

Fig.1

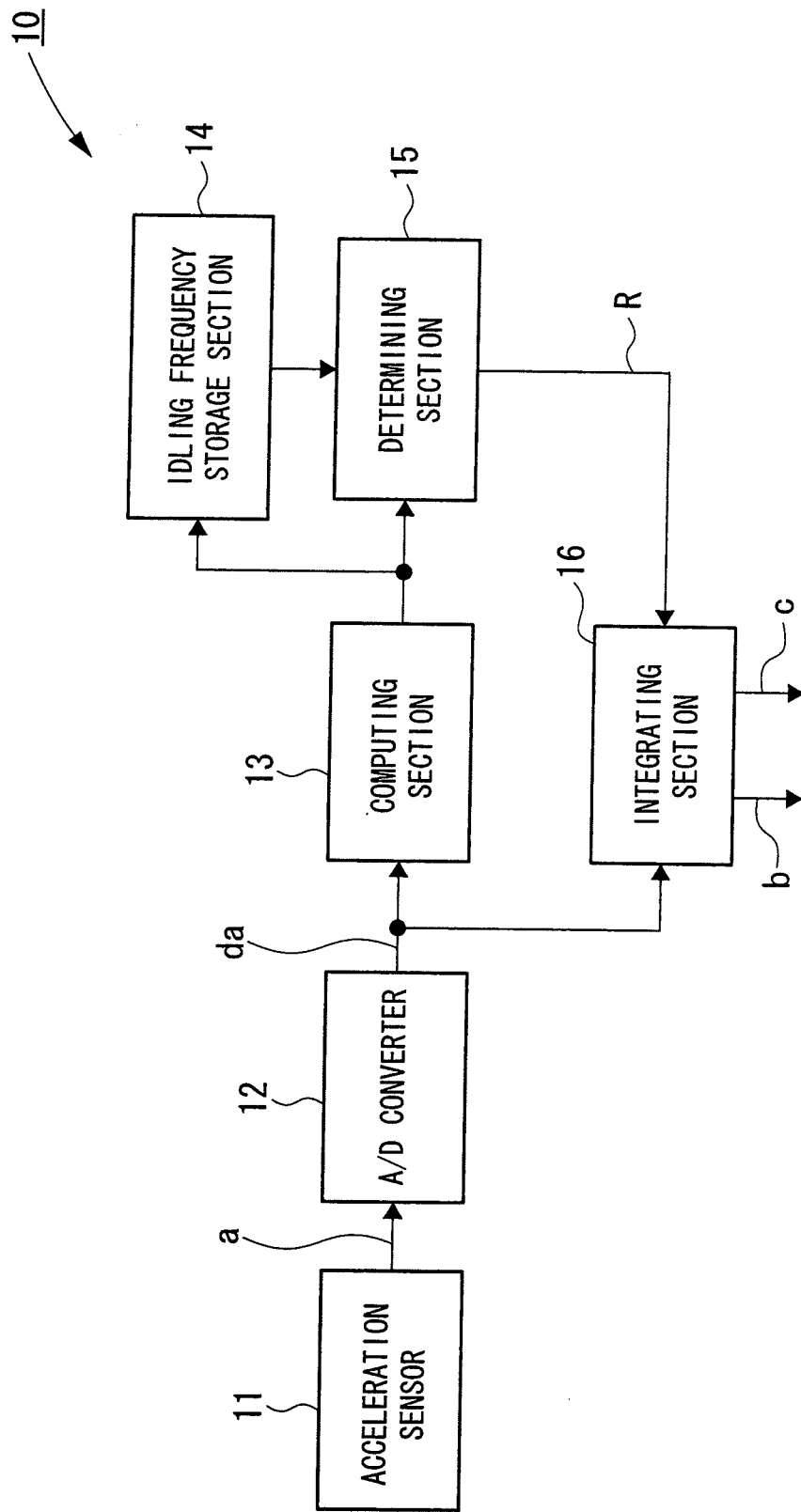


Fig.2(a)

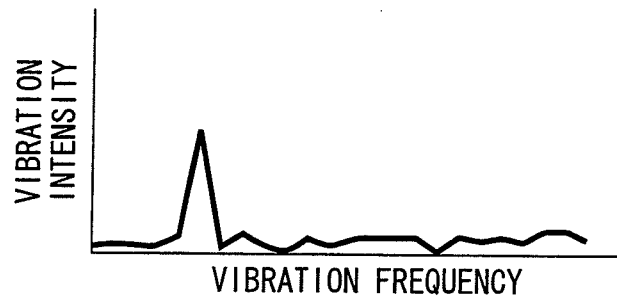


Fig.2(b)

