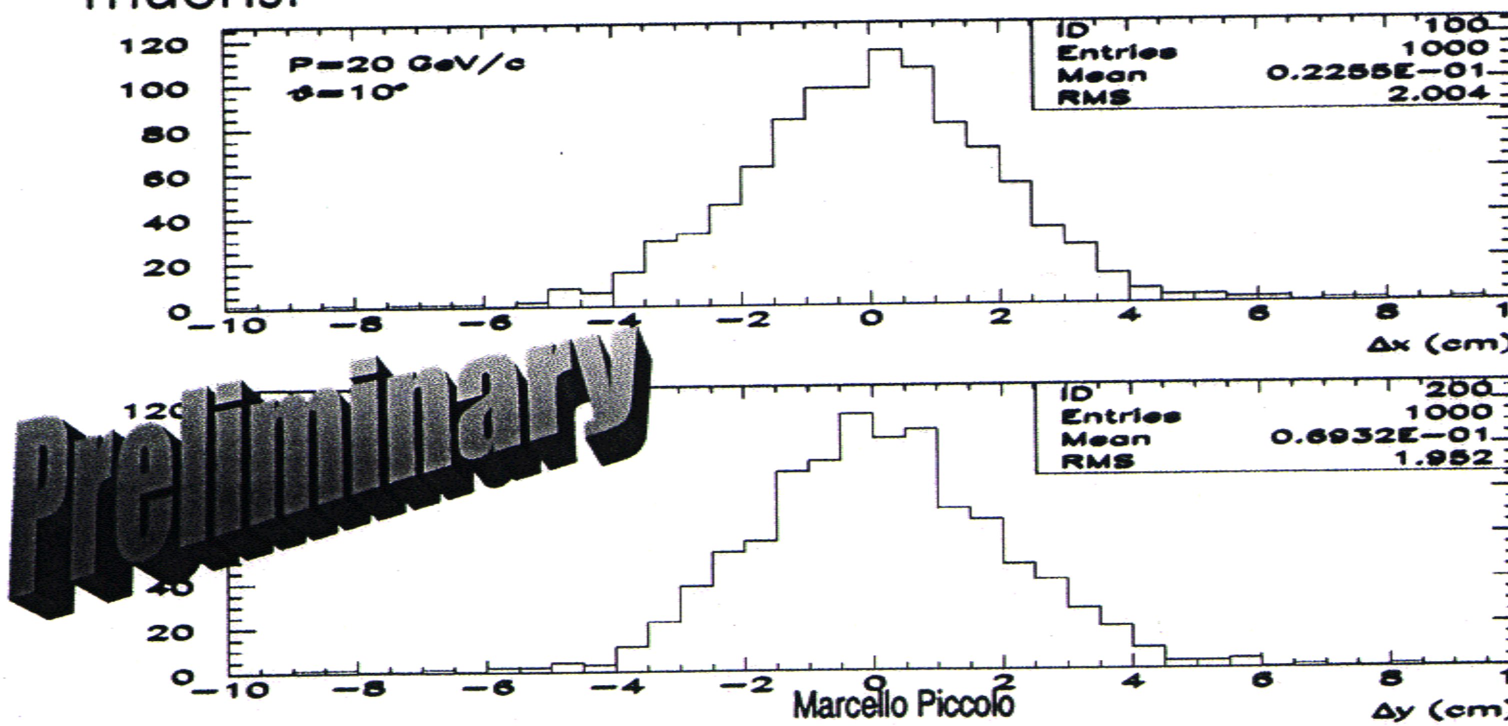
"Soft" muons momentum spectrum

- The momentum spectrum for *bb* μ's:



20 GeV/c μ

The distribution of Δy and Δy from the extrapolated tracks at the entrance of μ identifier for 20 GeV/c muons.



