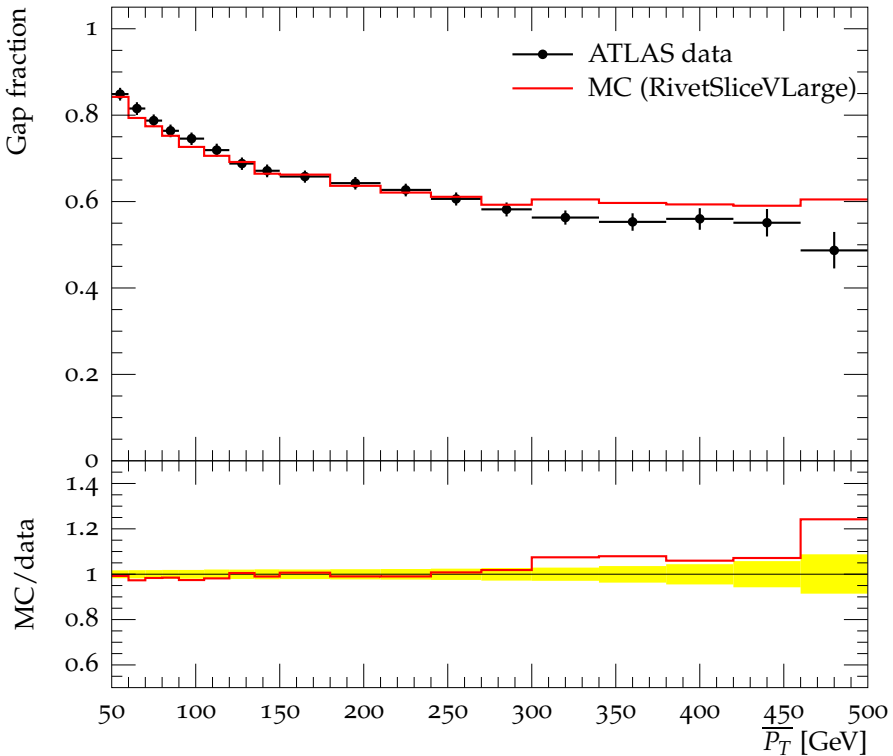
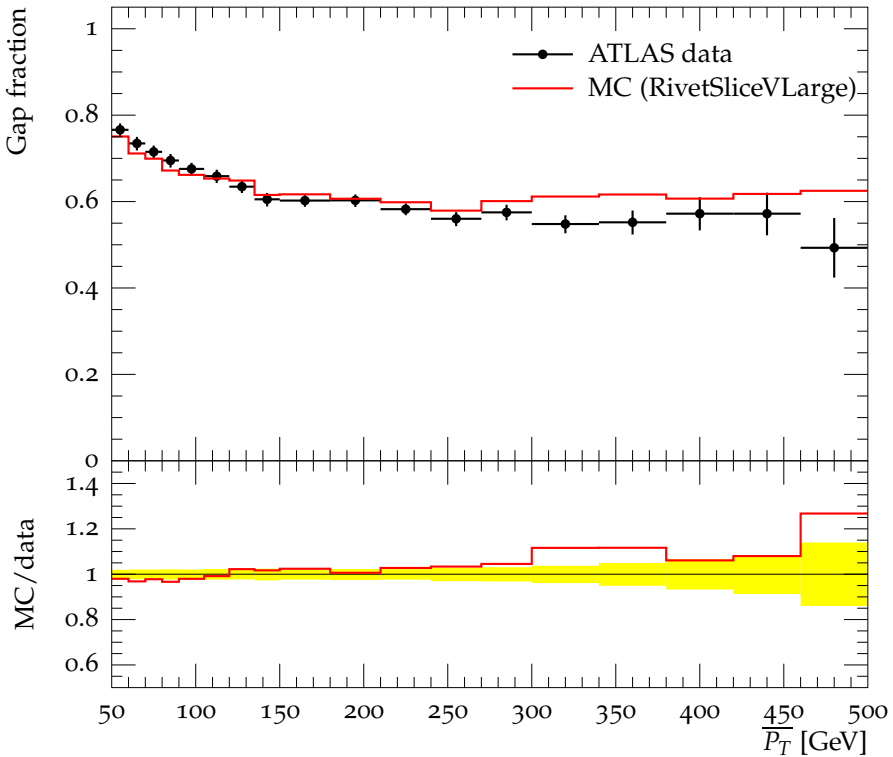
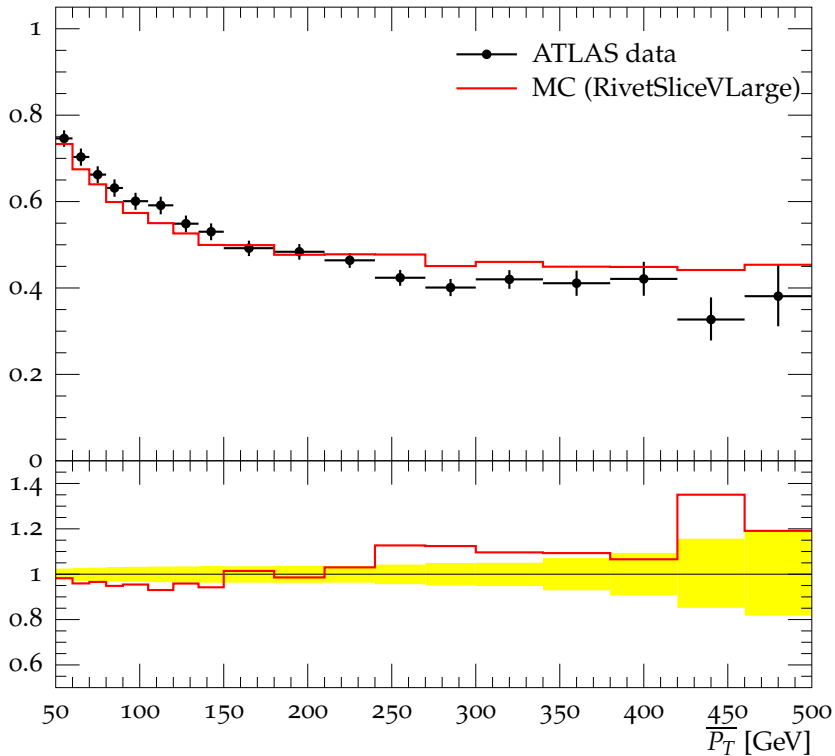


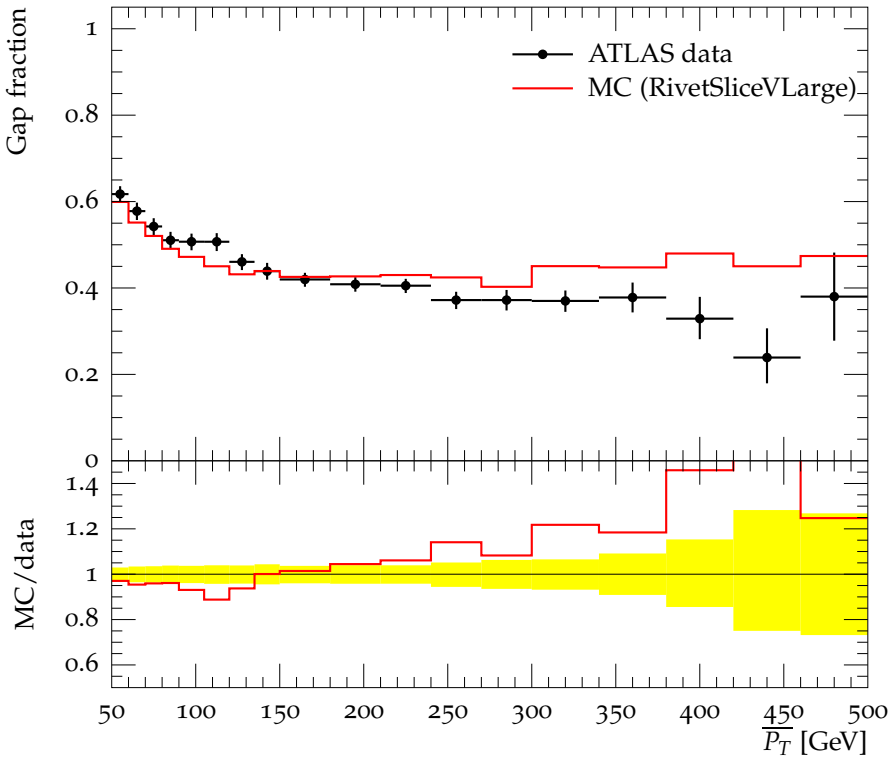
Gap fraction vs  $\overline{P_T}$  for  $1.0 < |\Delta y| < 2.0$ , Leading Jet

Gap fraction vs  $\overline{P_T}$  for  $1.0 < |\Delta y| < 2.0$ , Fwd/Bwd

Gap fraction vs  $\overline{P_T}$  for  $2.0 < |\Delta y| < 3.0$ , Leading Jet

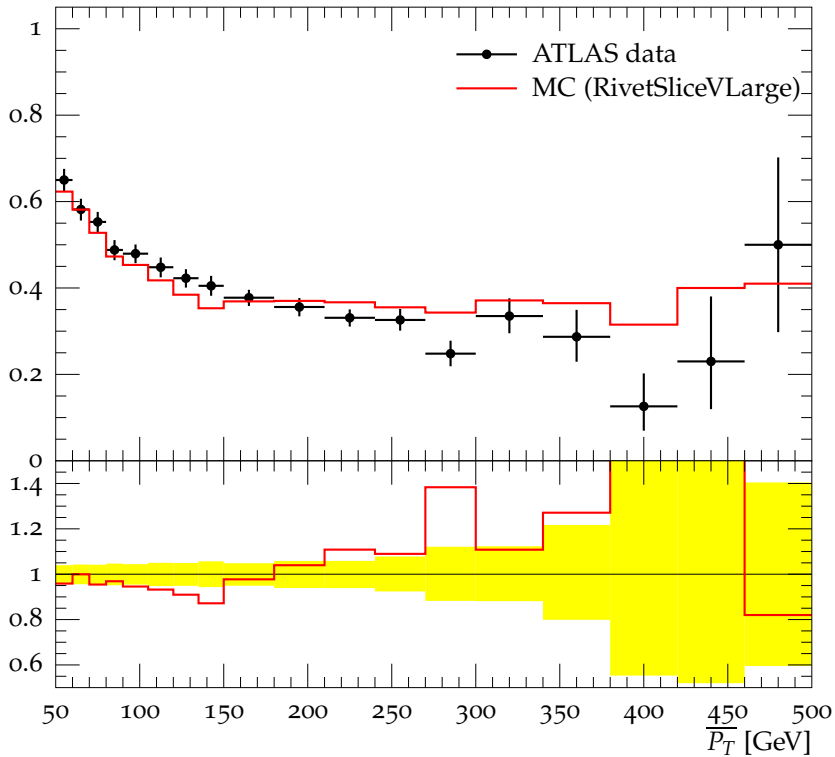
Gap fraction

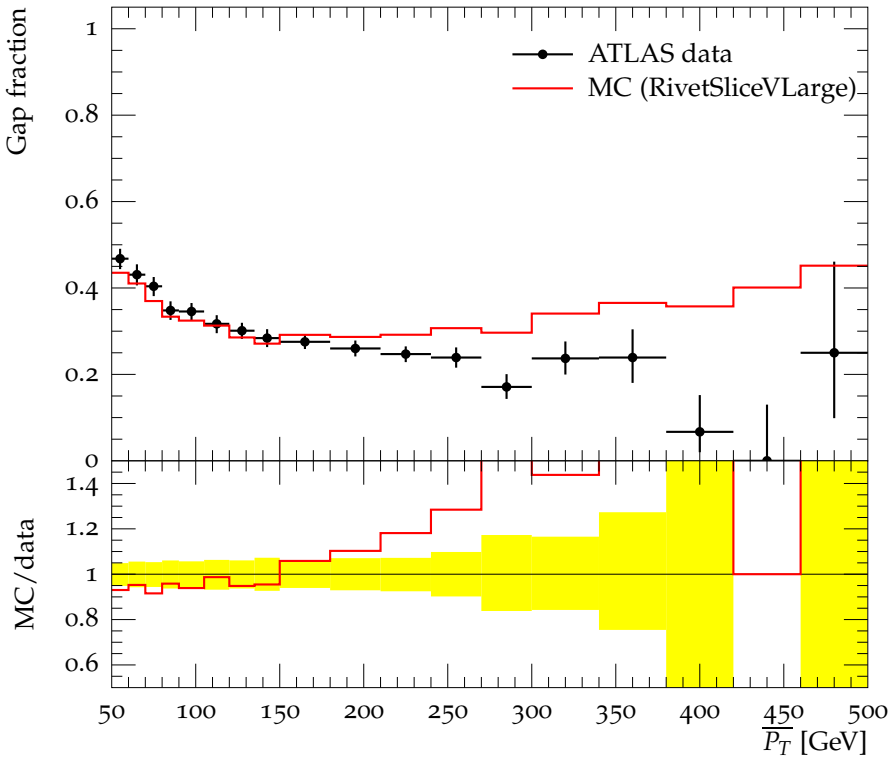


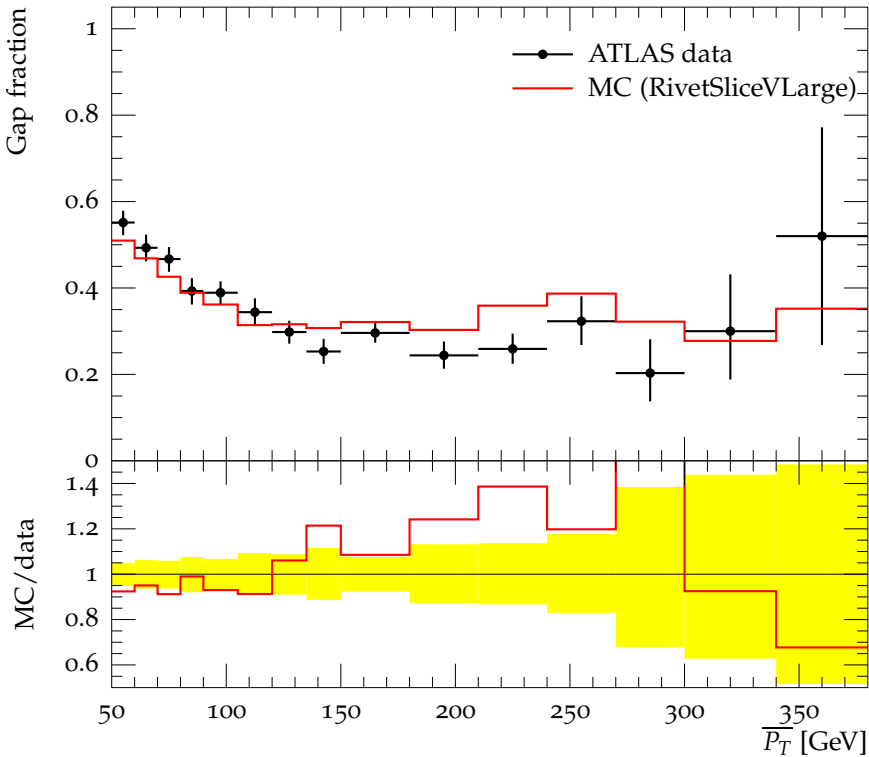
Gap fraction vs  $\overline{P_T}$  for  $2.0 < |\Delta y| < 3.0$ , Fwd/Bwd

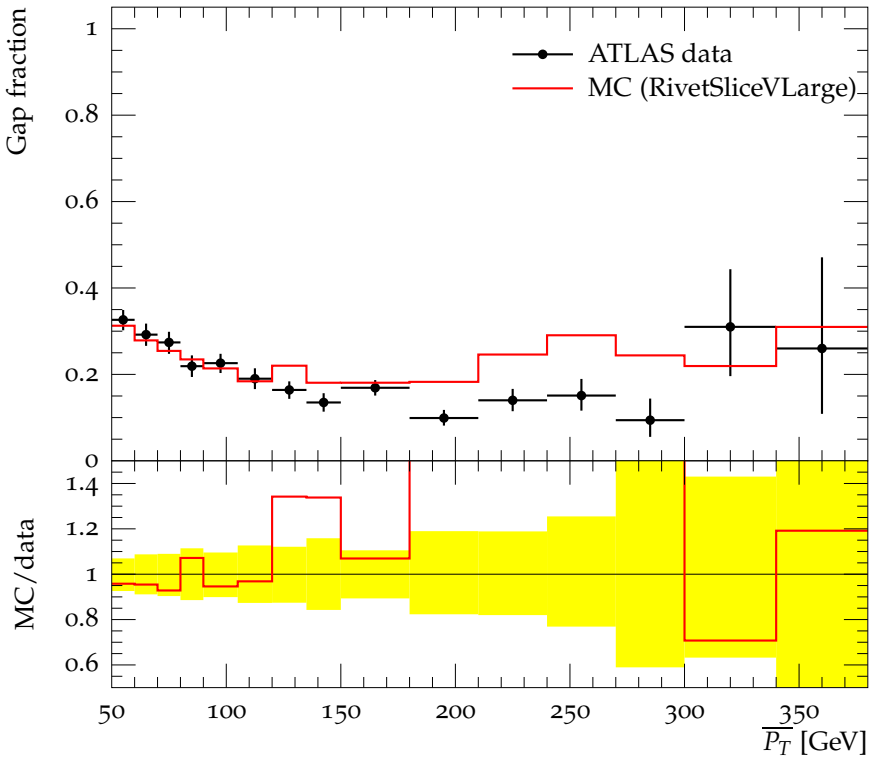
Gap fraction vs  $\overline{P_T}$  for  $3.0 < |\Delta y| < 4.0$ , Leading Jet

Gap fraction

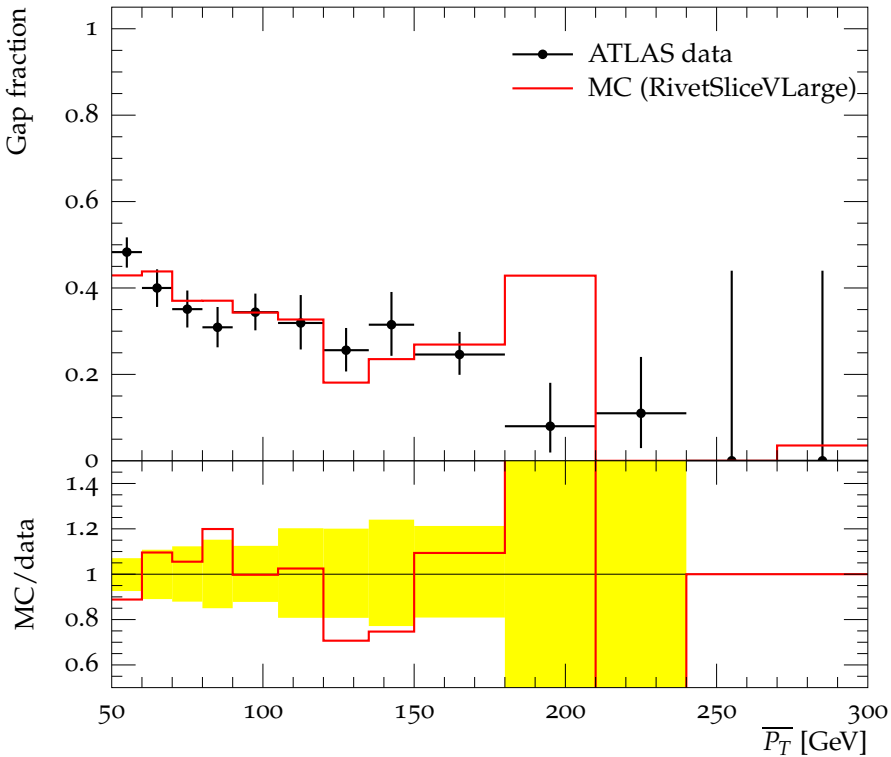


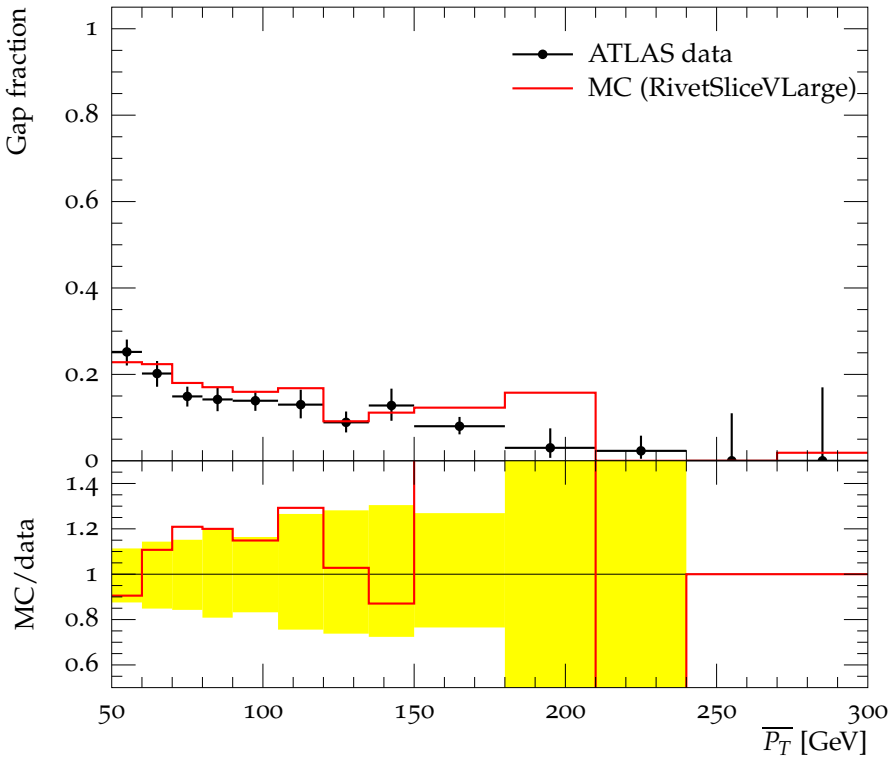
Gap fraction vs  $\overline{P_T}$  for  $3.0 < |\Delta y| < 4.0$ , Fwd/Bwd