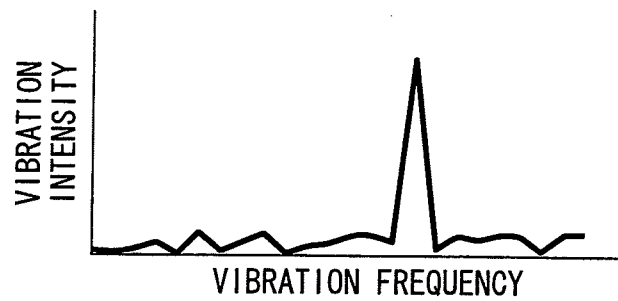


Fig.3(a)

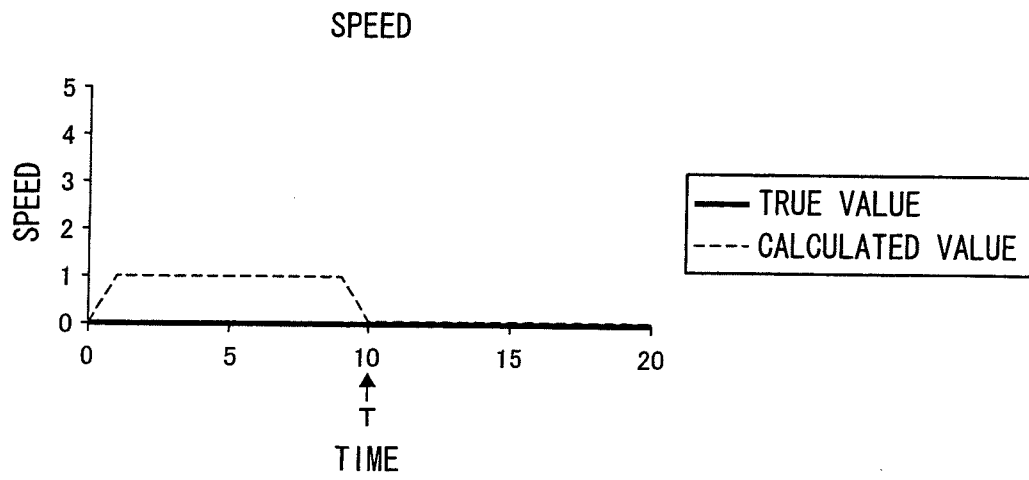


Fig.3(b)