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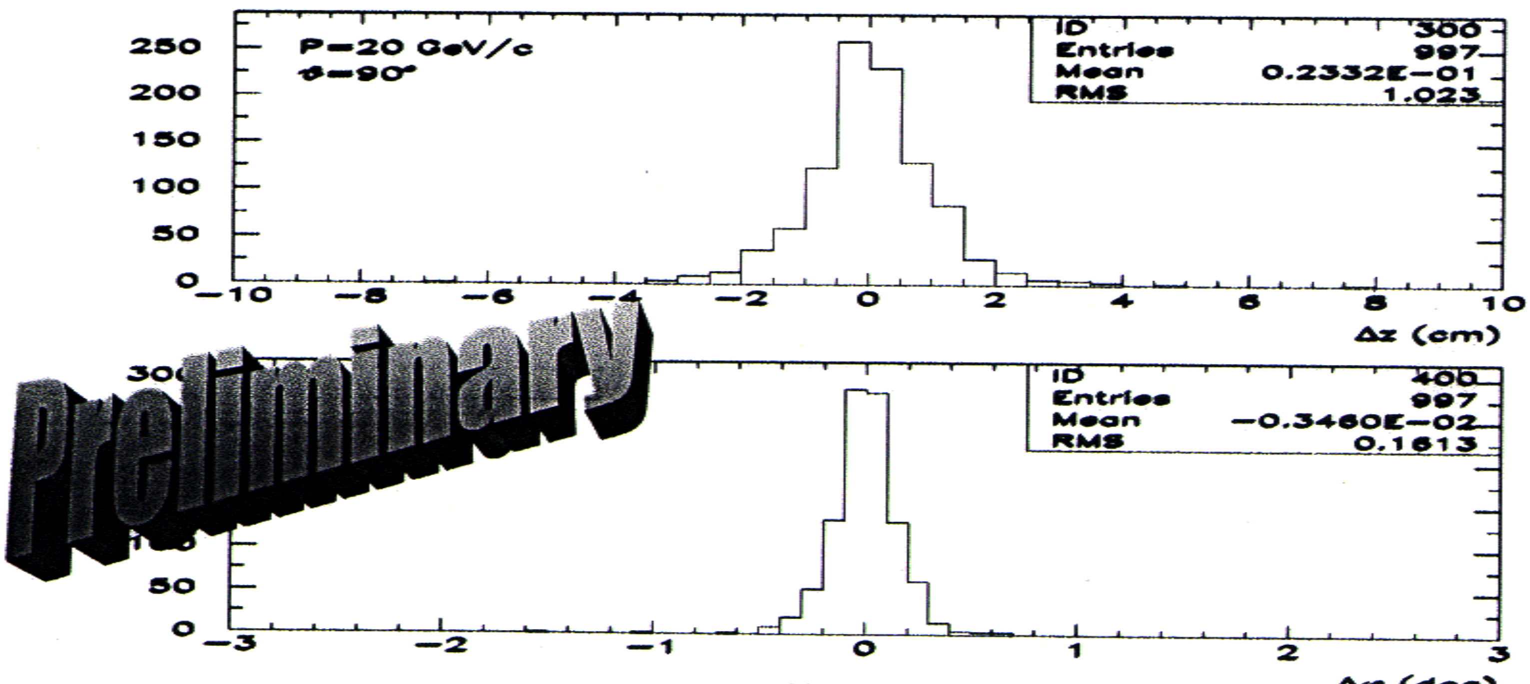
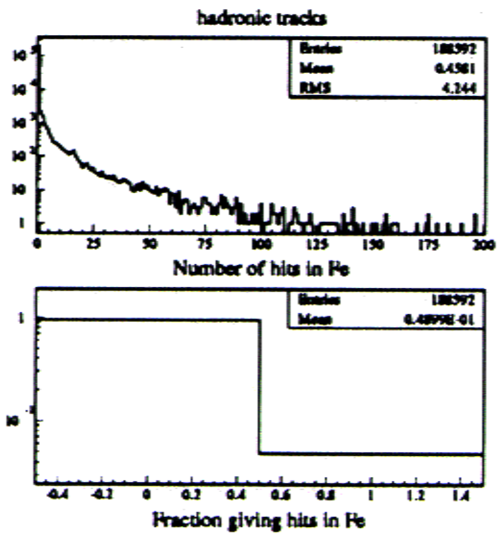
20 GeV/c μ

The distribution of Δz and $\Delta\phi$ from the extrapolated tracks at the entrance of μ identifier for 20 GeV/c muons.