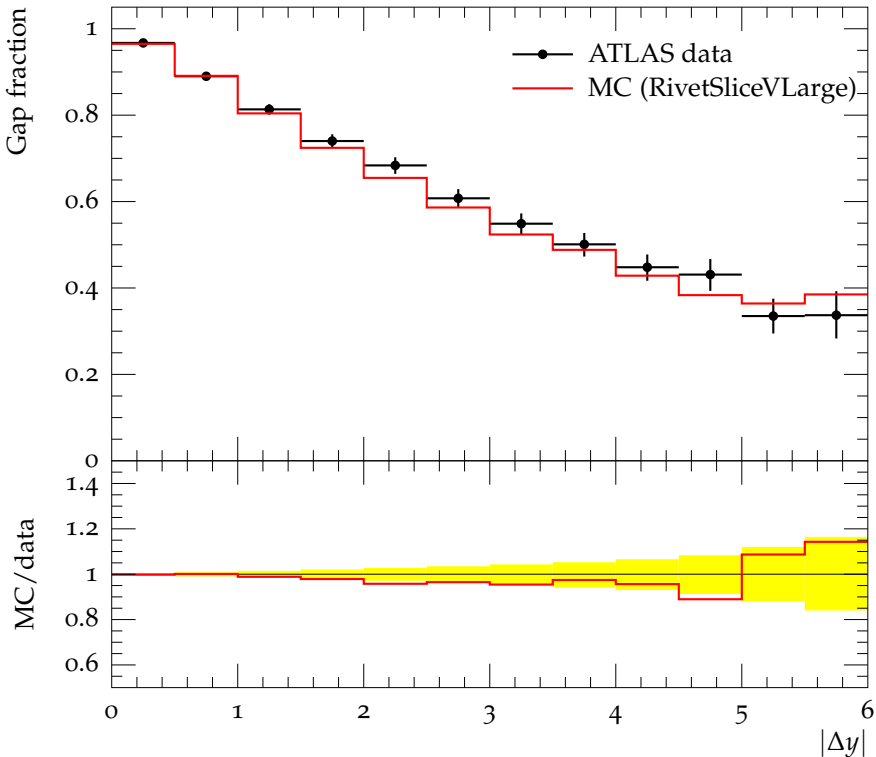
Gap fraction vs  $\overline{P}_T$  for  $4.0 < |\Delta y| < 5.0$ , Leading Jet

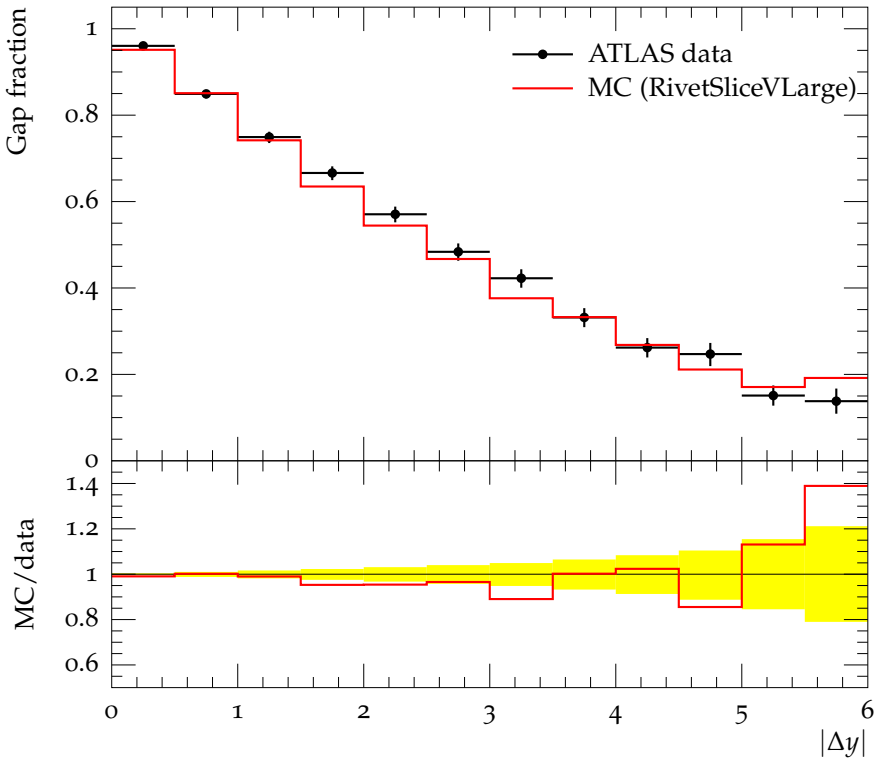
Gap fraction vs  $\overline{P_T}$  for  $4.0 < |\Delta y| < 5.0$ , Fwd/Bwd

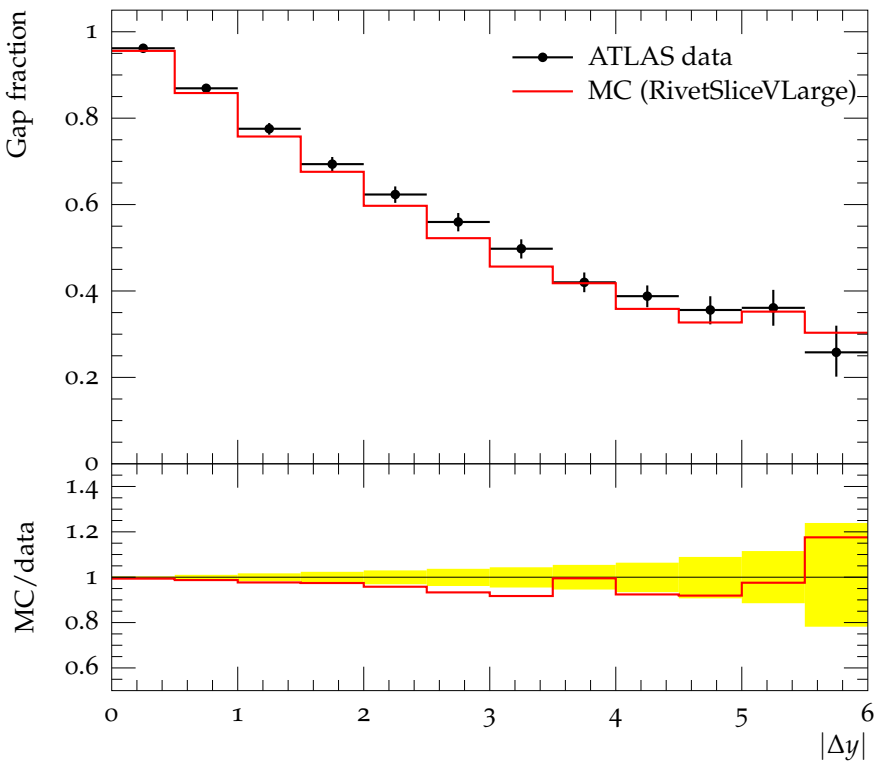


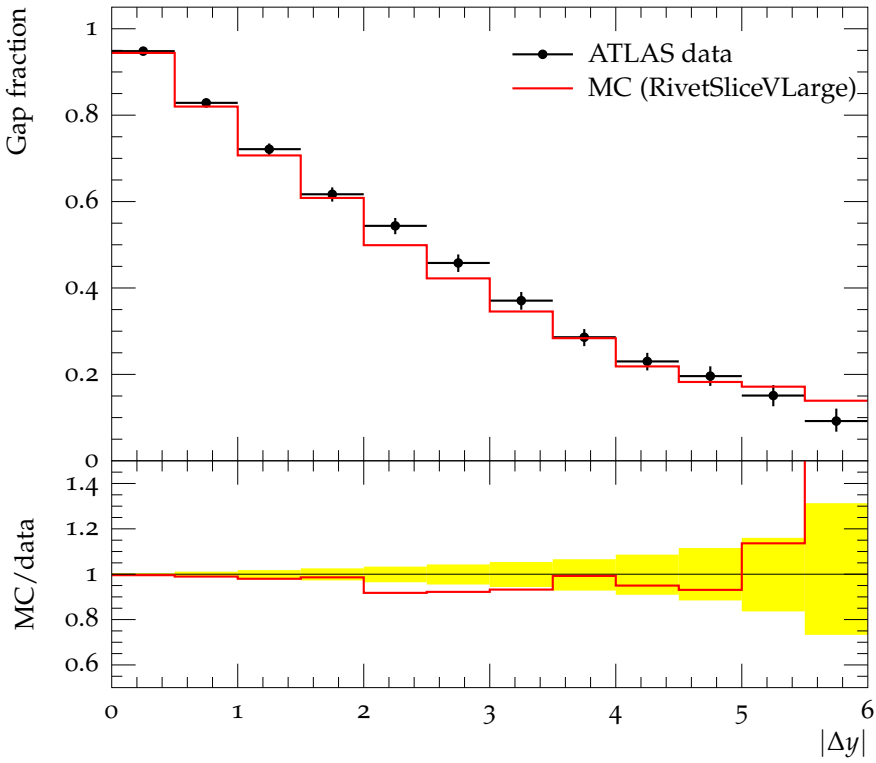
Gap fraction vs  $\overline{P}_T$  for  $5.0 < |\Delta y| < 6.0$ , Leading Jet

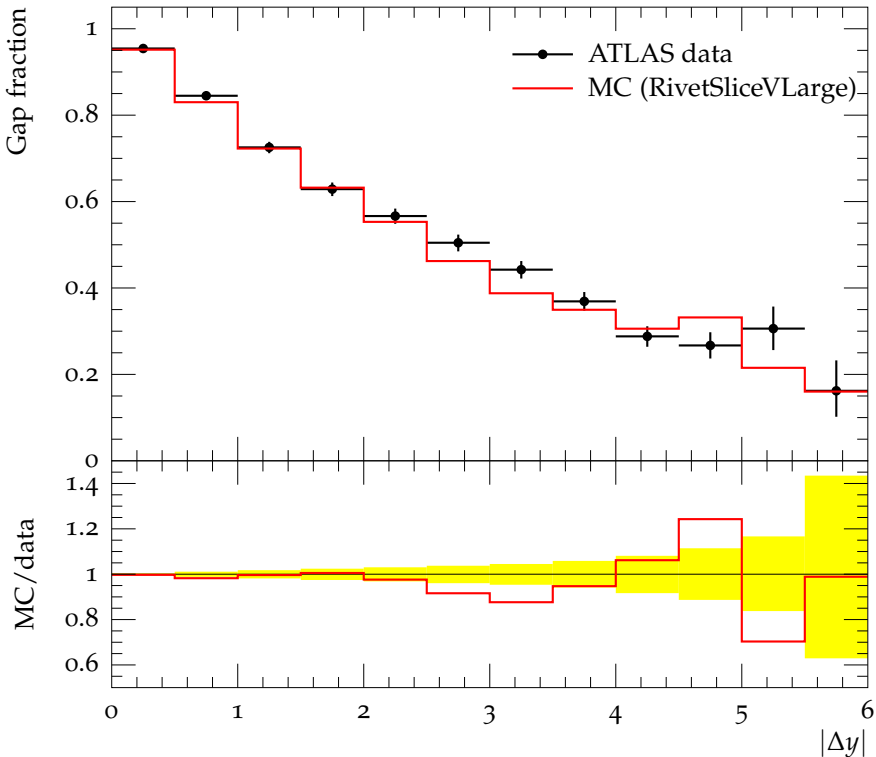
Gap fraction vs  $\overline{P}_T$  for  $5.0 < |\Delta y| < 6.0$ , Fwd/Bwd

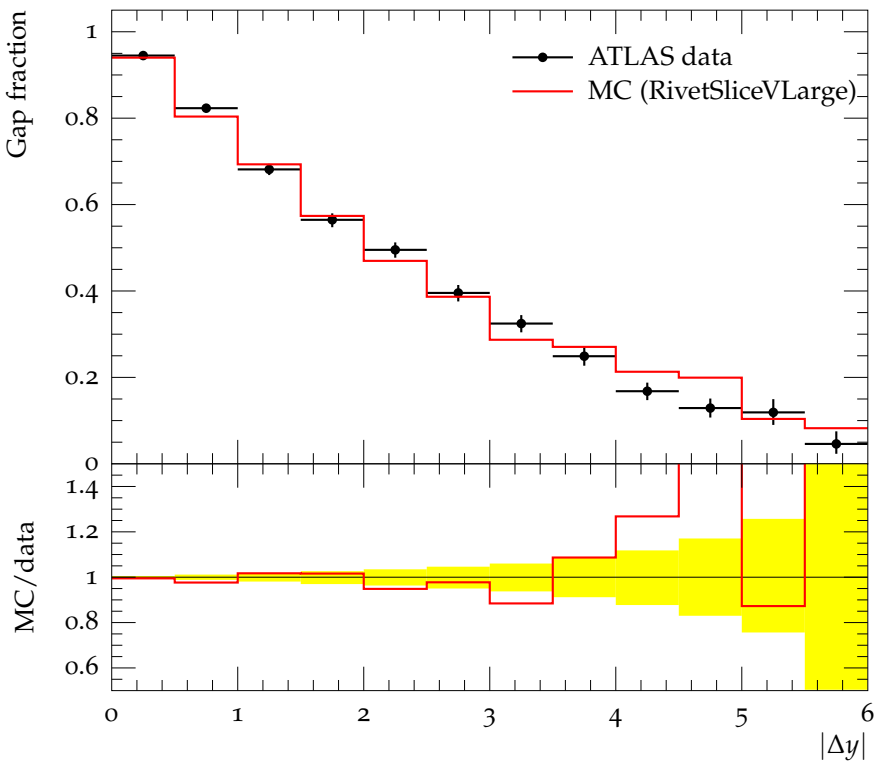
Gap fraction vs  $|\Delta y|$  for  $70 < \overline{P}_T < 90$ , Leading Jet

Gap fraction vs  $|\Delta y|$  for  $70 < \overline{P_T} < 90$ , Fwd/Bwd

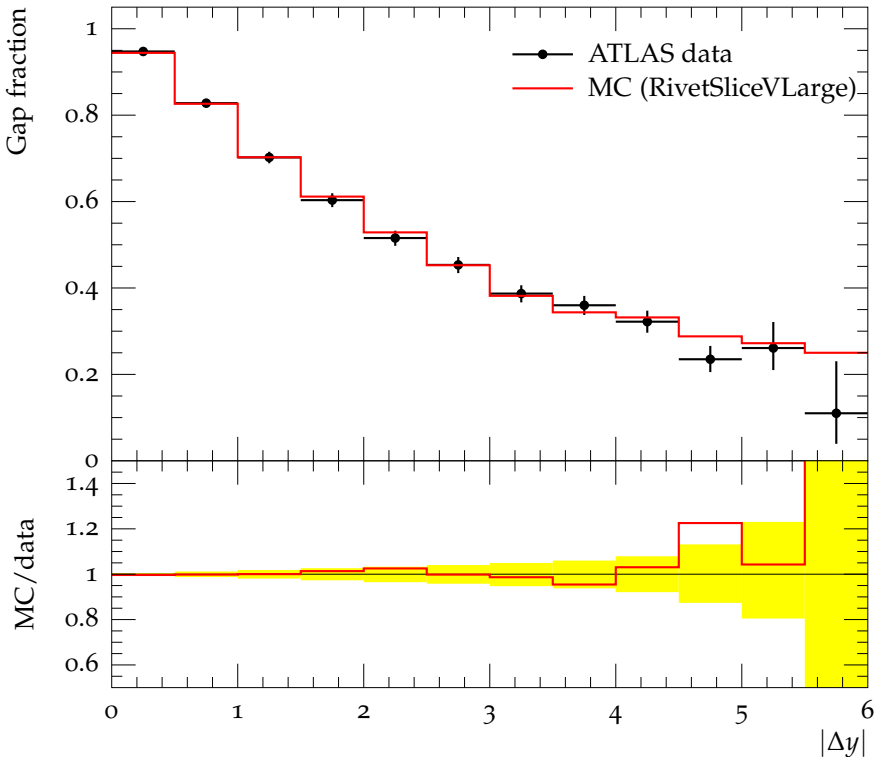
Gap fraction vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Leading Jet

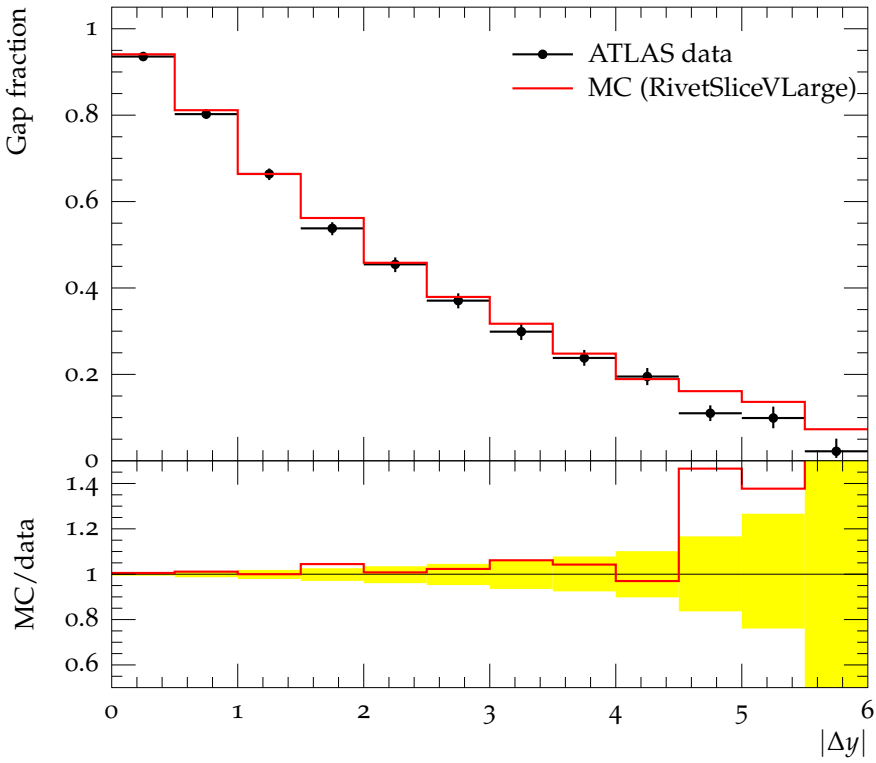
Gap fraction vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Fwd/Bwd