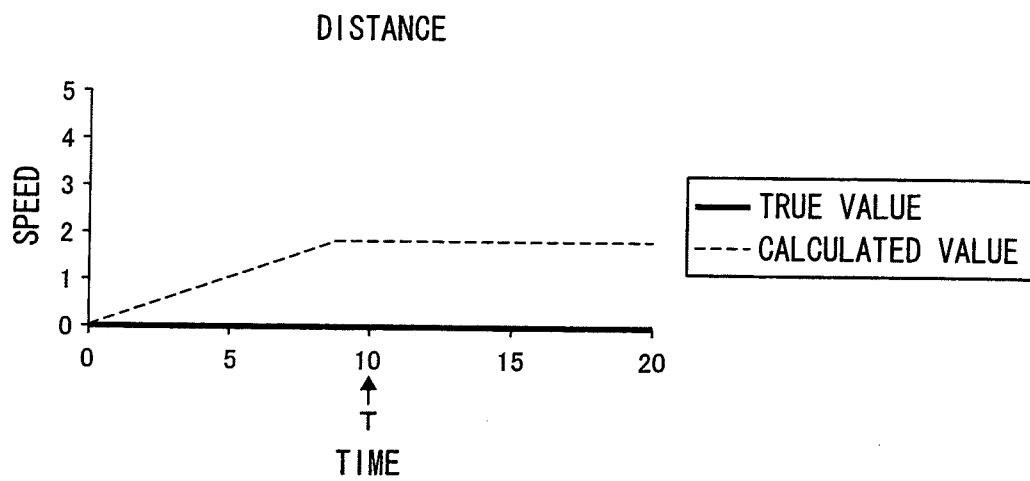


Fig.4

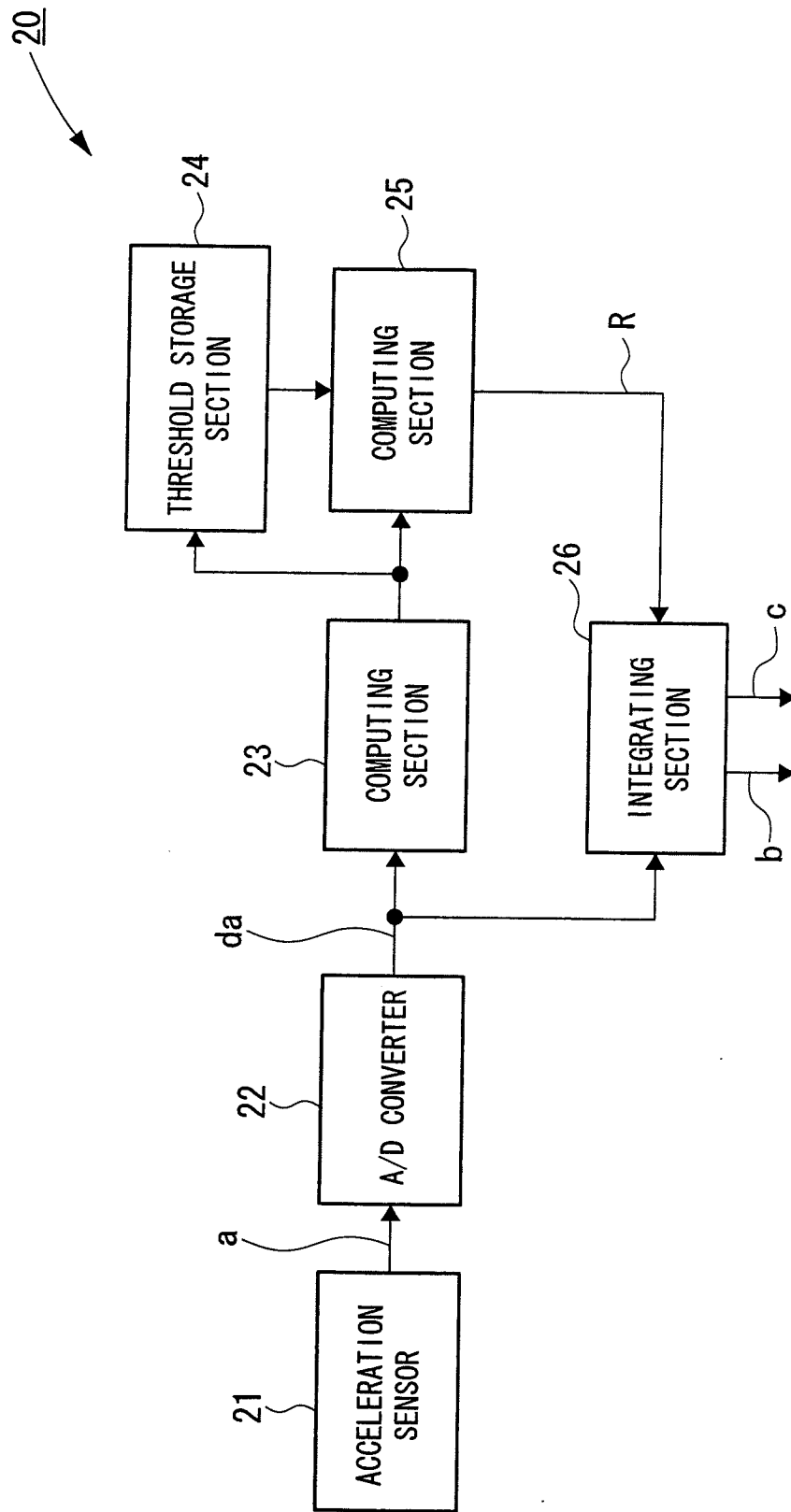


Fig.5(a)

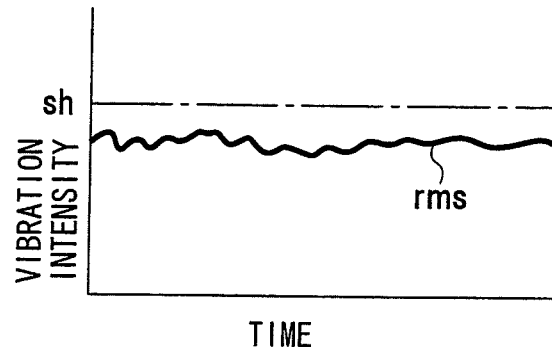


Fig.5(b)