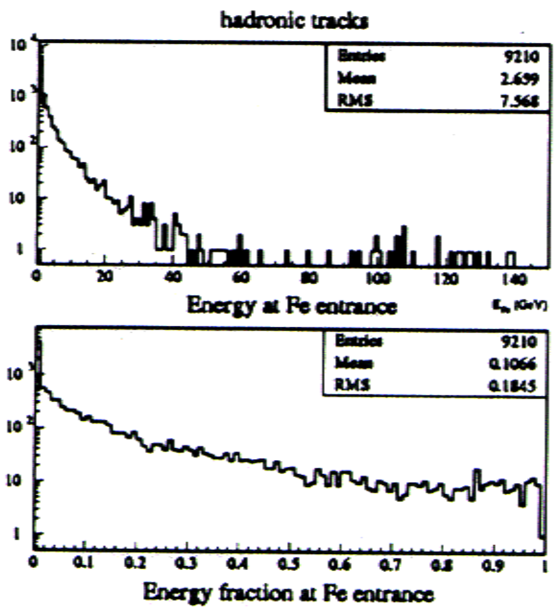


Do we need calorimetric capabilities ?



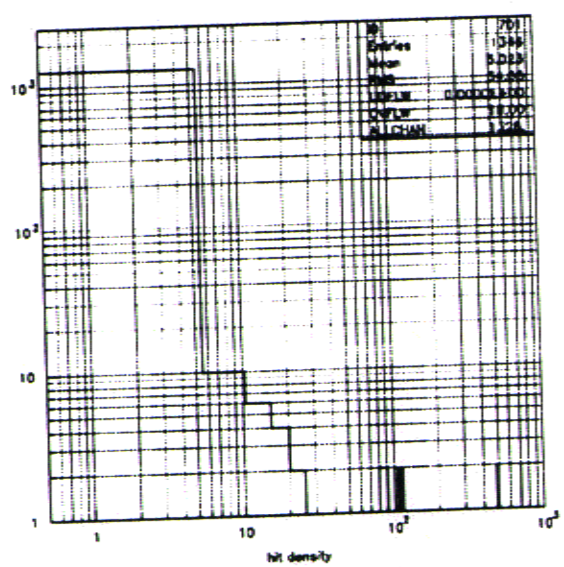
- In a *bb* sub-sample, (5000 evts) 4.9% of the tracks left energy in the muon filter,
- The analyzed sample contains roughly 200,000 tracks.

Do we need calorimetry ?



- The average energy a track dumps in the muon filter is small.
- On the average a couple of GeV.
- It would be nice, however to design a device that would allow measuring it

An other ingredient: hit density



- Important to choose active detectors
- ...or operational properties

Technology Choice

- Given the reasonably small occupancy expected and the big dimension one has to cover two alternatives have been considered:
  - Plastic streamer tubes
  - Resistive plate Chambers
- Weighting the relative merit of these two technologies my inclination would be toward RPC's