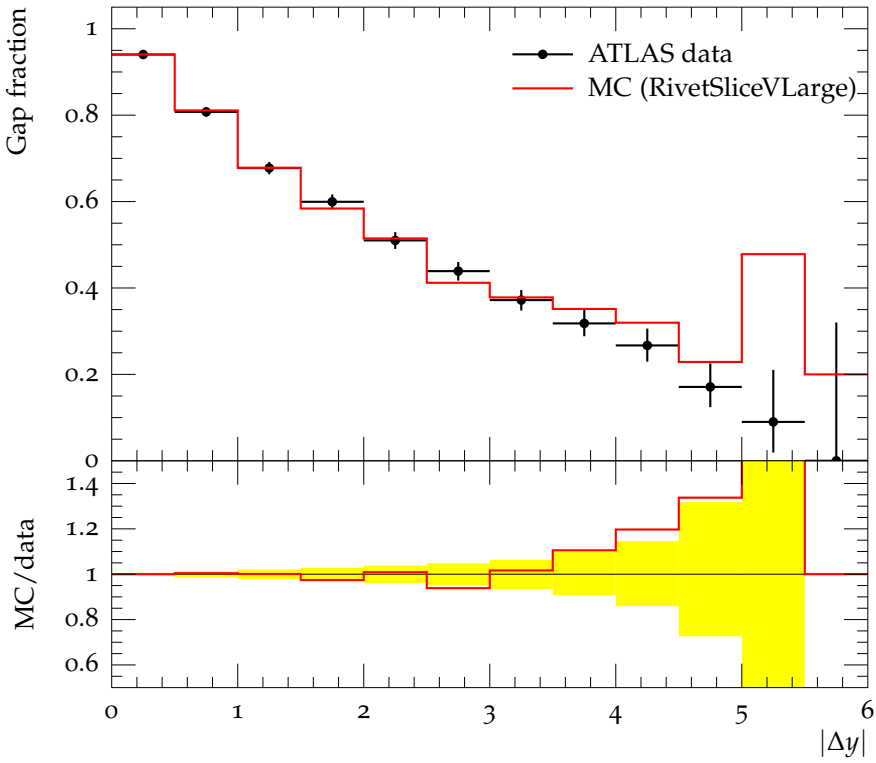
Gap fraction vs  $|\Delta y|$  for  $120 < \overline{P_T} < 150$ , Leading Jet

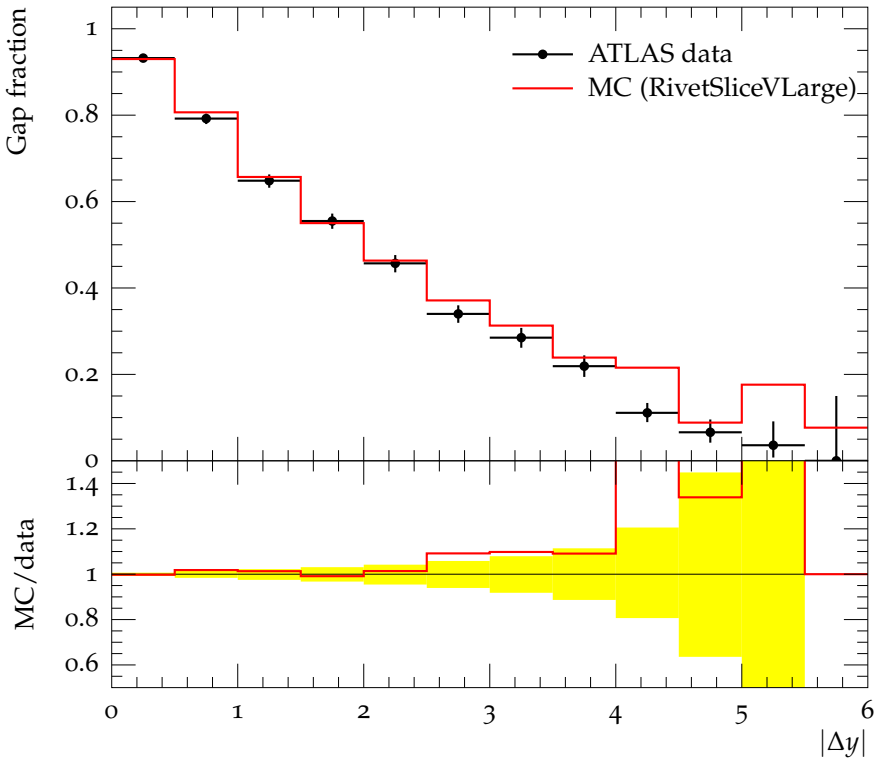
Gap fraction vs  $|\Delta y|$  for  $120 < \overline{P_T} < 150$ , Fwd/Bwd

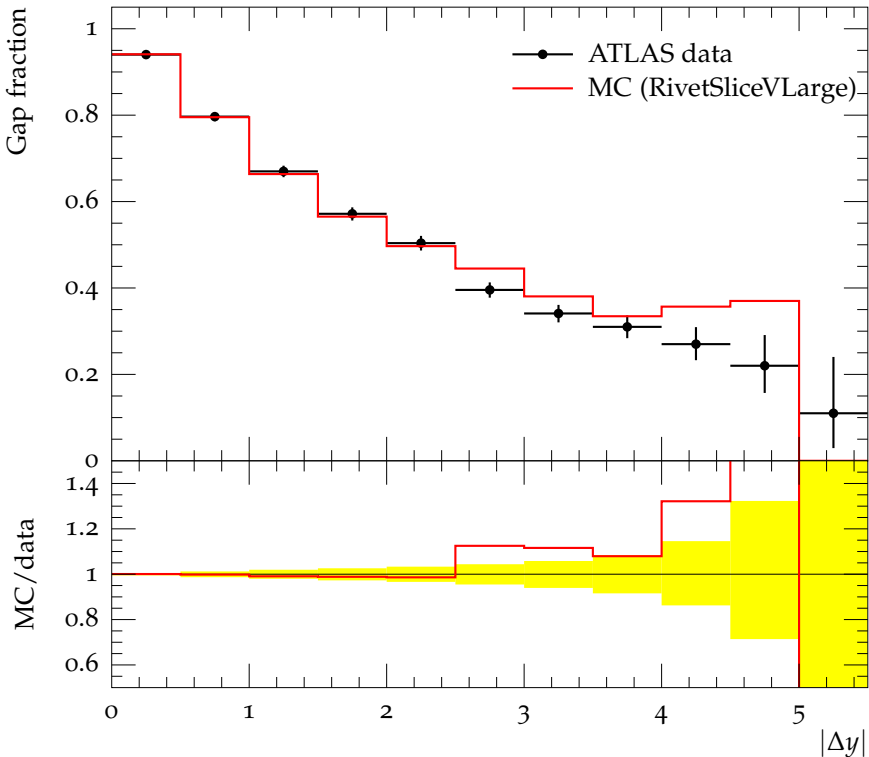


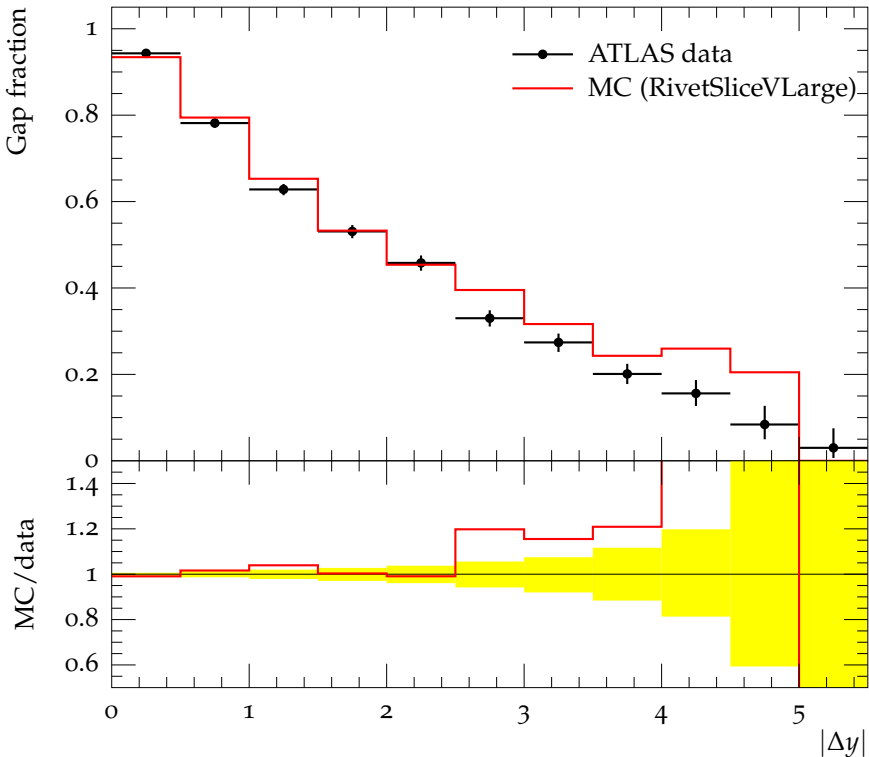
Gap fraction vs  $|\Delta y|$  for  $150 < \overline{P_T} < 180$ , Leading Jet

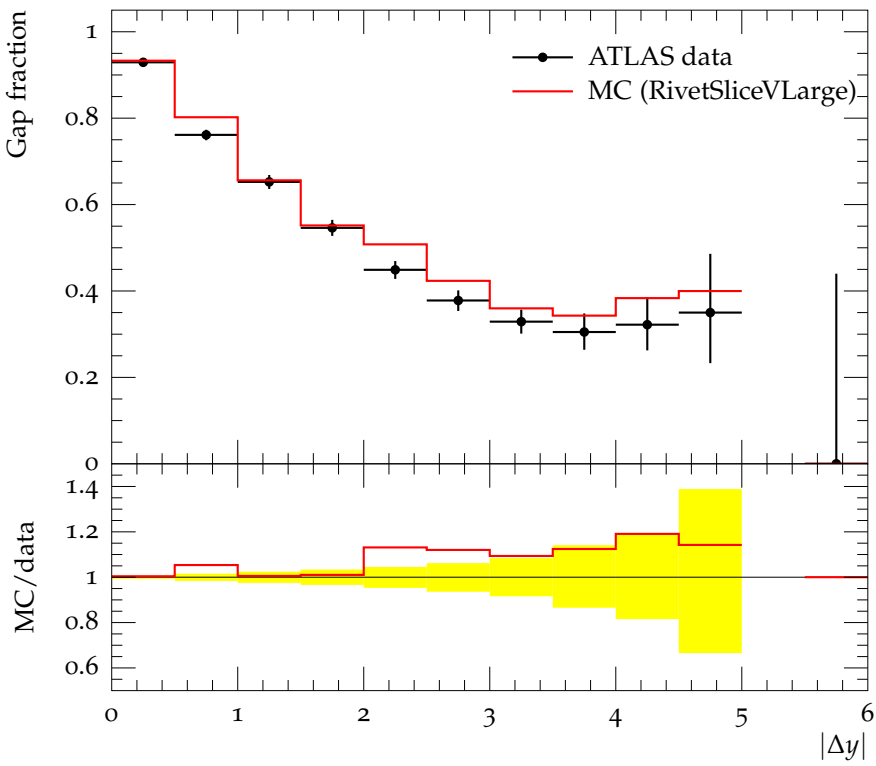
Gap fraction vs  $|\Delta y|$  for  $150 < \overline{P_T} < 180$ , Fwd/Bwd

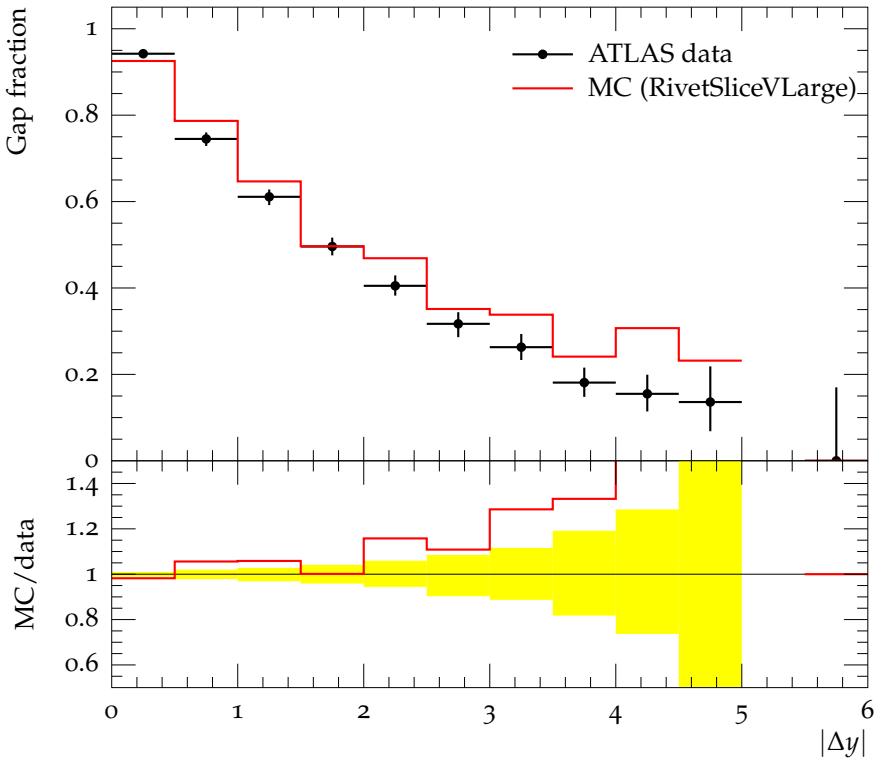
Gap fraction vs  $|\Delta y|$  for  $180 < \overline{P_T} < 210$ , Leading Jet

Gap fraction vs  $|\Delta y|$  for  $180 < \overline{P_T} < 210$ , Fwd/Bwd

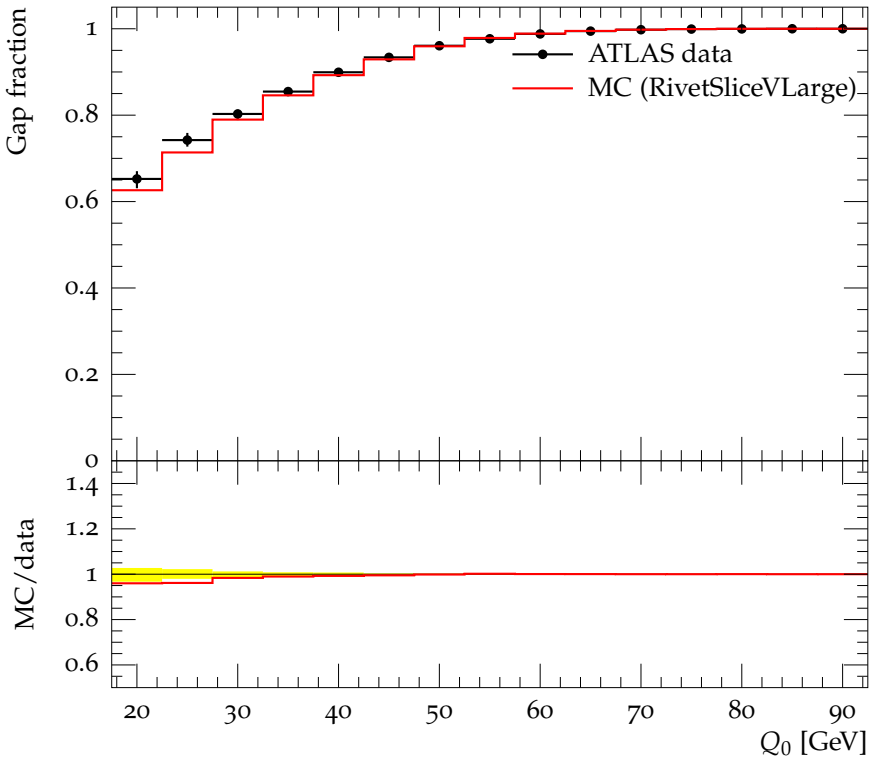
Gap fraction vs  $|\Delta y|$  for  $210 < \overline{P_T} < 240$ , Leading Jet

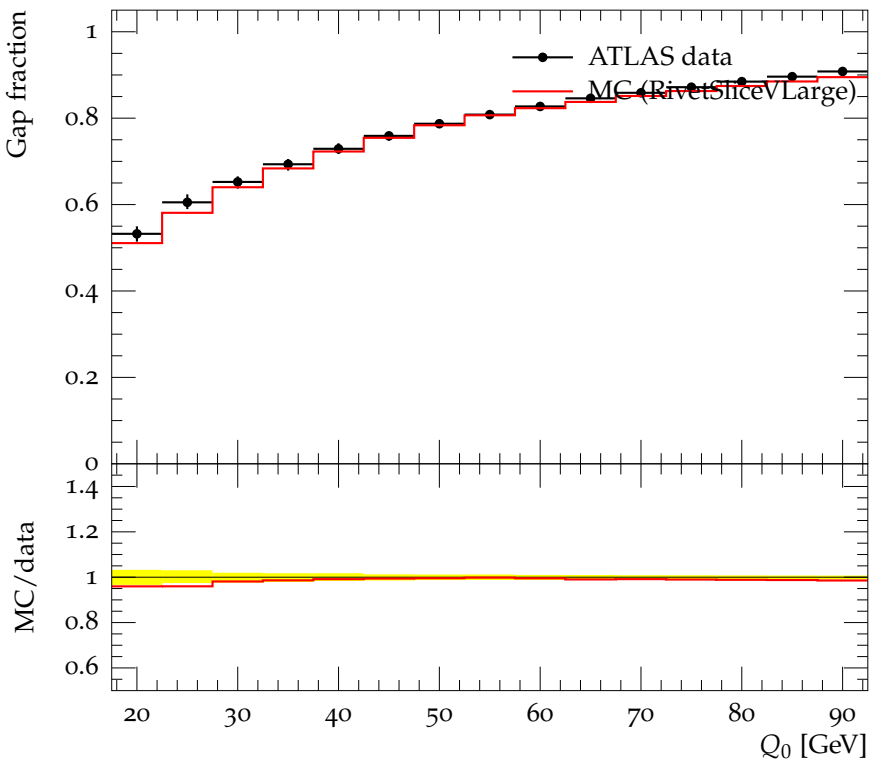
Gap fraction vs  $|\Delta y|$  for  $210 < \overline{P_T} < 240$ , Fwd/Bwd

Gap fraction vs  $|\Delta y|$  for  $240 < \overline{P_T} < 270$ , Leading Jet

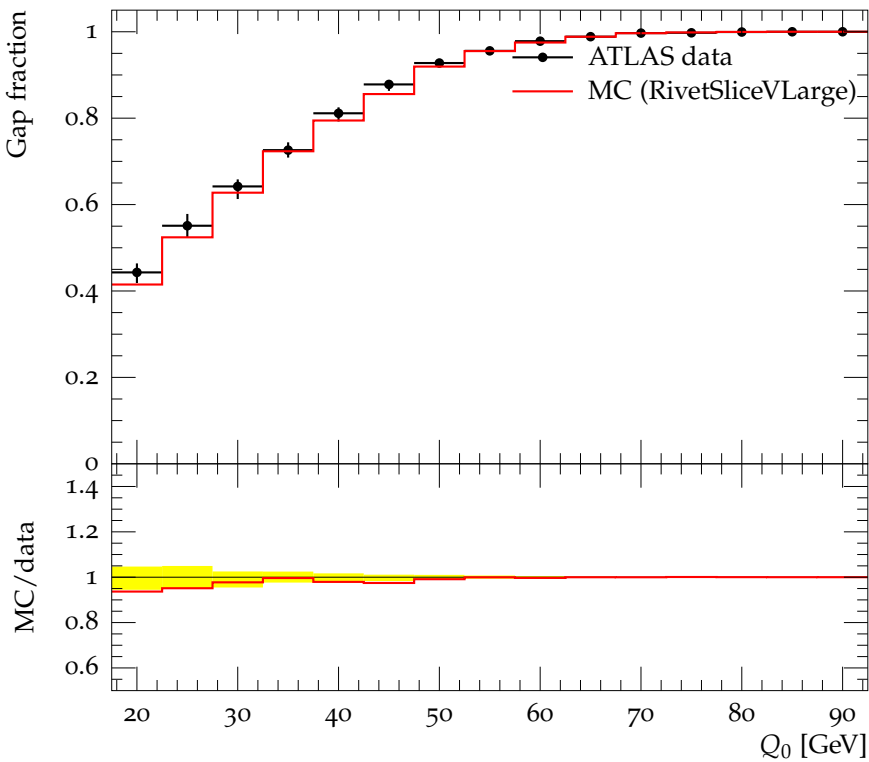
Gap fraction vs  $|\Delta y|$  for  $240 < \overline{P_T} < 270$ , Fwd/Bwd

