# Performance and calibration of quark/gluon jet taggers using 140 fb<sup>-1</sup> pp collisions at $\sqrt{s} = 13$ TeV with the ATLAS detector

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### Abstract

The identification of jets originating from quarks or gluons, often referred to as quark/gluon tagging, plays an important role in various physics anal-



 $p_C(x)$ , can be written as :

 $\begin{pmatrix} p_F(x) \\ p_C(x) \end{pmatrix} = \underbrace{\begin{pmatrix} f_{F,Q} & f_{F,G} \\ f_{C,Q} & f_{C,G} \end{pmatrix}}_{\equiv F} \begin{pmatrix} p_Q(x) \\ p_G(x) \end{pmatrix}.$ 

Here  $p_Q(x)$  and  $p_G(x)$  are the distributions of the variable x for pure quark- and gluon-jets, respectively, and the matrix F contains the fractions of quark- or gluon-jets in the samples of jets in the forward/central region. Such fractions are taken from MC simulation. The matrix method allows the extraction of  $p_Q(x)$  and  $p_G(x)$  by the inversion of matrix F.



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yses at the Large Hadron Collider. In this analysis, two taggers are studied: one tagger is based on requirements on the number of inner-detector tracks associated with the jet, and the other combines several jet substructure observables using a boosted decision tree. A method is established to determine the quark/gluon fraction in data, by using quark/gluon-enriched subsamples defined by the jet pseudorapidity. Differences in tagging efficiency between data and simulation are provided for jets with transverse momentum between 500 GeV and 2 TeV and for multiple tagger working points.



#### **High Energy and Nuclear Physics**



**Event Selection** 





# Results





Selection	Multi-jet sample
Trigger	HLT_j420
Number of jets	$\geq 2$
$p_{\mathrm{T}}(j_1)$	> 500
$p_{ m T}(j_2)$	> 500
$p_{\mathrm{T}}(j_1)/p_{\mathrm{T}}(j_2)$	< 1.5
$ \eta(j_1) $	< 2.1
$ \eta(j_2) $	< 2.1
Target parton	Quark(Higher $ \eta $ ) or Gluon (Lower $ \eta $ )

## **Tagger definitions**

- The number of tracks  $(N_{trk})$  in a jet is used to define a single-variable q/g tagger.
- A brand new tagger based on Boosted Decision Trees (BDT) is built, using the information coming from the jet  $p_{\rm T}$ ,  $N_{\rm trk}$ , track width ( $W_{\rm trk}$ ), and two-point energy correlation function ( $C_1^{\beta=0.2}$ ), which takes into account the energy distribution within the jet.





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600	800	1000	1200	1400	1600	1800	2000	1	600	800	1000	1200	1400	1600	1800	2000
						<i>p</i> <sub>T</sub> [GeV]									<i>р</i> т [G	eV]

The  $N_{trk}$ -only tagger achieved a gluon-jet rejection rate of approximately 90% at a fixed quark-jet efficiency (WP) of 50%, while the BDT-tagger slightly outperformed it with a rejection rate of around 93%.



The scale factors are measured in different jet- $p_T$  intervals and are found to range from 0.92 to 1.02, with a total uncertainty of around 20% which increases at higher  $p_T$ . The main source of uncertainty comes from the different modelling choices in MC simulation and amounts to approximately 18% for both taggers.

#### Conclusion

The performance of  $N_{\rm trk}$ - and BDT-taggers for quark- and gluon-initiated jets is studied. A matrix method, incorporating data from quark-enriched and gluon-enriched samples in dijet events (500 GeV - 2 TeV  $p_{\rm T}$ ), estimates the tagging variables' distribution for both jet types. The variables align well with the MC predictions, showing less than 25% uncertainty across various regions. The q/g taggers developed in this study and the measurement of their SFs will benefit various anal-

yses such as SM measurements that rely on the correct identification of jet origins, or new physics searches by enhancing their sensitivity to the presence of new particles.

#### **Matrix method**

To measure the performance of the q/g taggers under study, samples containing solely quark-jets or solely gluon-jets are needed. To extract the shape of q/g tagging variables for quark- and gluon-jets in data, a method that exploits samples with different q/g fractions is used, called the matrix method. In the matrix method, the distribution of a jet variable x for forward jets,  $p_F(x)$ , and for central jets,

#### References

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