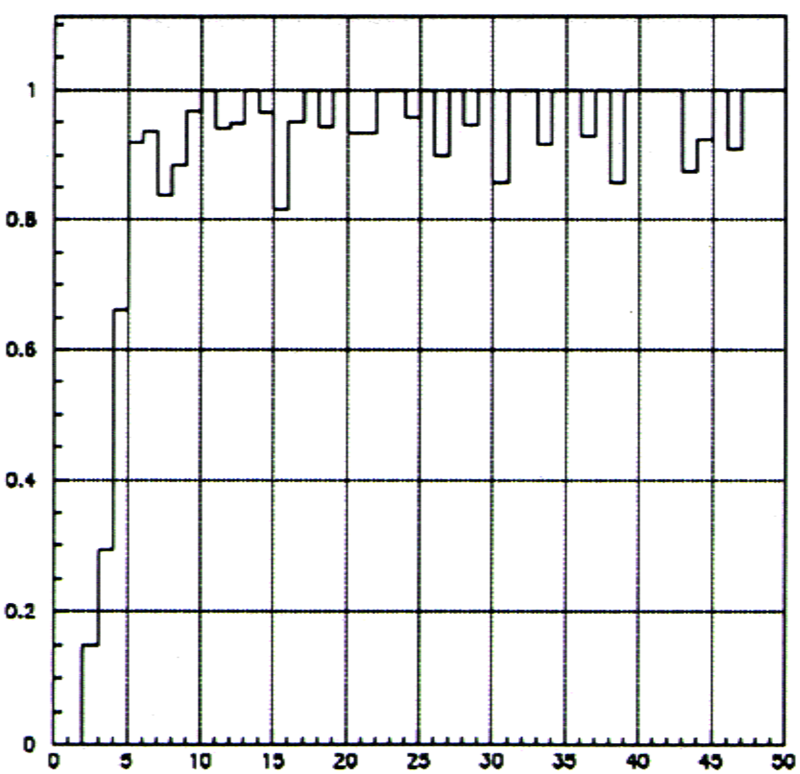
A reference detector

- I tried to evaluate performances in the scenario of maximal # of active planes.
- Given the total amount of iron needed to close the B-field flux (150 cm.),I simulated a device with active planes every 10 cm of Fe.
- Performance optimization can be achieved turning off at the analysis level one or more active planes....

The "analysis" software

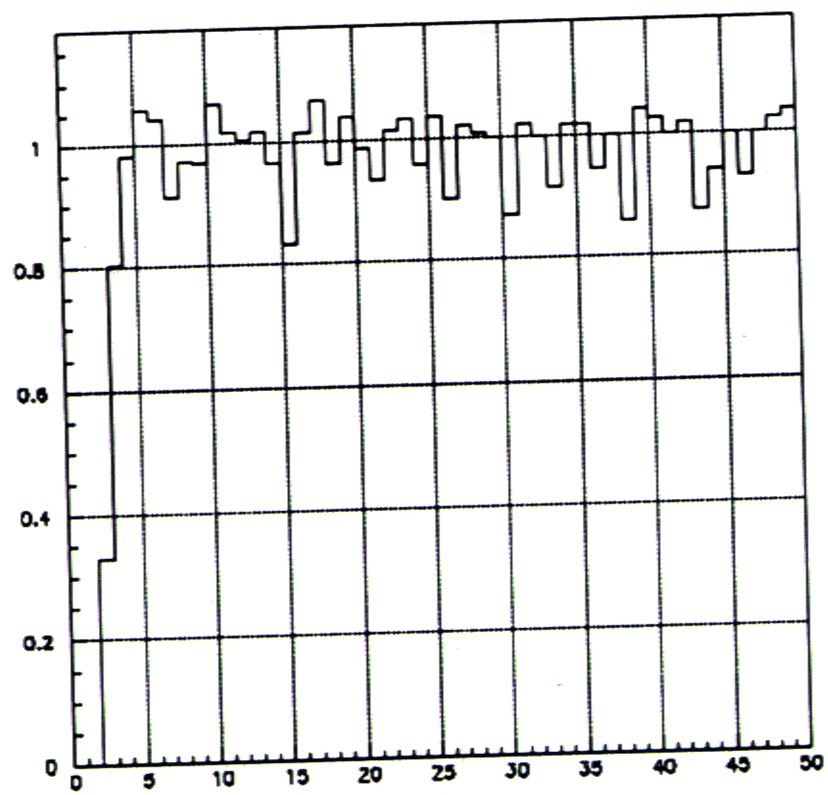
- In order to evidentiate strength and weakness of the hardware, I wrote a dumb and naïve algorithm to fish μ's:
  - Starting on the first active plane I built strings of hits in a $\Delta\phi$ and $\Delta\theta$ lane.
  - When the string was "long" enough , that was a μ candidate.
  - Matching strings with TPC tracks (again in ϕ and θ was the final step.