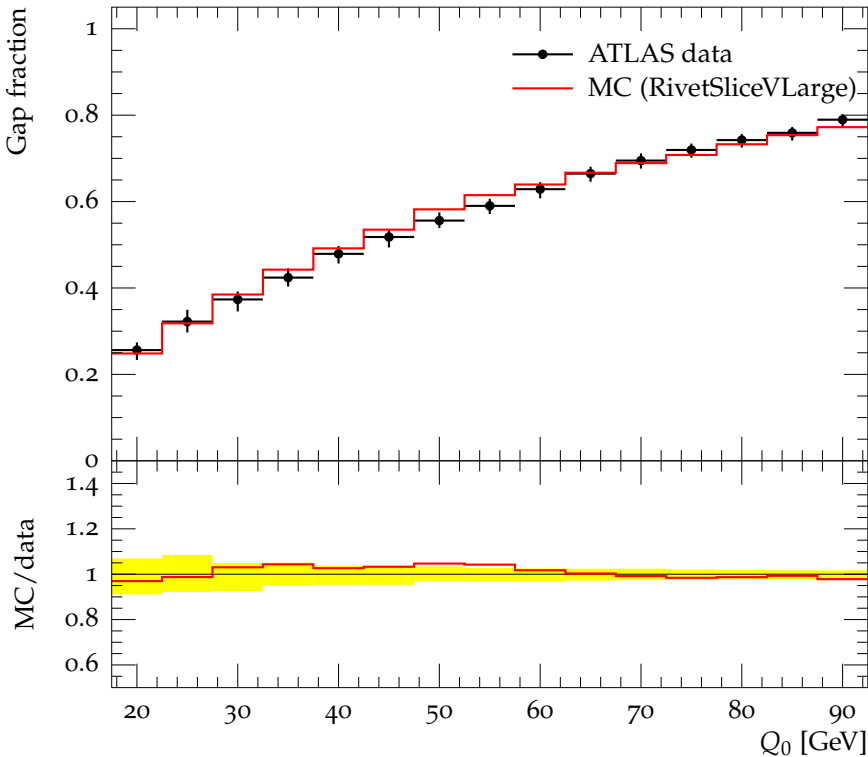


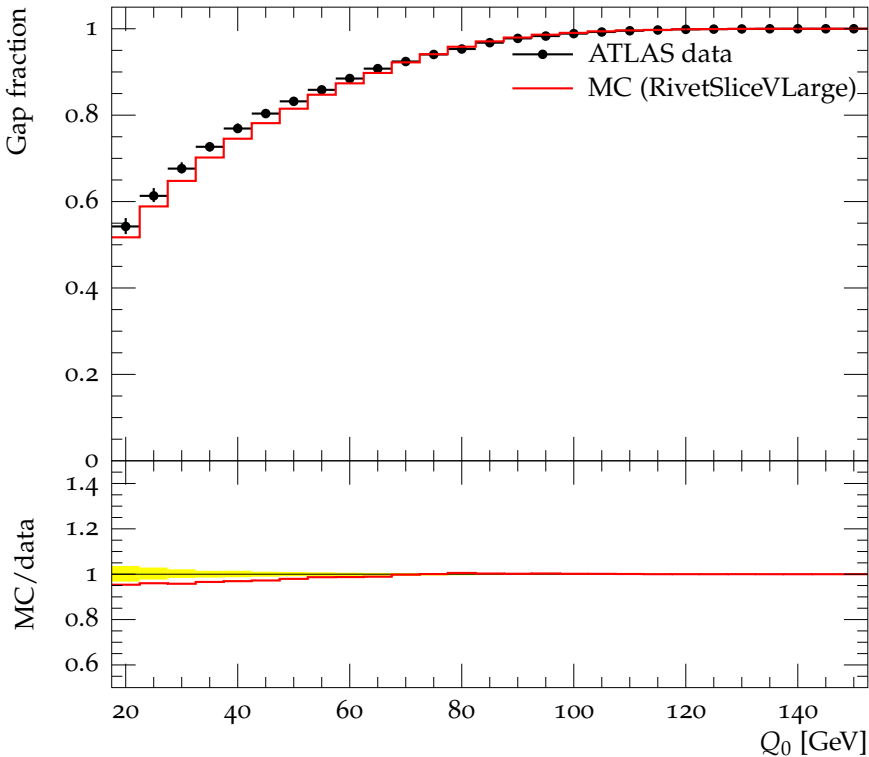
Gap fraction vs  $Q_0$  for  $70 < \overline{P}_T < 90$   $2 < |\Delta y| < 3$ , Leading Jet

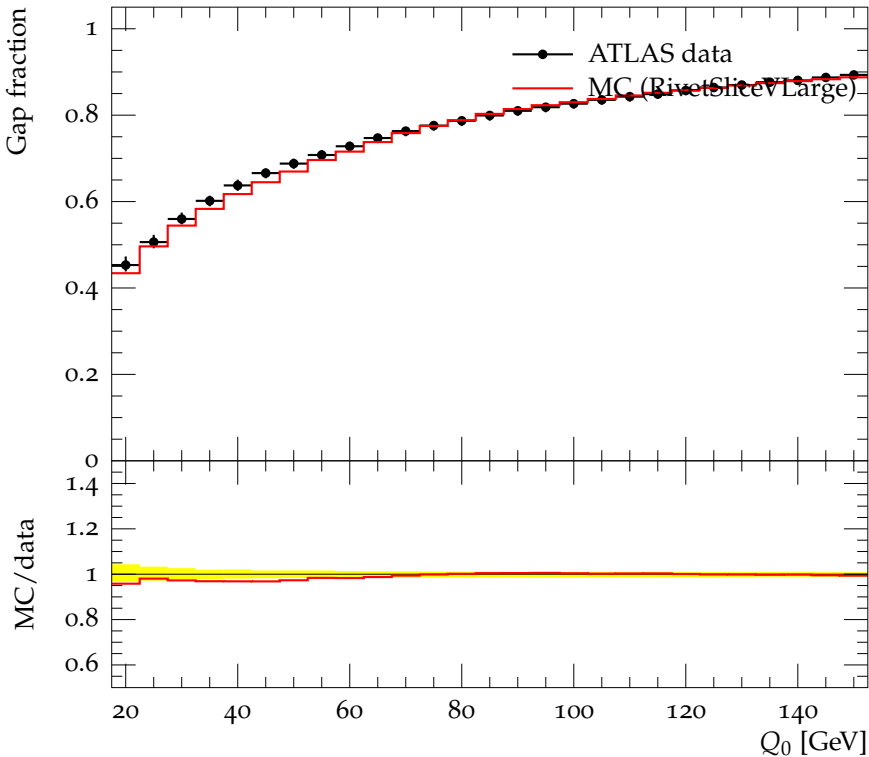
Gap fraction vs  $Q_0$  for  $70 < \overline{P}_T < 90$   $2 < |\Delta y| < 3$ , Fwd/Bwd

Gap fraction vs  $Q_0$  for  $70 < \overline{P}_T < 90$   $4 < |\Delta y| < 5$ , Leading Jet

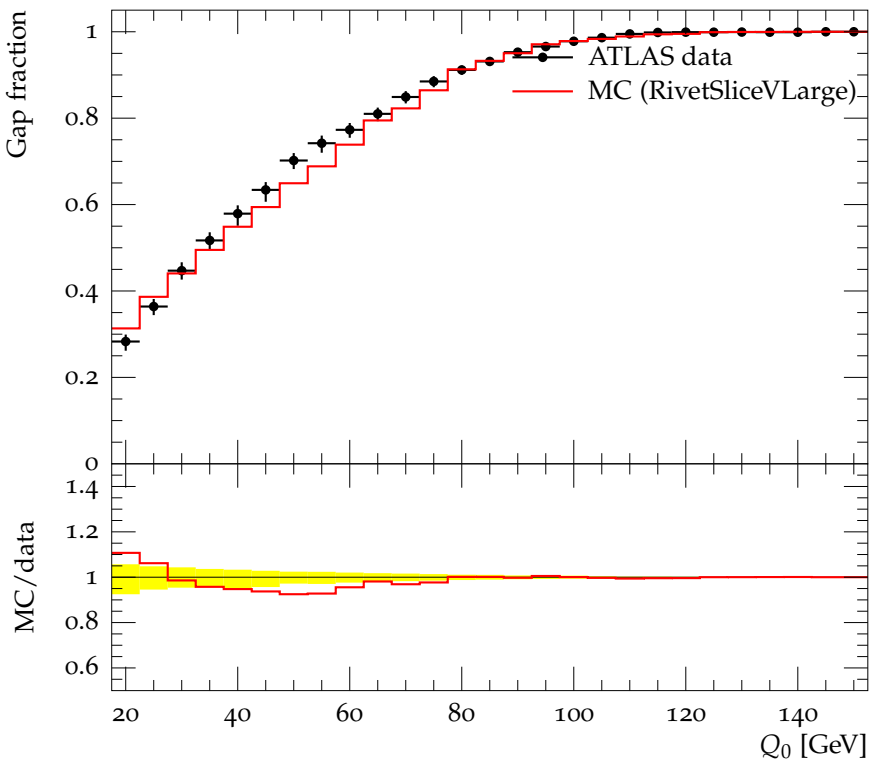


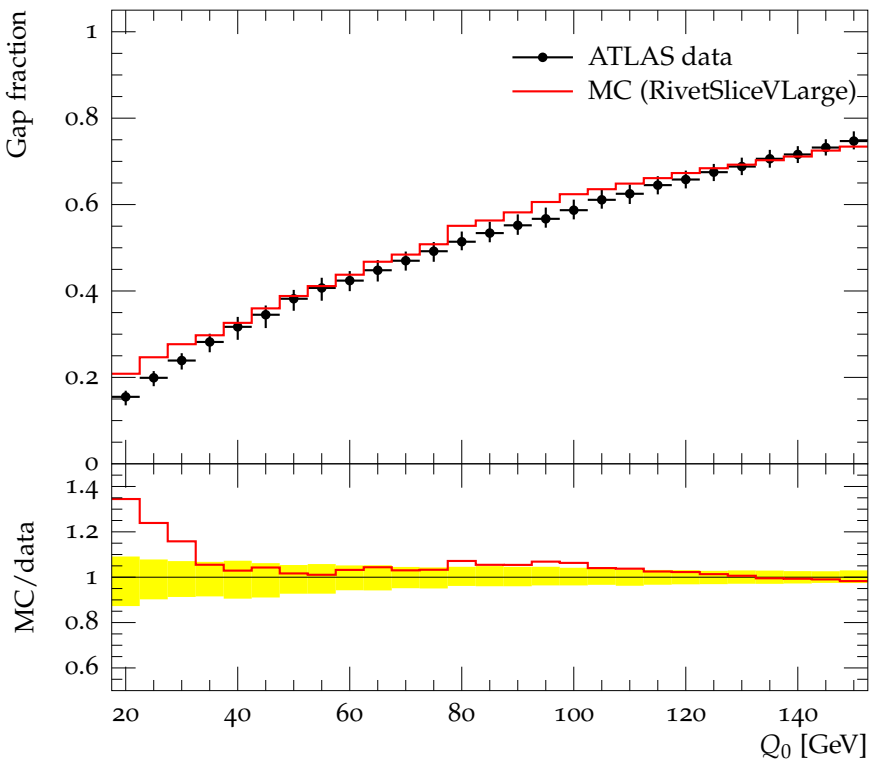
Gap fraction vs  $Q_0$  for  $70 < \overline{P}_T < 90$   $4 < |\Delta y| < 5$ , Fwd/Bwd

Gap fraction vs  $Q_0$  for  $120 < \overline{P}_T < 150$   $2 < |\Delta y| < 3$ , Leading Jet

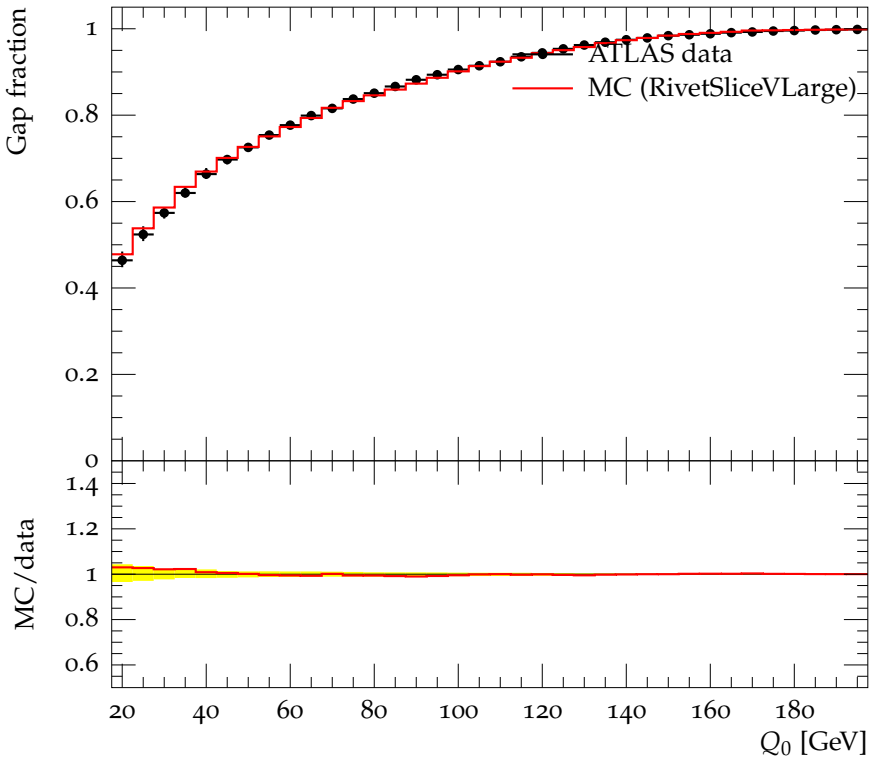
Gap fraction vs  $Q_0$  for  $120 < \overline{P}_T < 150$   $2 < |\Delta y| < 3$ , Fwd/Bwd

Gap fraction vs  $Q_0$  for  $120 < \overline{P}_T < 150$   $4 < |\Delta y| < 5$ , Leading Jet

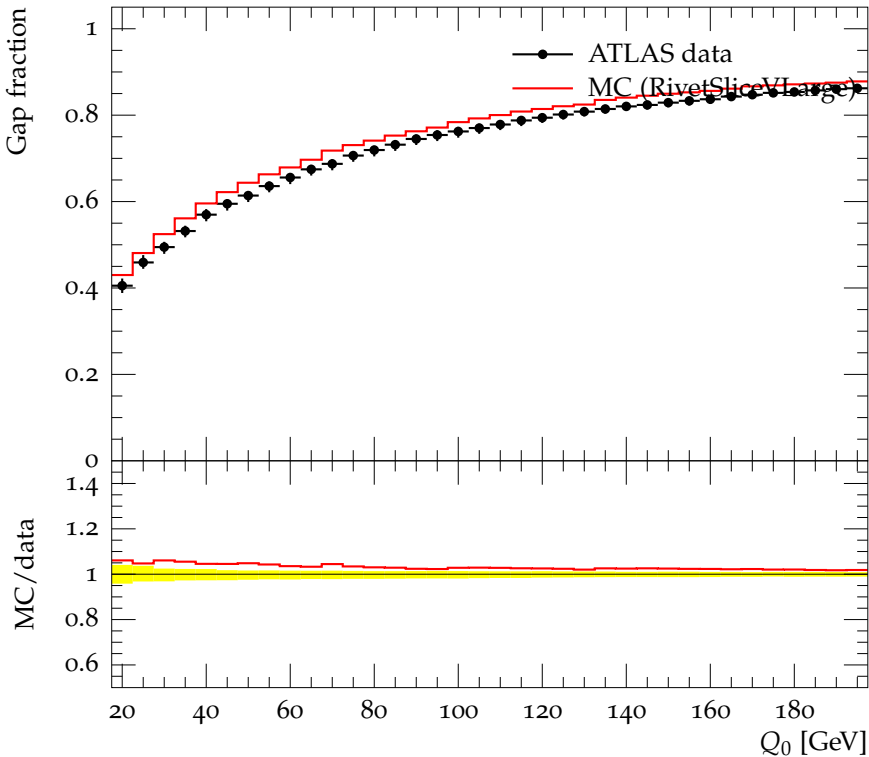


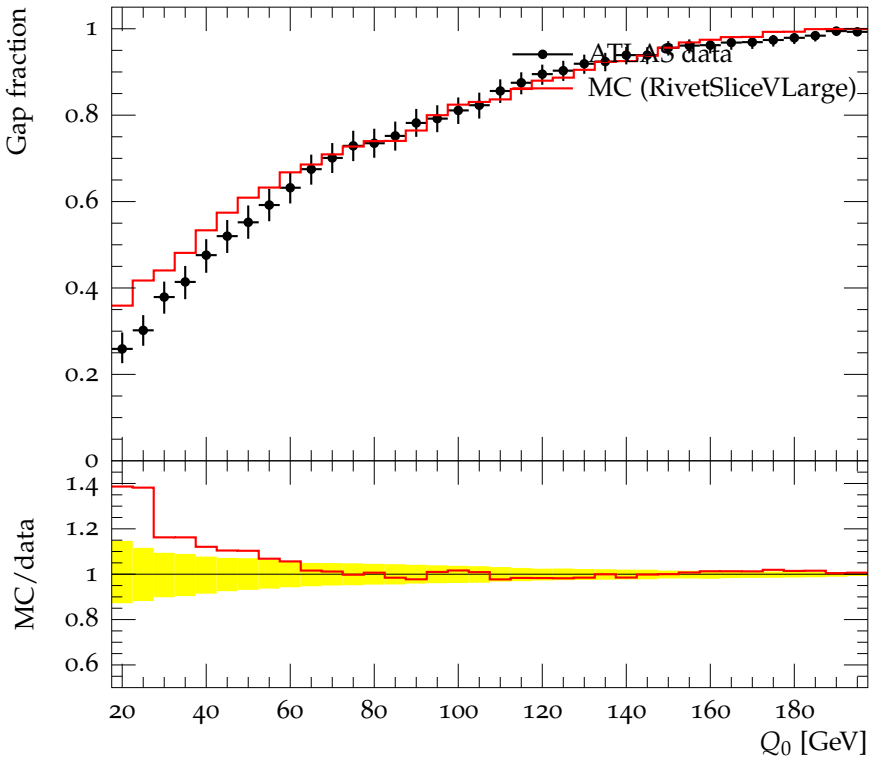
Gap fraction vs  $Q_0$  for  $120 < \overline{P}_T < 150$   $4 < |\Delta y| < 5$ , Fwd/Bwd



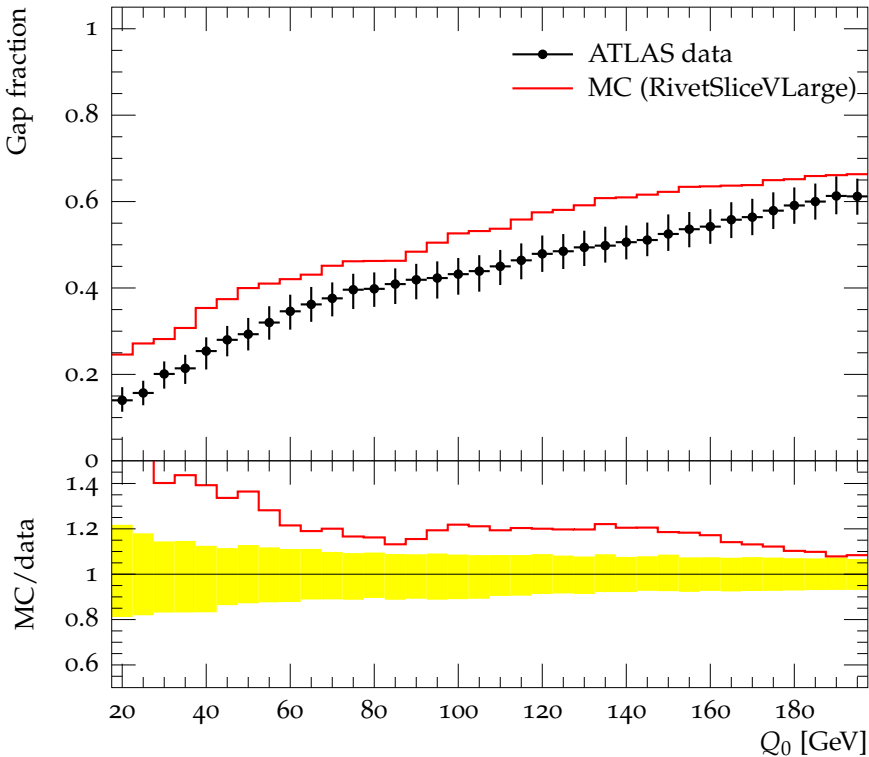
Gap fraction vs  $Q_0$  for  $210 < \overline{P}_T < 240$   $2 < |\Delta y| < 3$ , Leading Jet