Performances



- Here is the efficiency vs. p of a configuration that uses 150 cm Fe.
- In high energy μ's identification , efficiency of last planes is at a premium.

Performances (cont.)

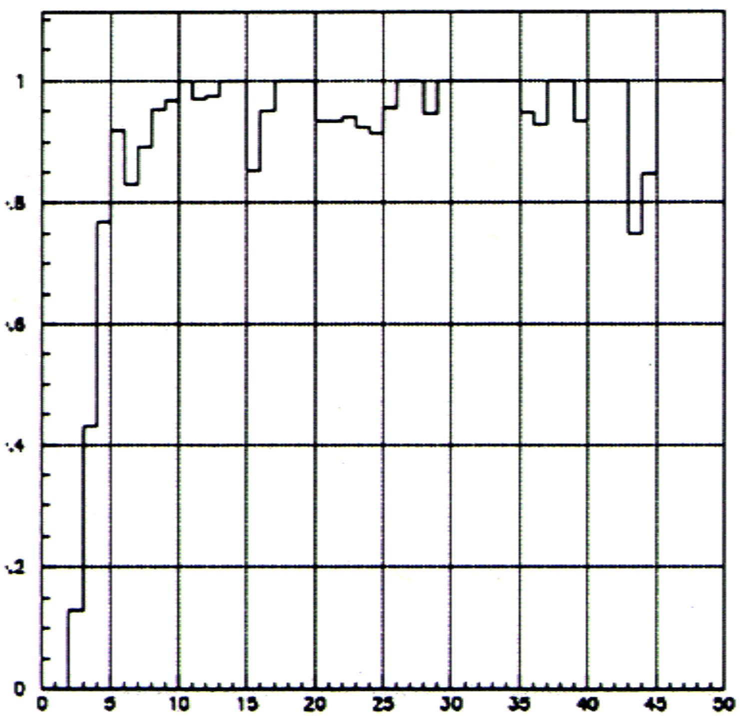


- Here we have the ratio of single μ to *bb* μ efficiency.
- Within the statistic of the simulation no relevant loss of efficiency can be seen in jetty events.

Radiator thickness and segmentation

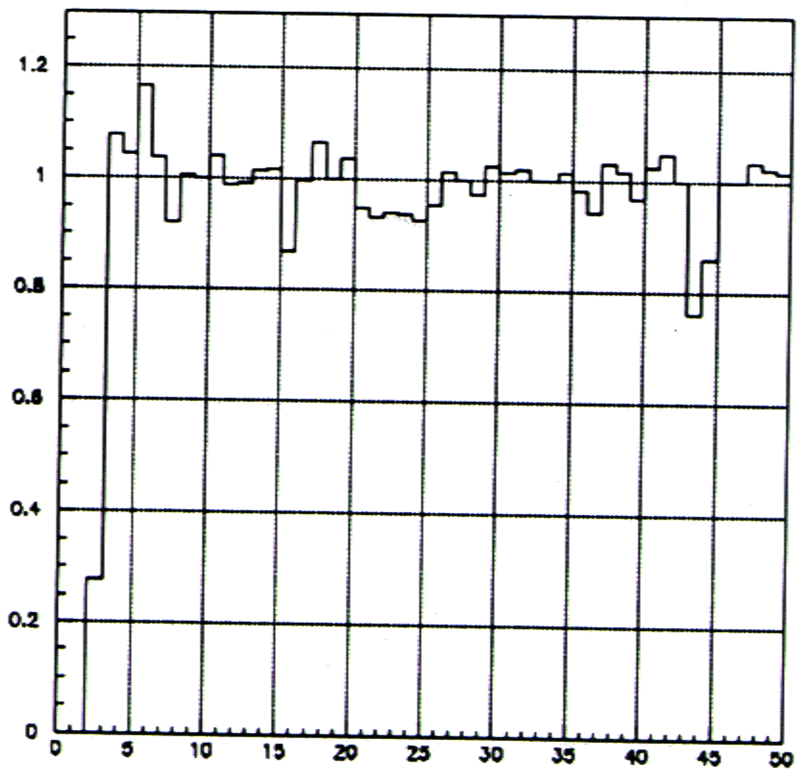
- As stressed before the amount of iron needed to close the magnetic flux is 1.5 m .
- The segmentation buys rejection power, at a cost of increasing the active detector area.
- A preliminary design has been carried out segmenting at 10 cm of iron ten times and then adding the remaining 50 cm all together.
- This corresponds to 12/11 planes of detector. (barrel/end-caps)
- The length of the barrel elements would be 14.5 m (long barrel option).
- The design,carried out in this way, turns out to require an amount of active detectors in between the already built systems and what's planned for the LHC apparata.

Performances



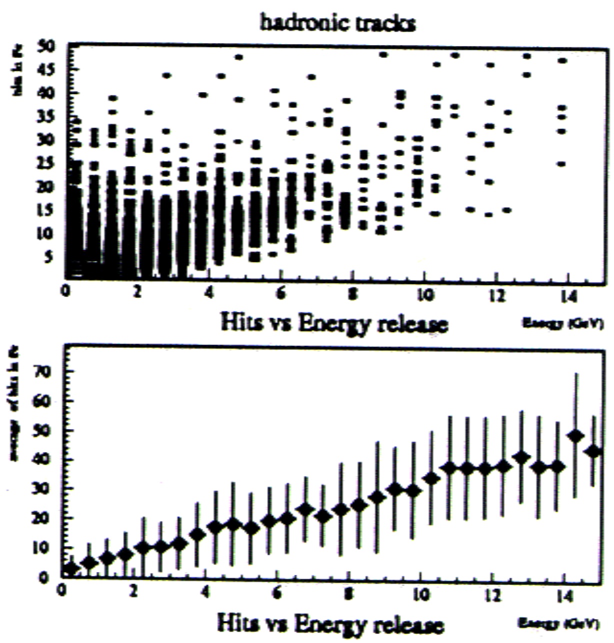
- Here is the efficiency vs. p of a configuration that uses 150 cm Fe.
- Here the efficiency for detecting m is shown for the 12/11 active planes configuration.

Performances (cont.)



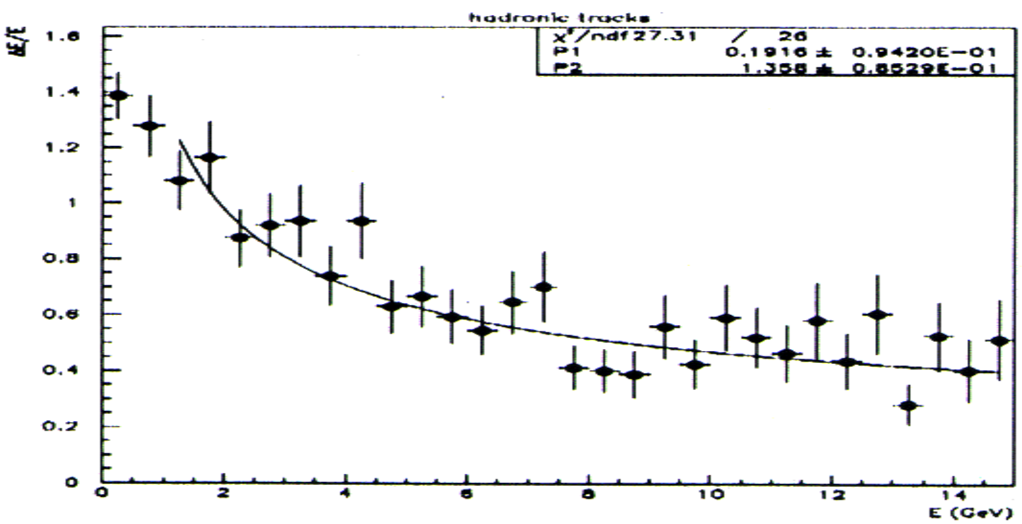
- Here we have the ratio of single μ to *bb* μ efficiency.
- Again this is the 12/11 planes configuration.
- No derating in performances can be seen with respect to the 15 active planes case.