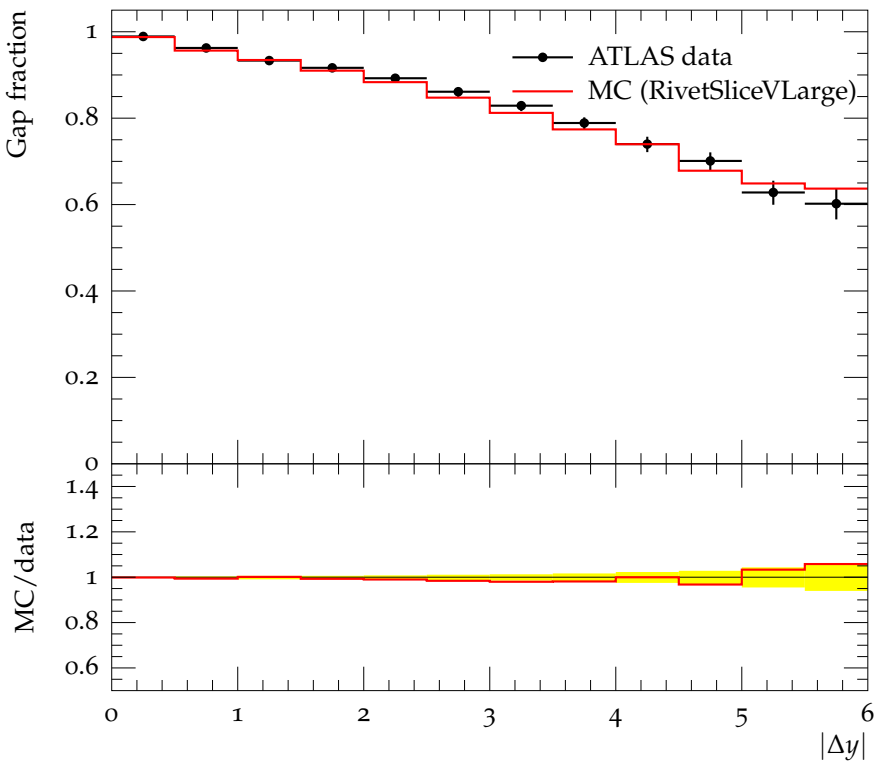
Gap fraction vs  $Q_0$  for  $210 < \overline{P}_T < 240$   $2 < |\Delta y| < 3$ , Fwd/Bwd

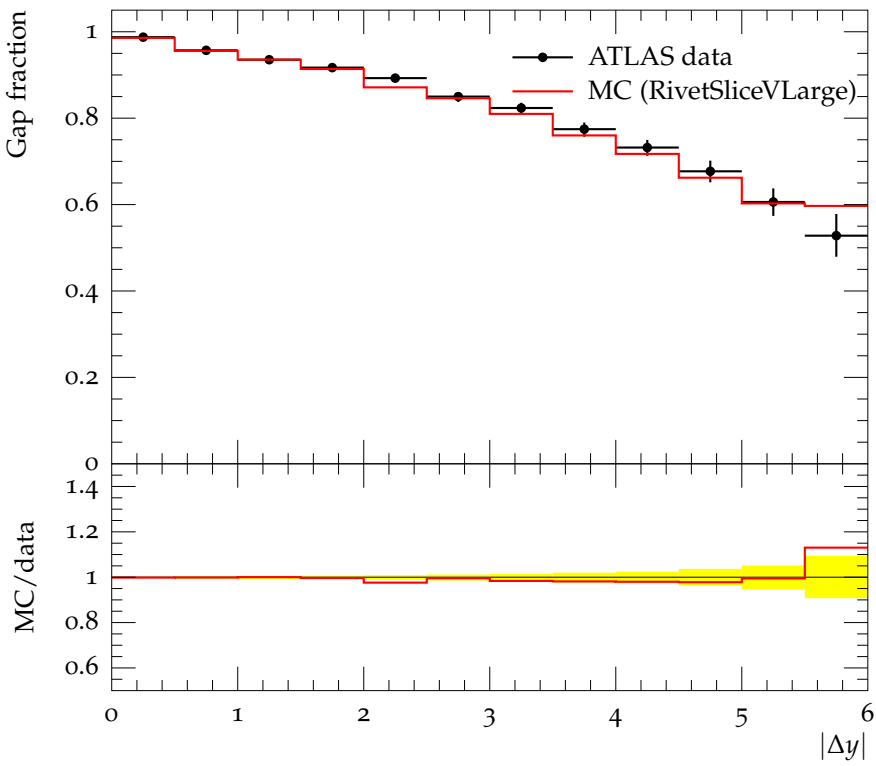


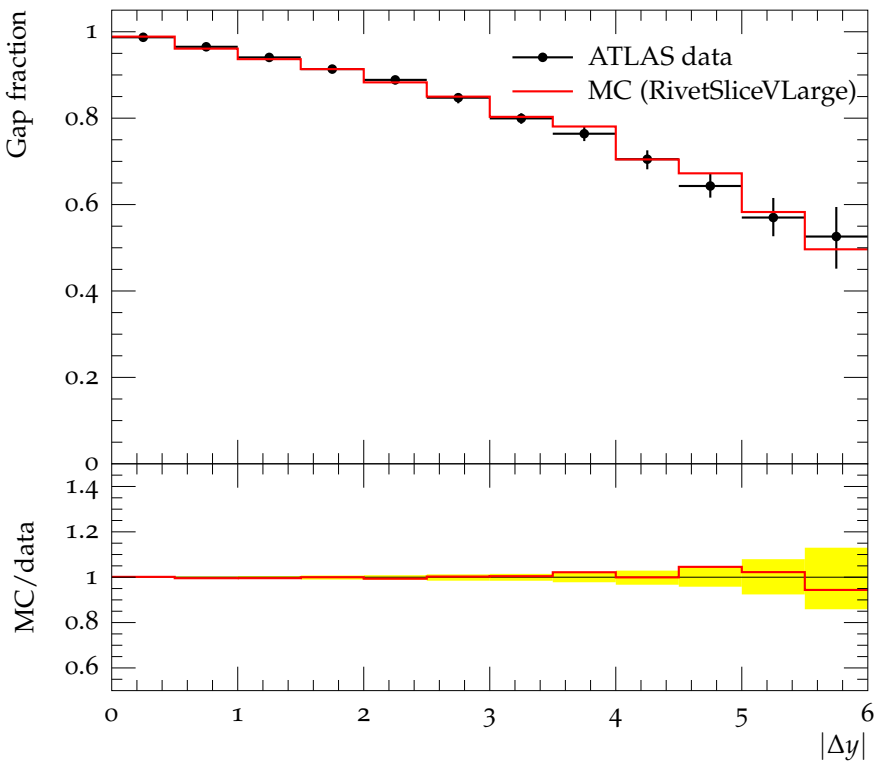
Gap fraction vs  $Q_0$  for  $210 < \overline{P_T} < 240$   $4 < |\Delta y| < 5$ , Leading Jet

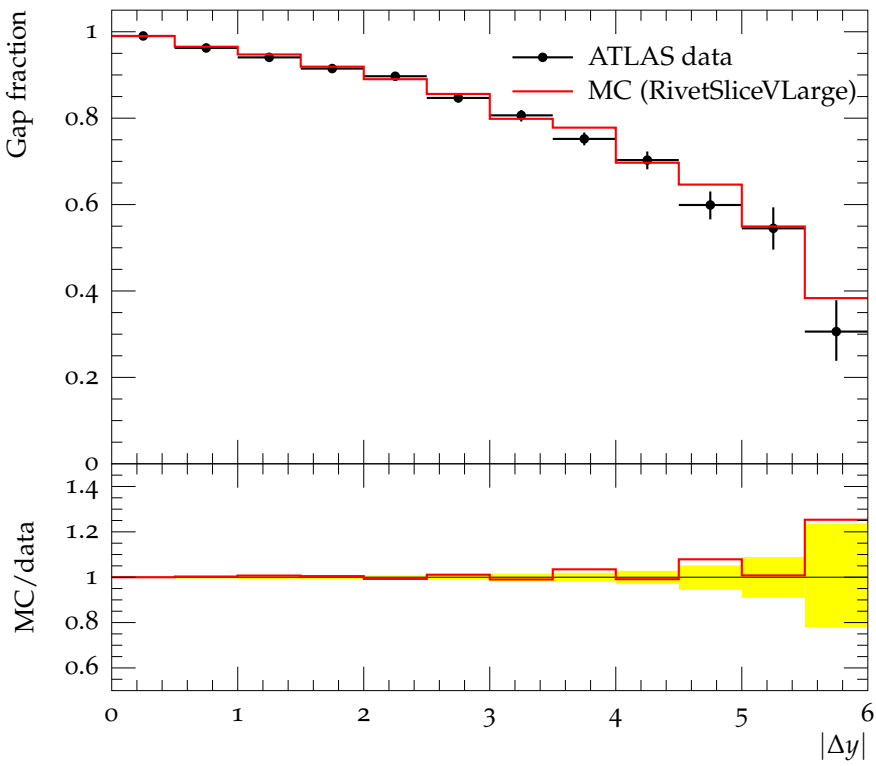
Gap fraction vs  $Q_0$  for  $210 < \overline{P}_T < 240$   $4 < |\Delta y| < 5$ , Fwd/Bwd



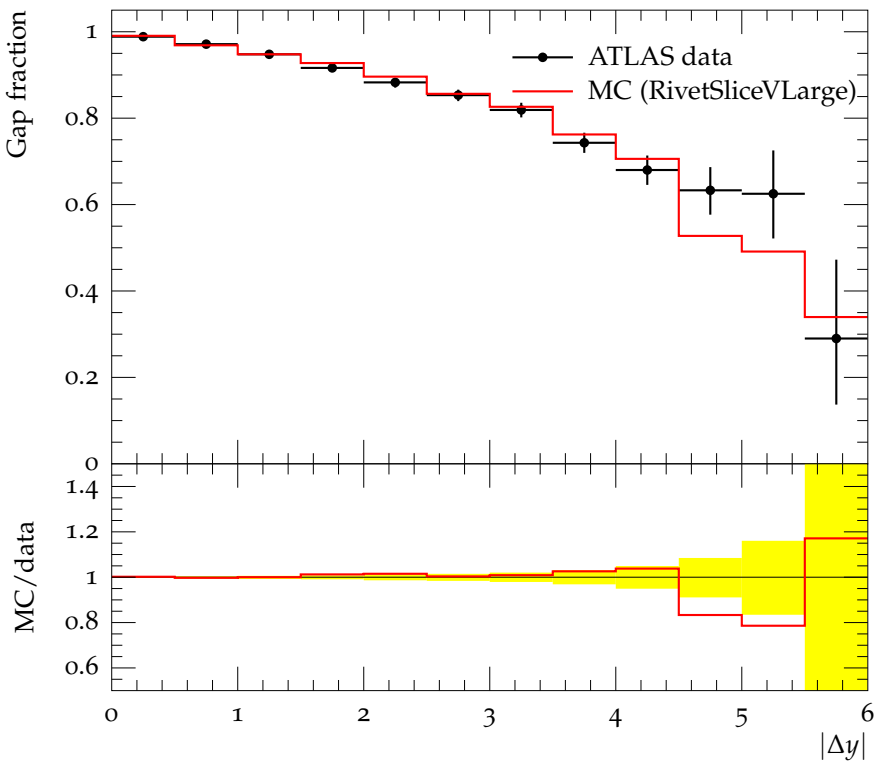
Gap fraction vs  $|\Delta y|$  for  $70 < \overline{P}_T < 90$ , Fwd/Bwd  $Q_0 = \overline{P}_T$ 

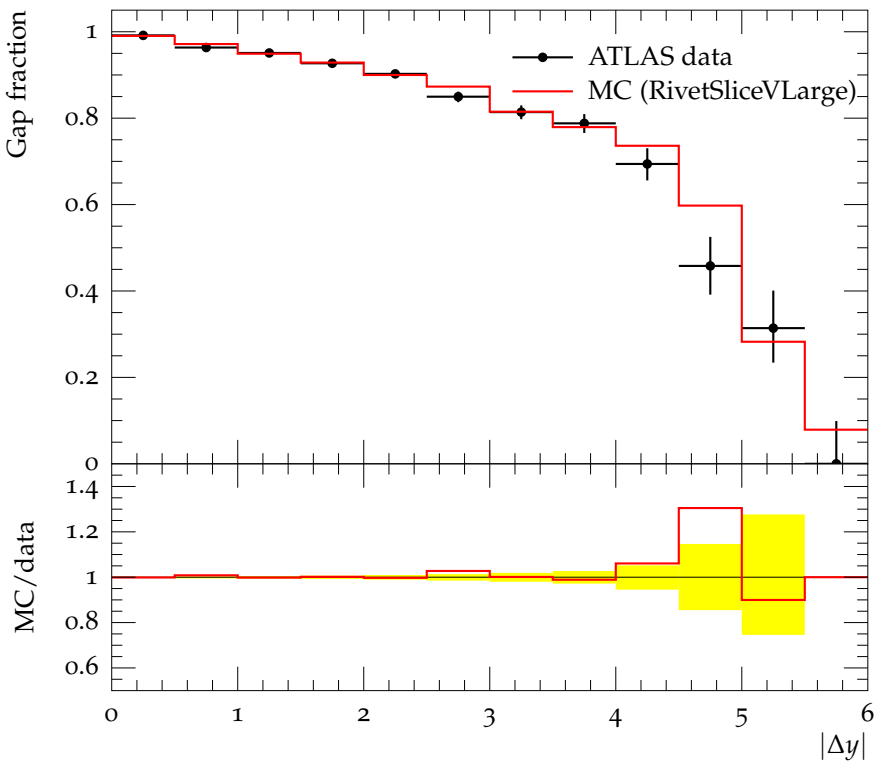
Gap fraction vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Fwd/Bwd  $Q_0 = \overline{P}_T$ 

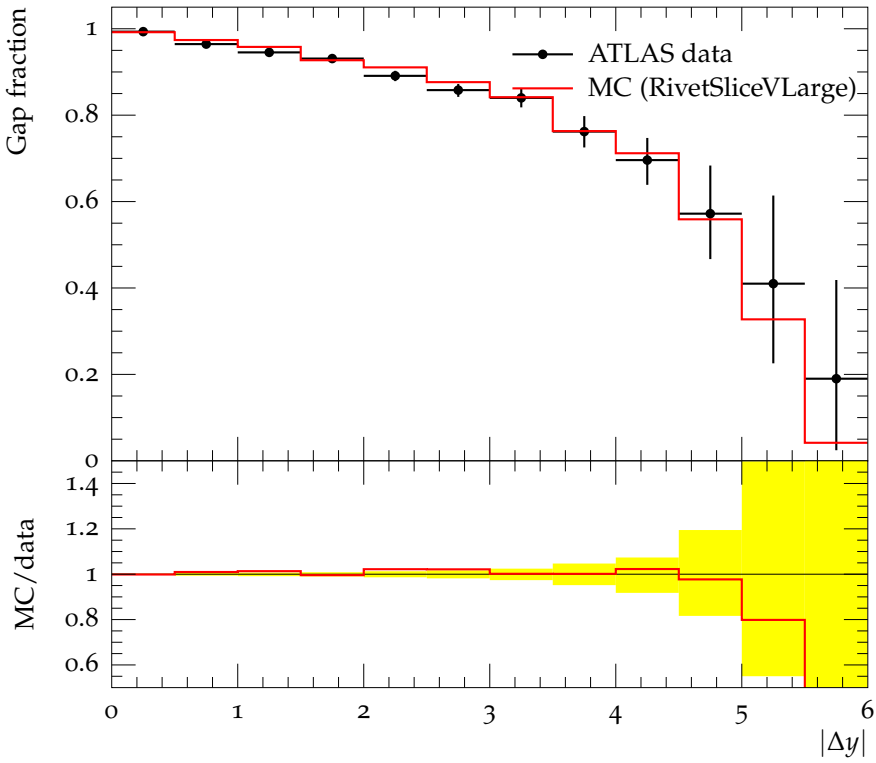
Gap fraction vs  $|\Delta y|$  for  $120 < \overline{P_T} < 150$ , Fwd/Bwd  $Q_0 = \overline{P_T}$ 

Gap fraction vs  $|\Delta y|$  for  $150 < \overline{P_T} < 180$ , Fwd/Bwd  $Q_0 = \overline{P_T}$ 

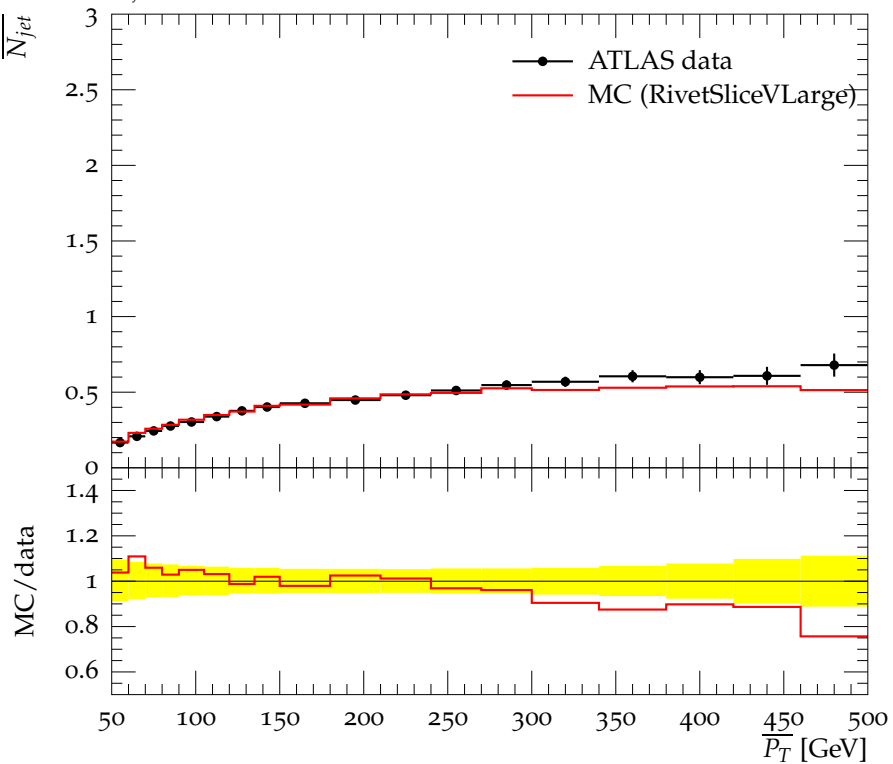


Gap fraction vs  $|\Delta y|$  for  $180 < \overline{P}_T < 210$ , Fwd/Bwd  $Q_0 = \overline{P}_T$ 