Measuring energy



- Here is the correlation between the energy at the entrance of the muon system and the # of hits generated in the system itself.
- The correlation is reasonably straight and leads to an overall resolution of …

Energy resolution



Few figures concerning iron

- The iron would be shaped in octagonal form.
- Practicality in construction and assembly suggests to use the long barrel configuration.
- Barrel length will be 14.4 m., broken out in three pieces: 3.7 7.0 and 3.7 m. respectively.
- Joining of the barrel pieces done in a slanted way, pointing away from the I.P.
- End-caps would as usual be pie shaped with an outside radius of 3.8 m and an inside radius of .4 m.

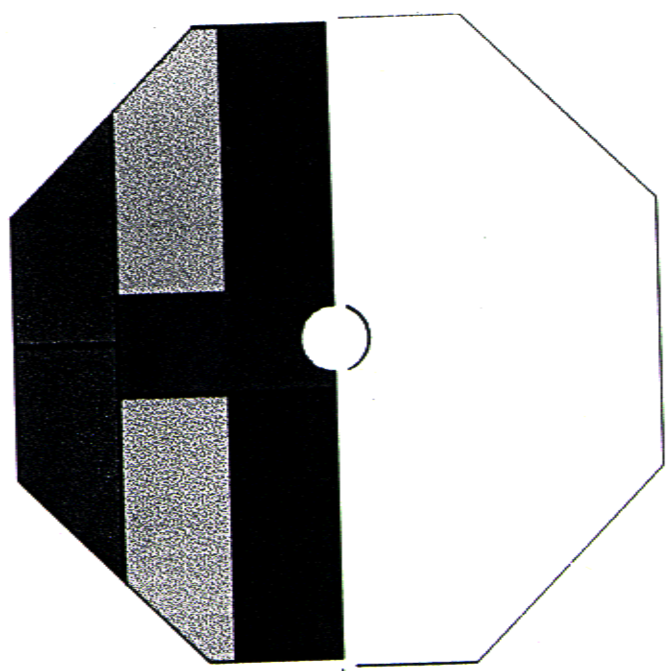
Barrel chambers

- One way to fill the gaps with EXISTING TECHNOLOGY for what RPC's are concerned:
  - Max ch's dimension 1.3x3.2 m^2

$\Downarrow$

  - Use 12 ch's for the long barrel slots: 1.15x1.57…2.38
  - Use 2x6 ch's for the short barrel slots: 1.22x1.57…2.38
- Total area roughly 5000 m^2.

End-caps chambers



- Here is a possible chamber layout for the end-caps.
- The criterion used here was to maximize the # of ch's with one max. dimension.
- One layer filled with 14 modules; 4 different shapes would be needed.
- Relatively small area 23.5 m^2/layer.

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Wrap-up figures

- The μ-identifier in the design sketched above will consist of :
  - 12 planes of (RPC) detector: area ~ 5000 m^2 (barrel)
  - 11 planes of (RPC) detector: area ~ 500 m^2 (end-caps)
- Assuming strips ~ 3 cm wide, alternating read-out directions in the various planes, a total of 70,000 (one bit) discriminators channels should be implemented.
- Should one decide to implement calorimetry and read out with projective towers 25x25 cm^2 , 2500 ADC channels would be needed.
- TDC 's with a granularity 16 (32) times coarser than the overall electrodes granularity would imply 5.0 (2.5) KTDC ch's.
- Electronics performances required might vary according to the regime one would use, costs must be assessed accordingly.

Conclusions

- The design of a muon system for a general purpose detector operation at a 500-1000 GeV e+e- collider can be implemented with today technology.
- R&D concerning calorimetric performances and optimization of gas mixtures (neutron fluxes) should be carried out.
- Costing can be carried out accurately enough just scaling from apparata already built or in construction.