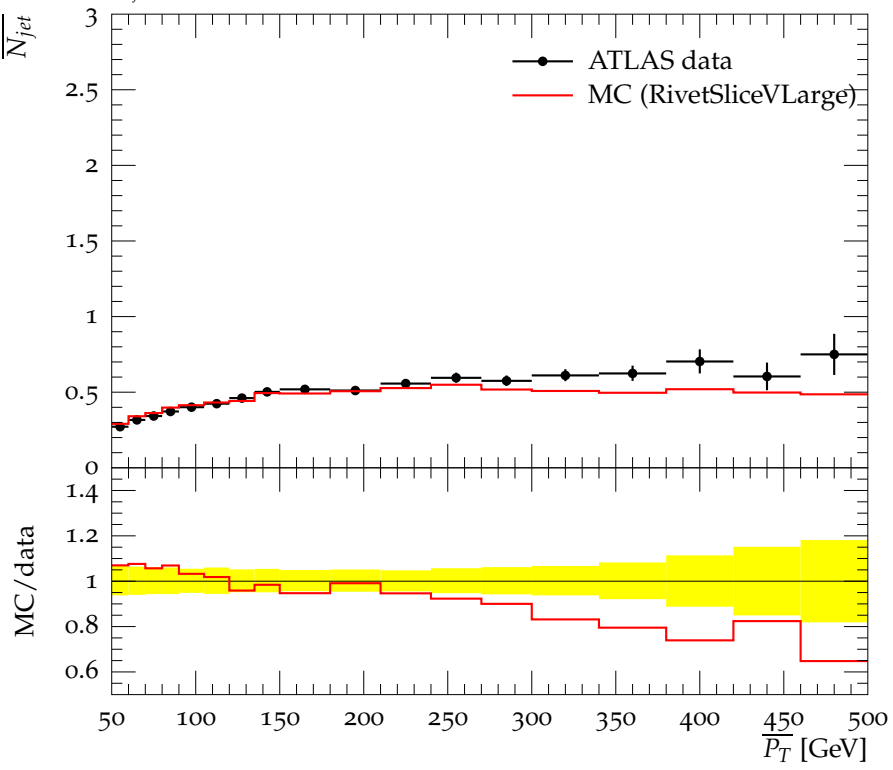
Gap fraction vs  $|\Delta y|$  for  $210 < \overline{P_T} < 240$ , Fwd/Bwd  $Q_0 = \overline{P_T}$ 

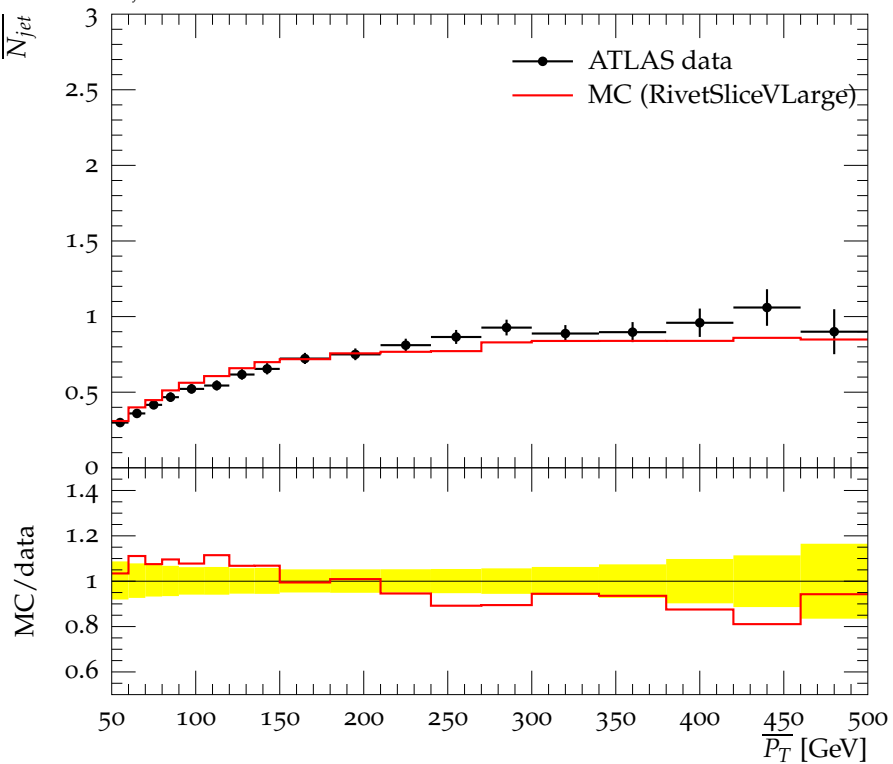
Gap fraction vs  $|\Delta y|$  for  $240 < \overline{P_T} < 270$ , Fwd/Bwd  $Q_0 = \overline{P_T}$ 

$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $1 < |\Delta y| < 2$ , Leading Jet

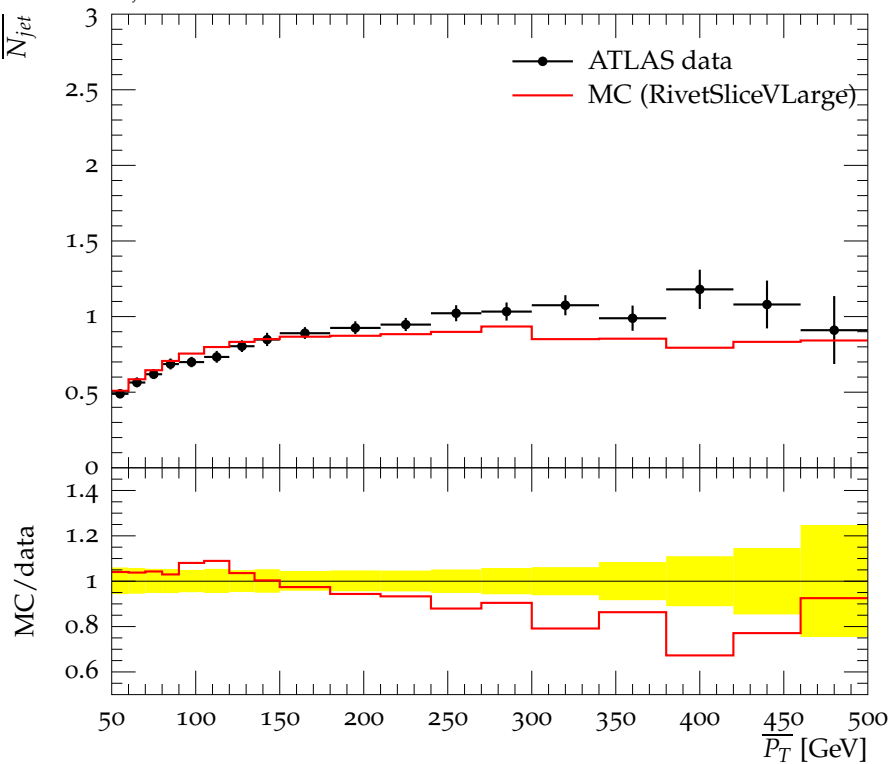


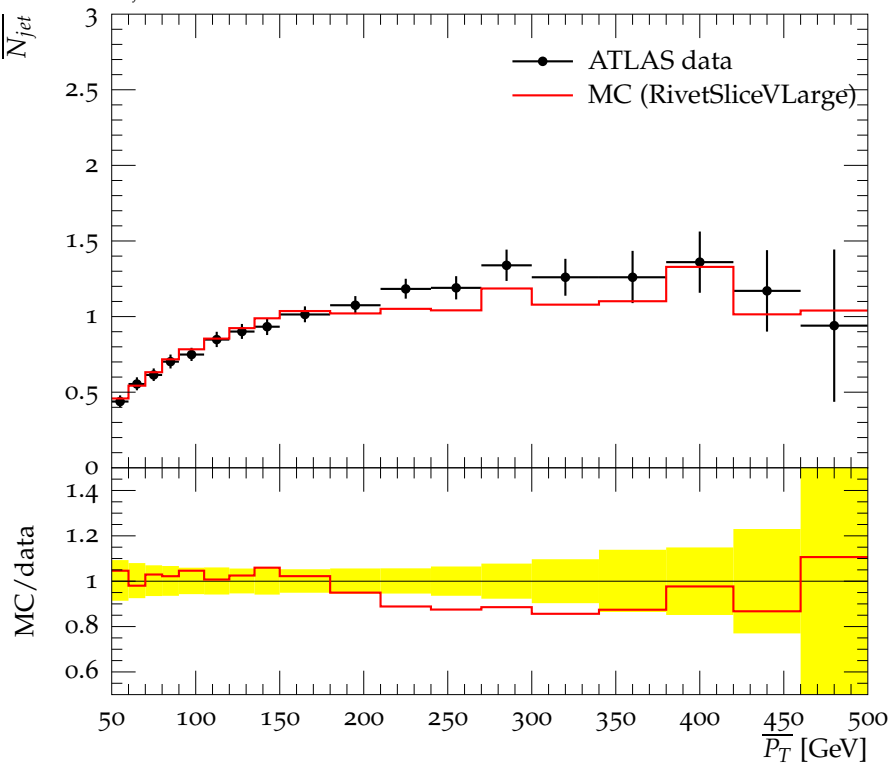
$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $1 < |\Delta y| < 2$ , Fwd/Bwd



$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $2 < |\Delta y| < 3$ , Leading Jet

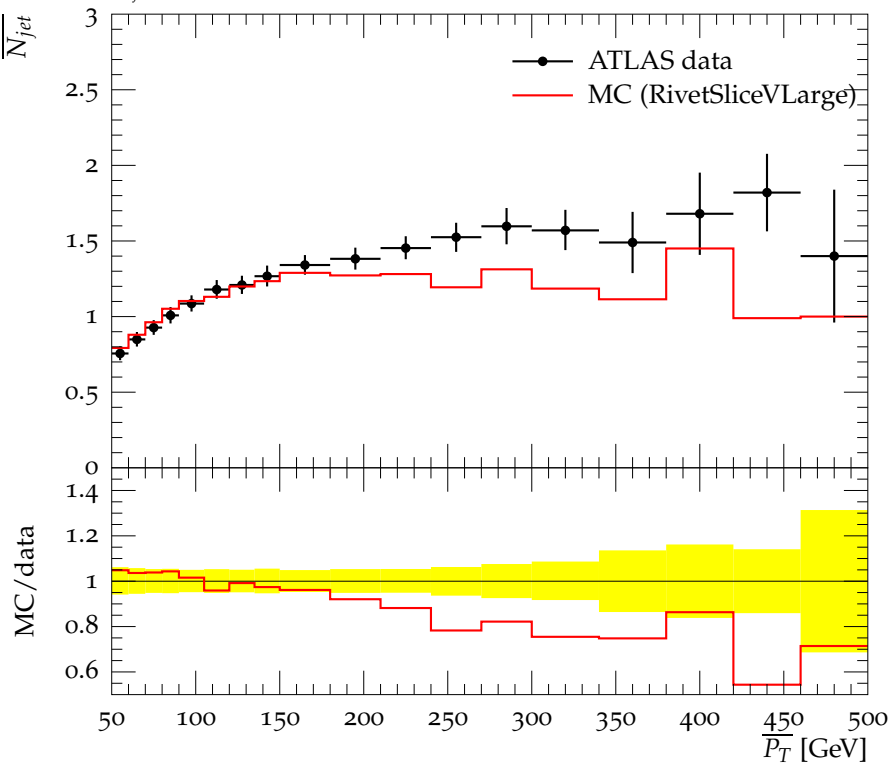
$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $2 < |\Delta y| < 3$ , Fwd/Bwd

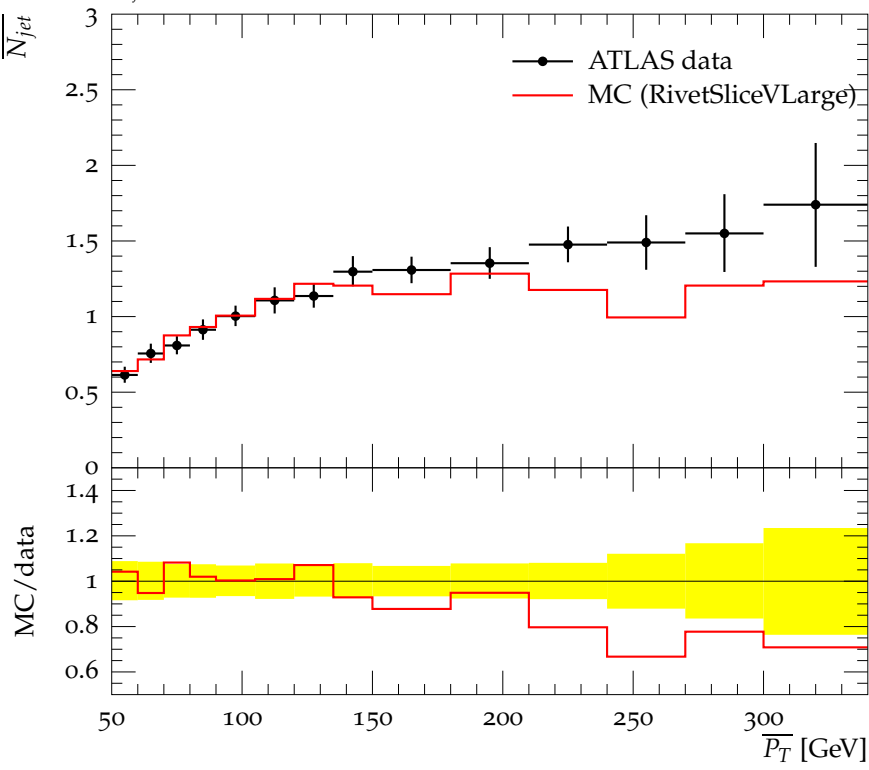


$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $3 < |\Delta y| < 4$ , Leading Jet

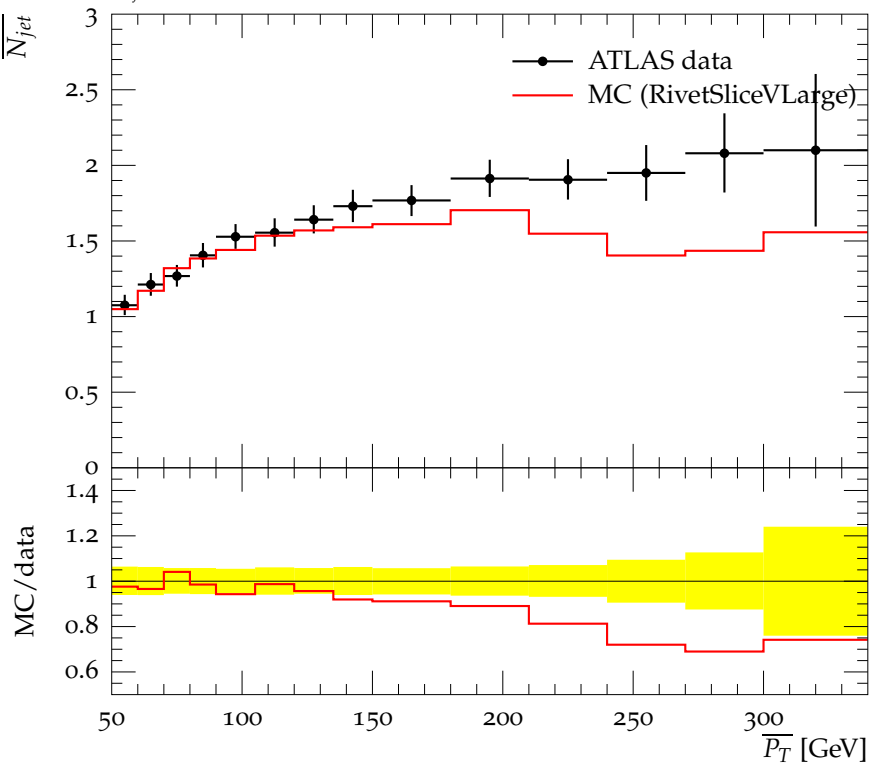


$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $3 < |\Delta y| < 4$ , Fwd/Bwd

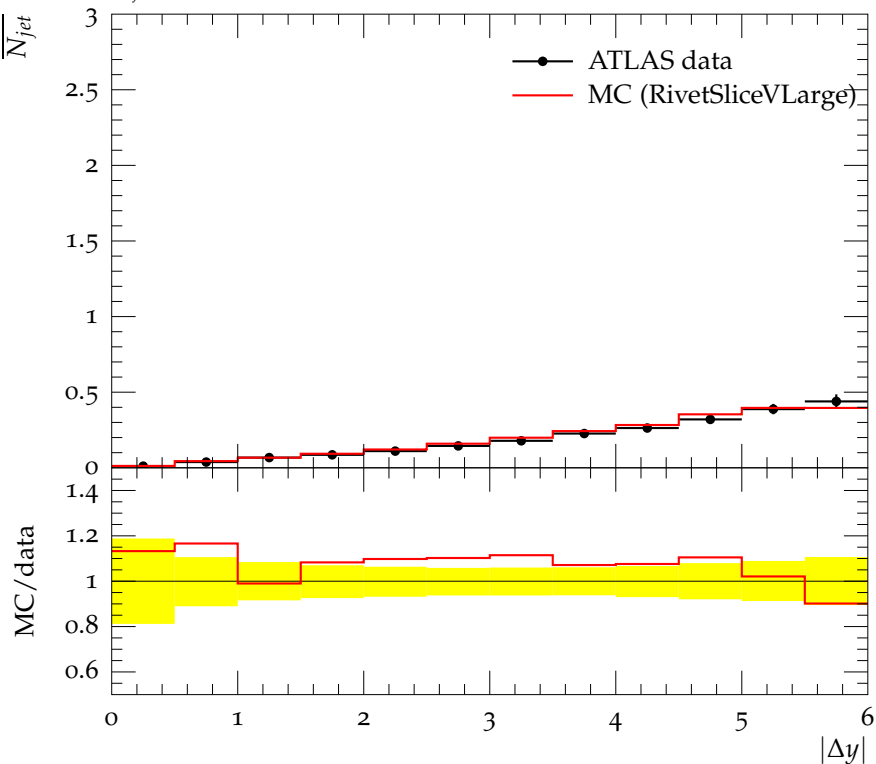


$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $4 < |\Delta y| < 5$ , Leading Jet

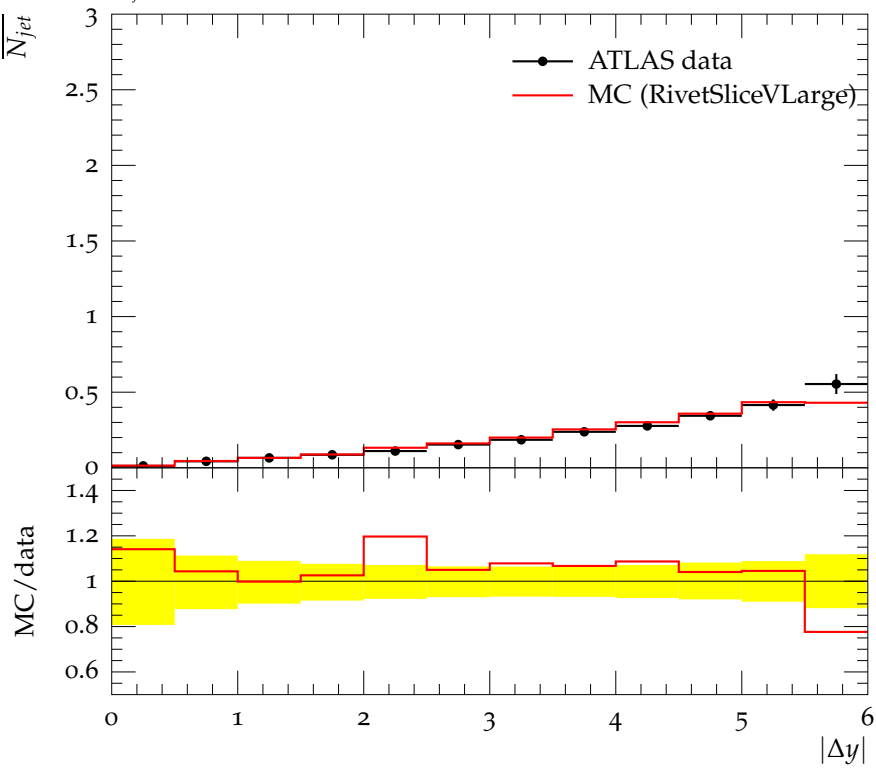
$\overline{N}_{jet}$  vs  $\overline{P}_T$  for  $4 < |\Delta y| < 5$ , Fwd/Bwd



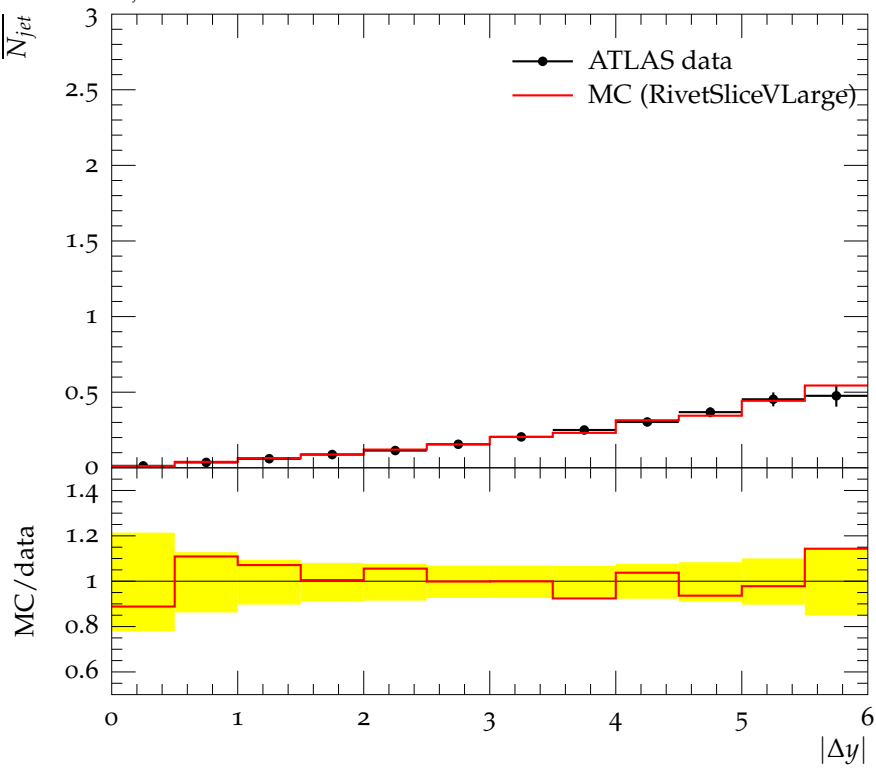
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $70 < \overline{P}_T < 90$ , Fwd/Bwd  $Q_0 = \overline{P}_T$



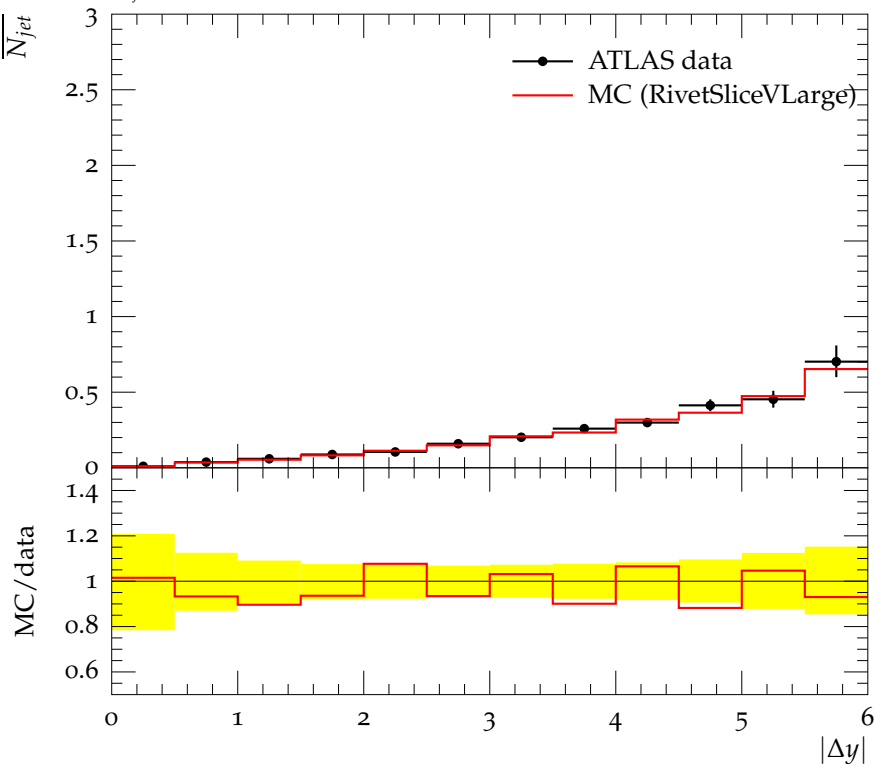
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Fwd/Bwd  $Q_0 = \overline{P}_T$



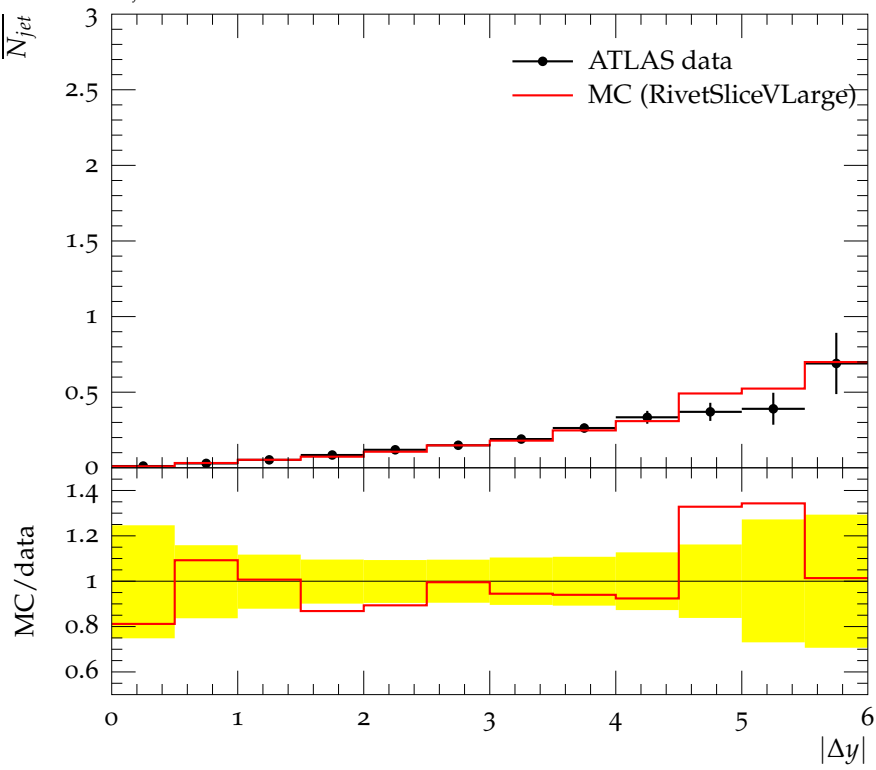
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $120 < \overline{P}_T < 150$ , Fwd/Bwd  $Q_0 = \overline{P}_T$



$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $150 < \overline{P}_T < 180$ , Fwd/Bwd  $Q_0 = \overline{P}_T$

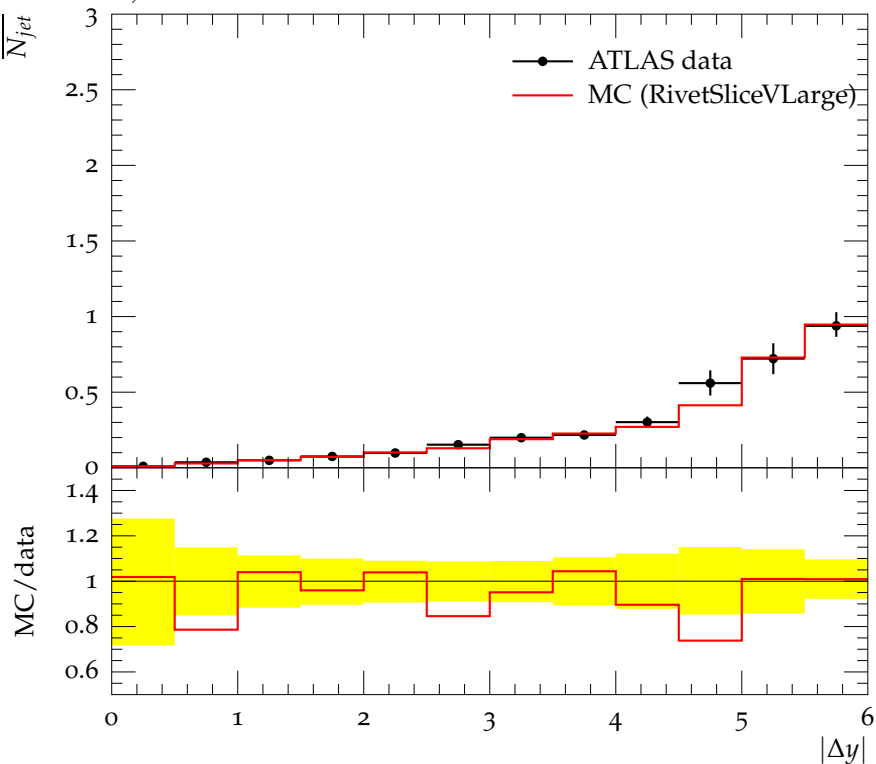


$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $180 < \overline{P}_T < 210$ , Fwd/Bwd  $Q_0 = \overline{P}_T$

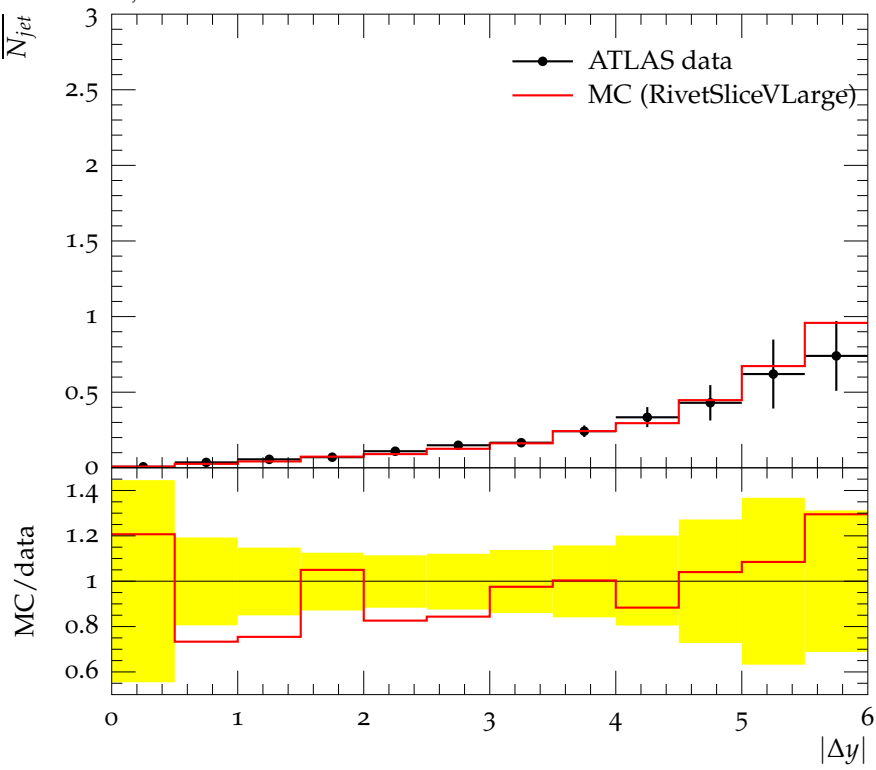




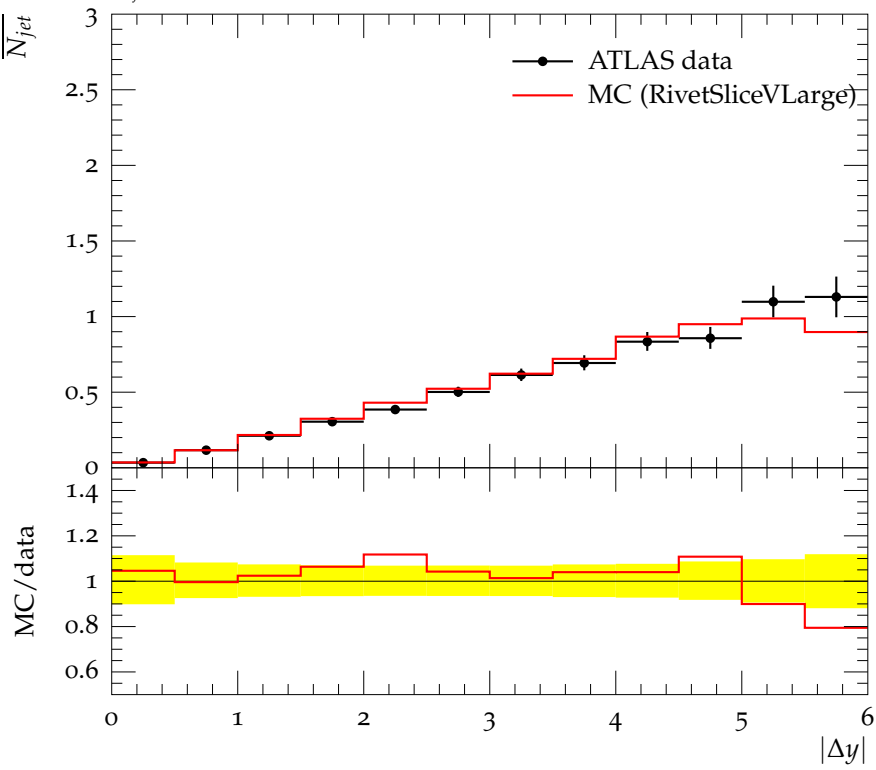
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $210 < \overline{P}_T < 240$ , Fwd/Bwd  $Q_0 = \overline{P}_T$



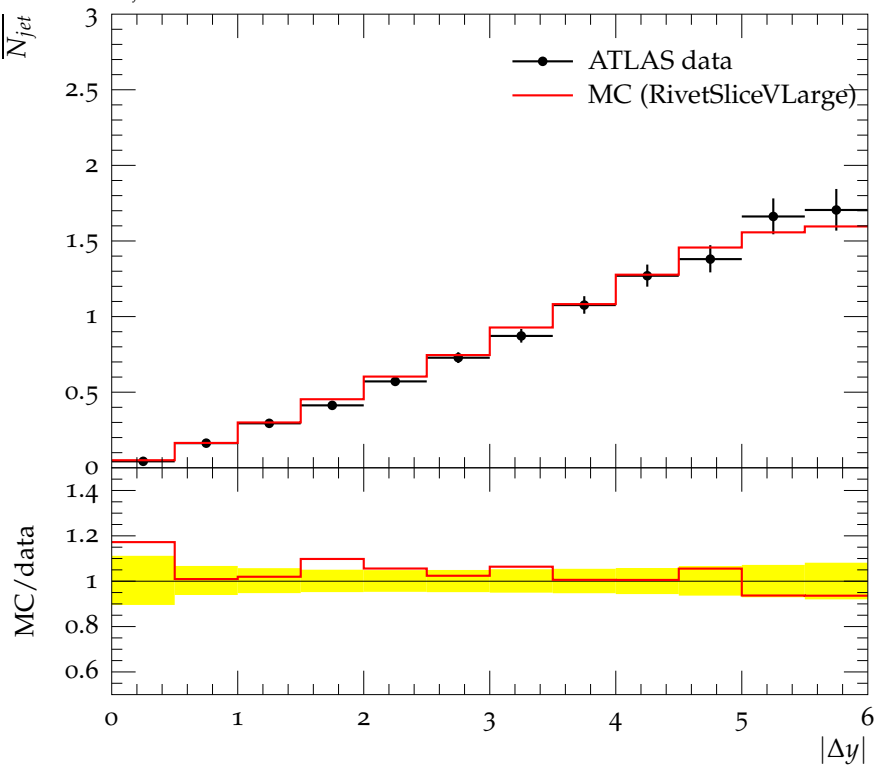
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $240 < \overline{P}_T < 270$ , Fwd/Bwd  $Q_0 = \overline{P}_T$



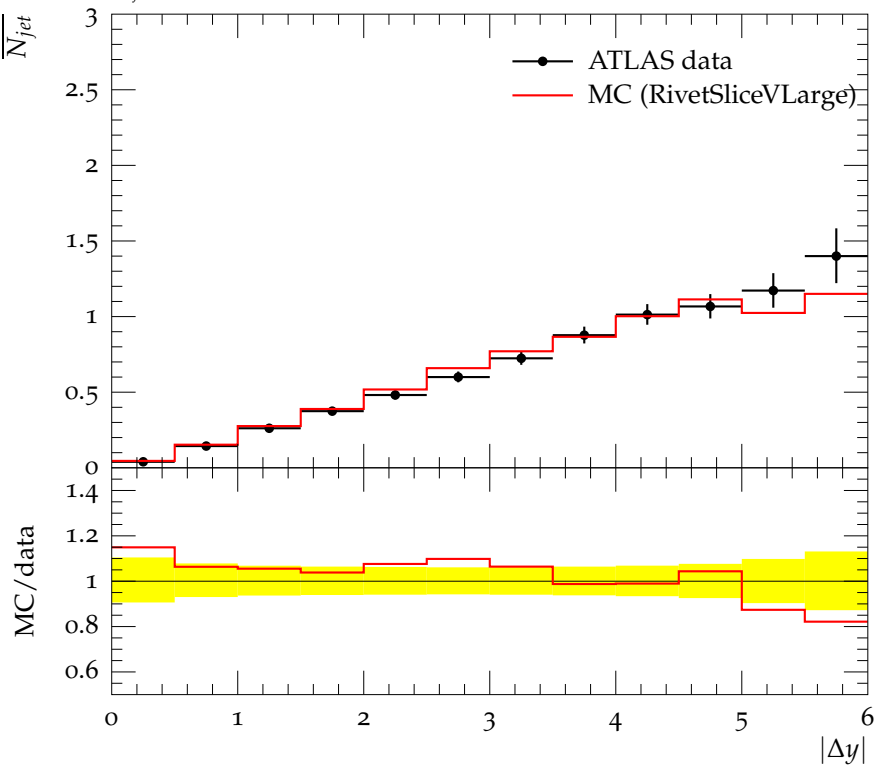
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $70 < \overline{P}_T < 90$ , Leading Jet



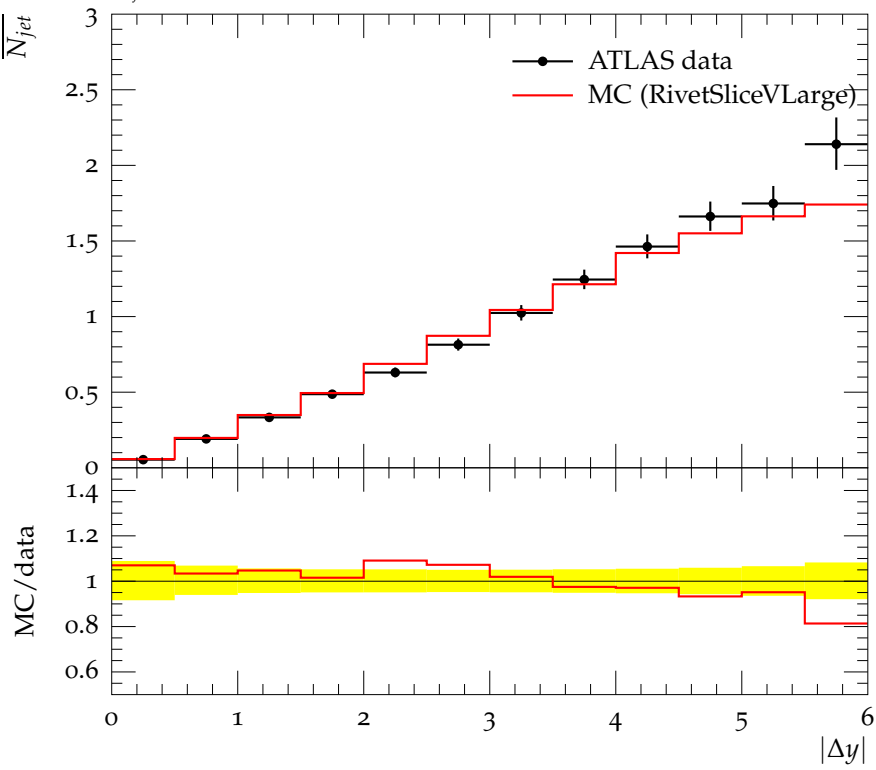
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $70 < \overline{P}_T < 90$ , Fwd/Bwd

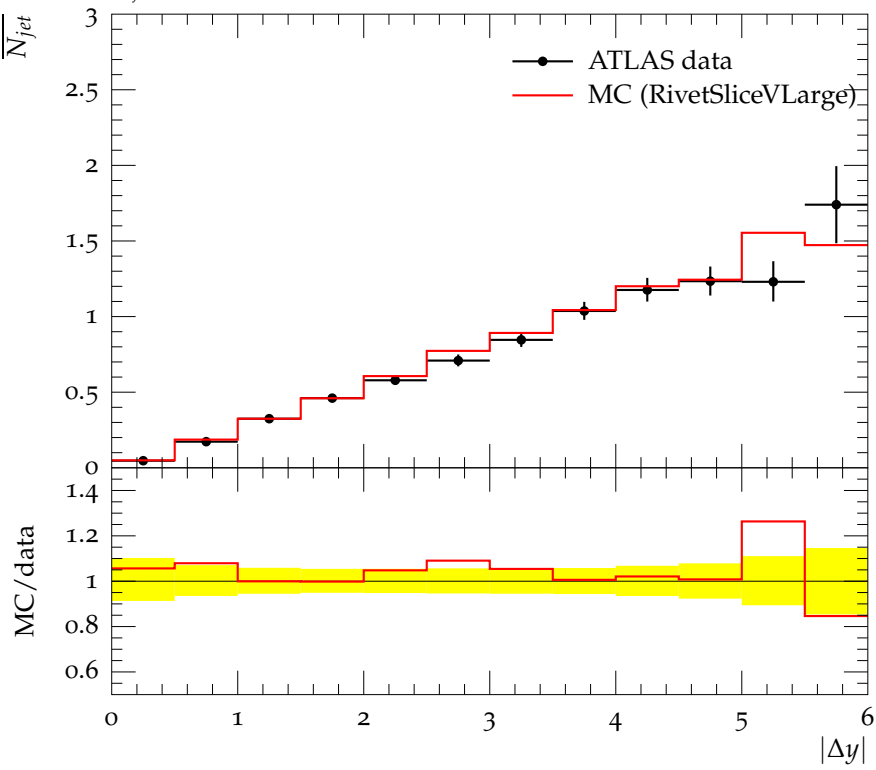


$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Leading Jet

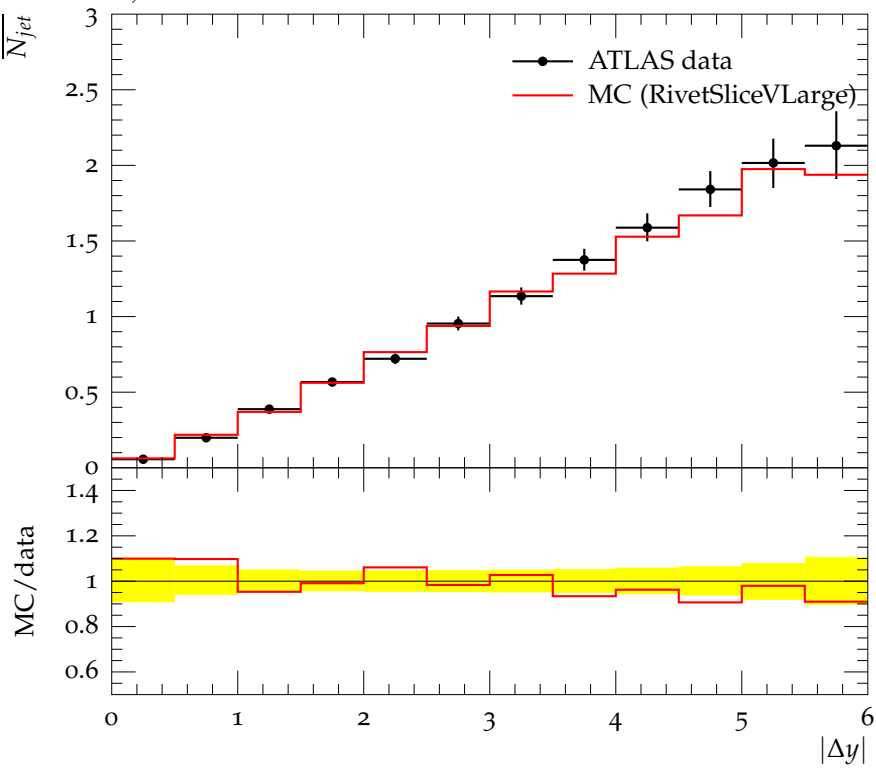


$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $90 < \overline{P}_T < 120$ , Fwd/Bwd

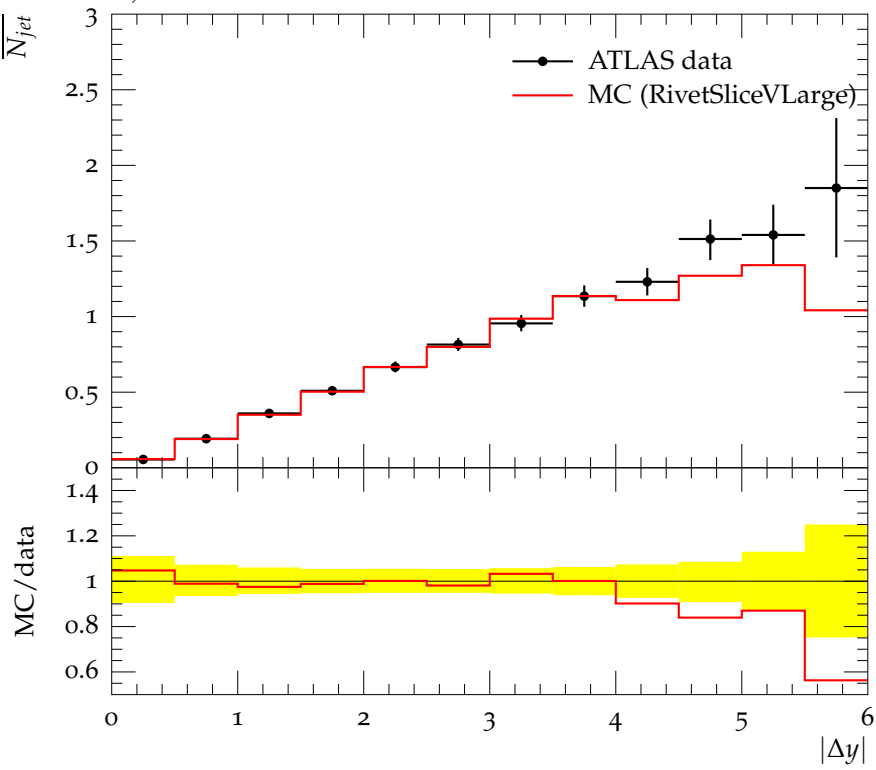


$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $120 < \overline{P}_T < 150$ , Leading Jet

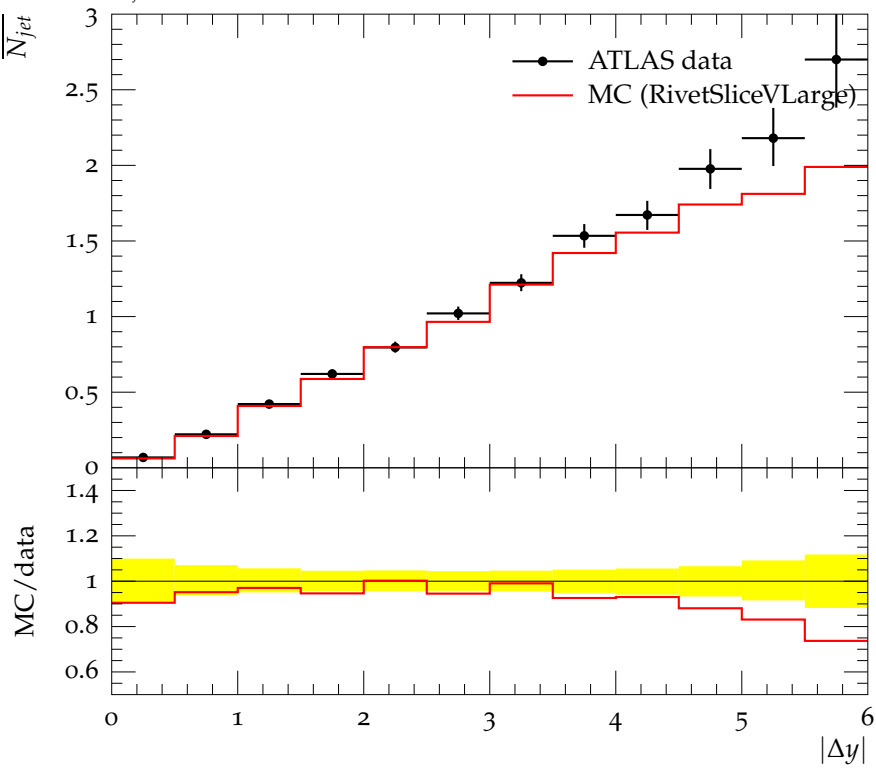
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $120 < \overline{P}_T < 150$ , Fwd/Bwd

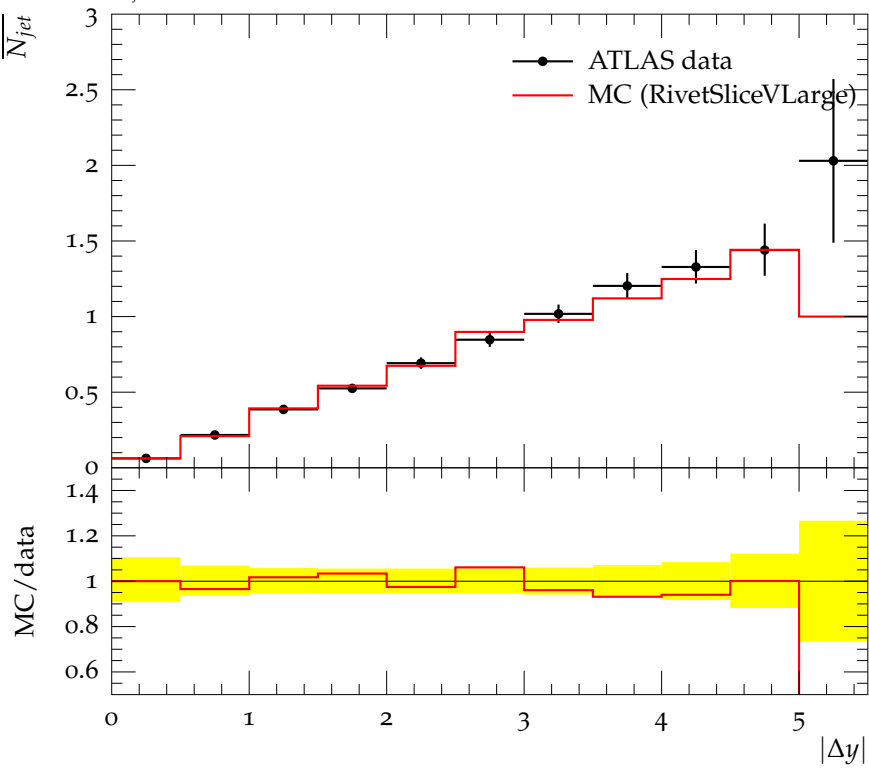




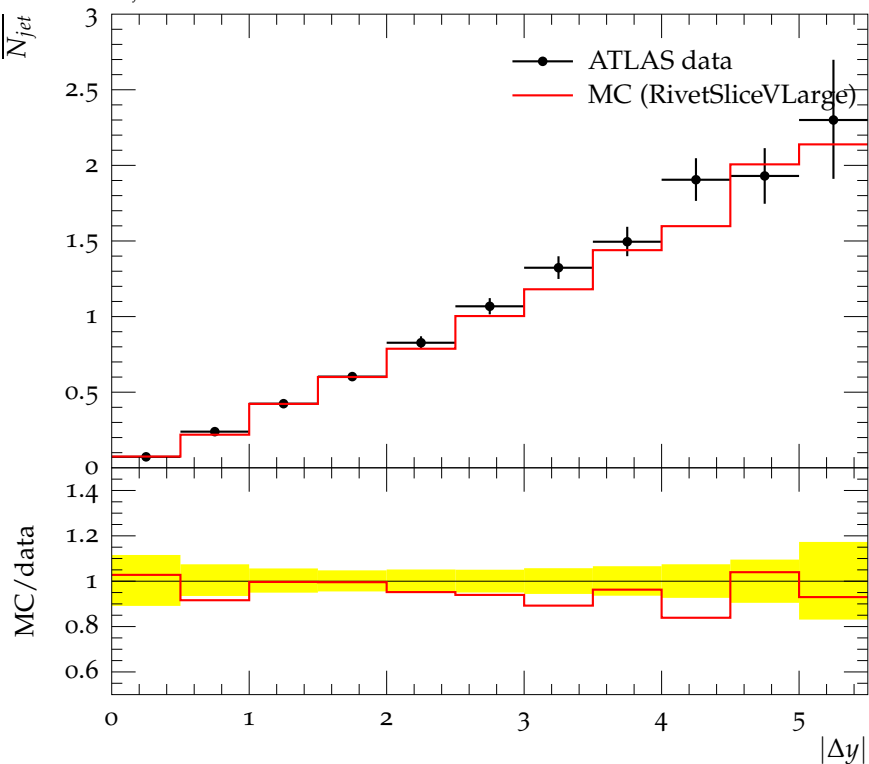
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $150 < \overline{P}_T < 180$ , Leading Jet

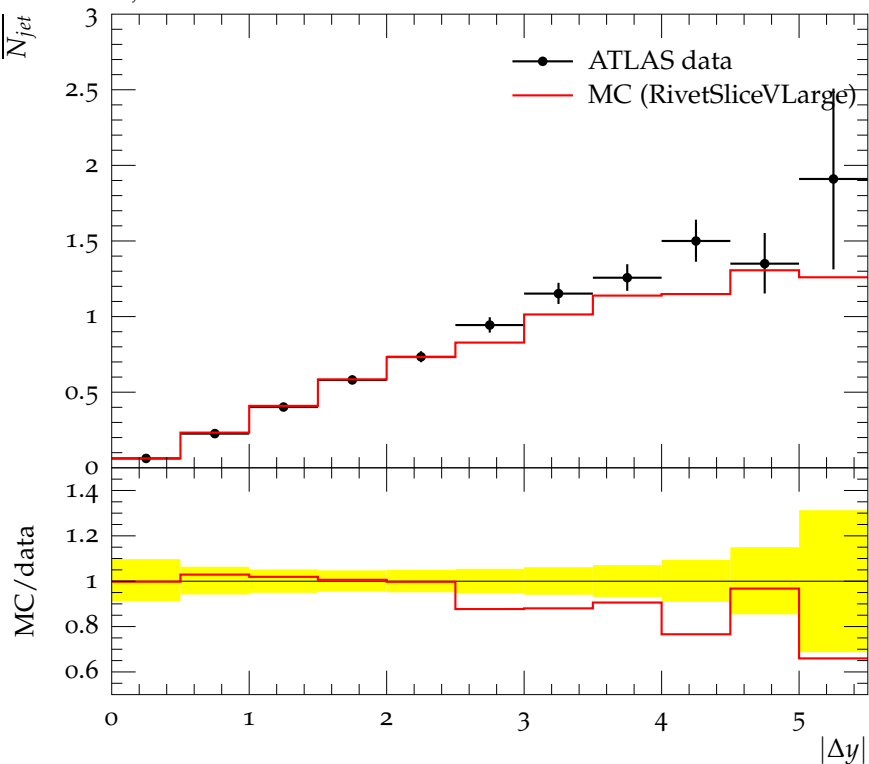
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $150 < \overline{P}_T < 180$ , Fwd/Bwd



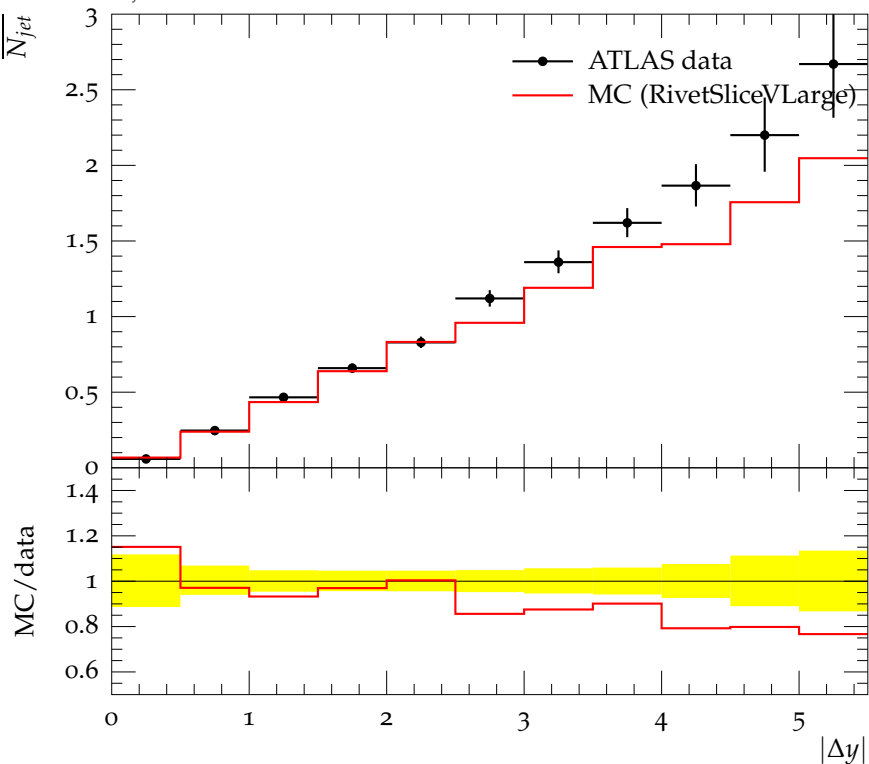
$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $180 < \overline{P}_T < 210$ , Leading Jet

$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $180 < \overline{P}_T < 210$ , Fwd/Bwd

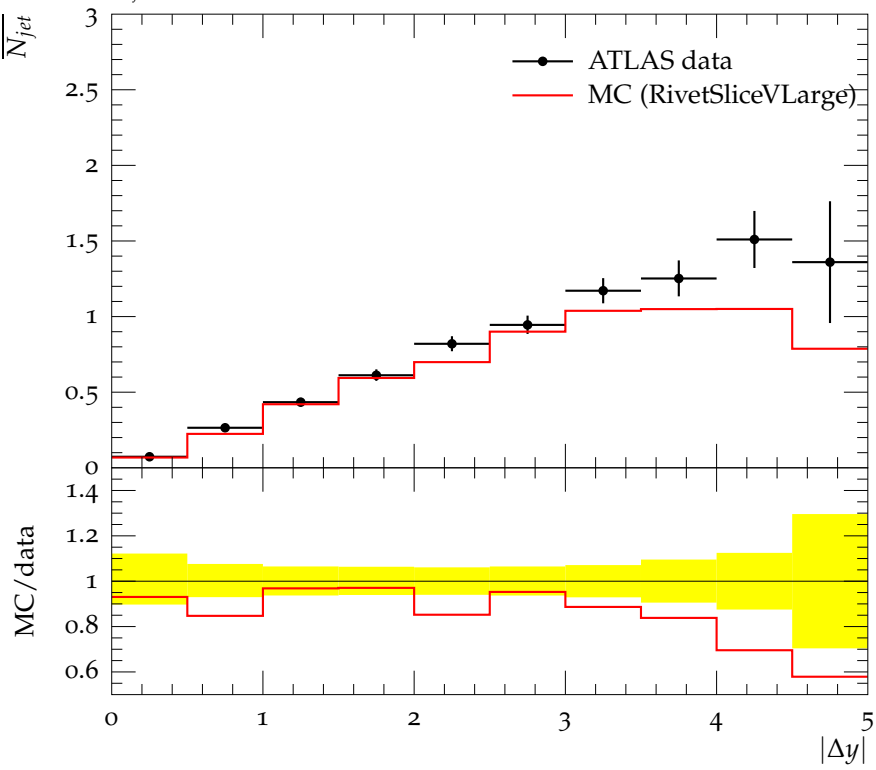


$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $210 < \overline{P}_T < 240$ , Leading Jet

$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $210 < \overline{P}_T < 240$ , Fwd/Bwd



$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $240 < \overline{P}_T < 270$ , Leading Jet



$\overline{N}_{jet}$  vs  $|\Delta y|$  for  $240 < \overline{P}_T < 270$ , Fwd/Bwd