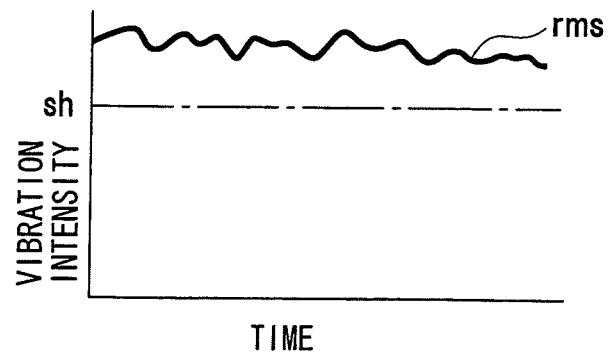


Fig.6

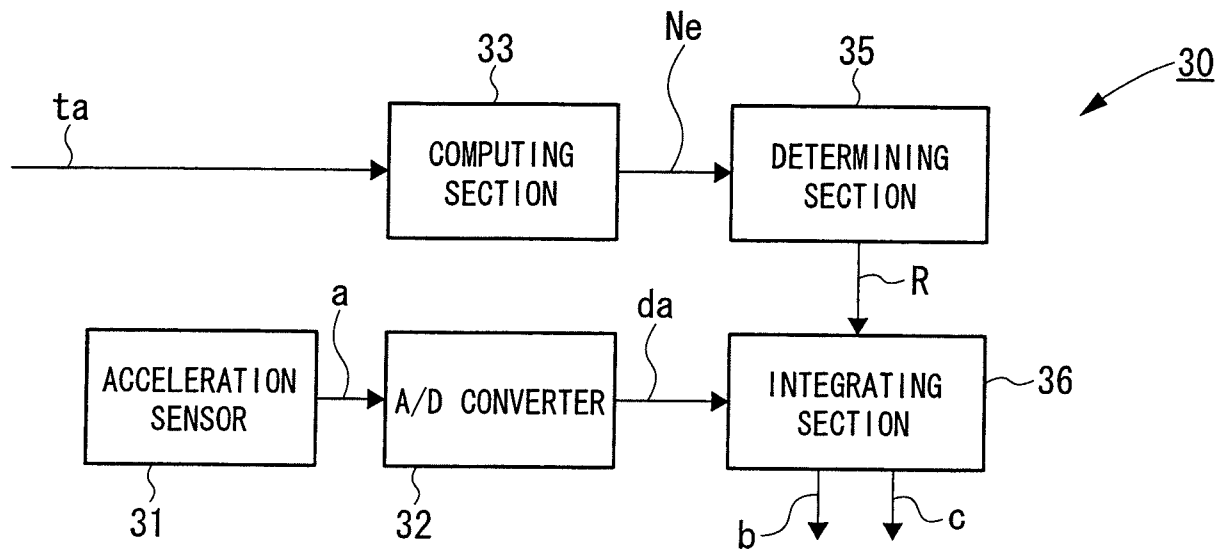


Fig.7

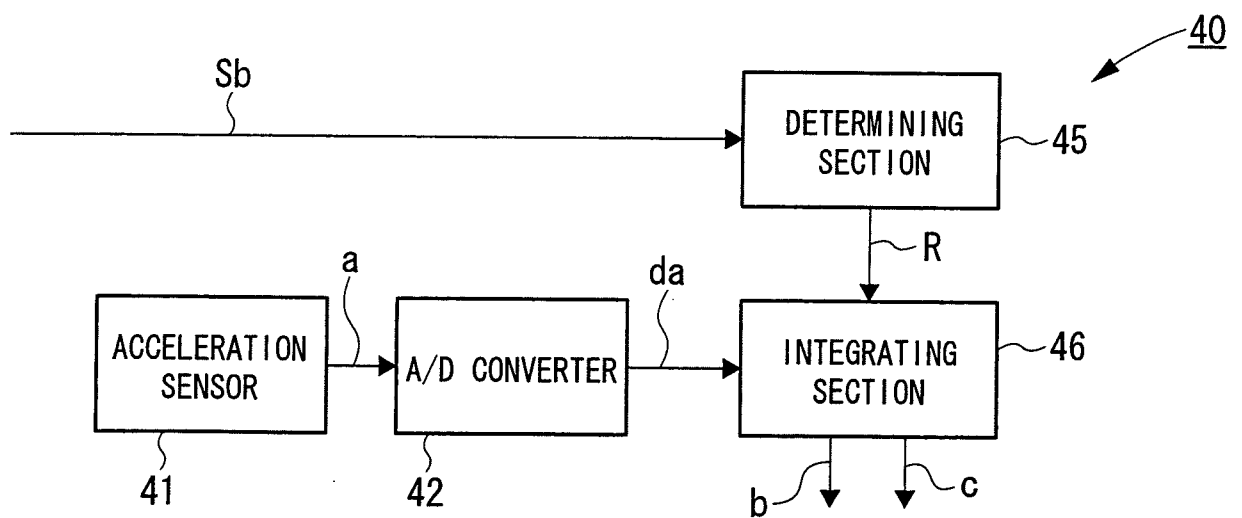


Fig.8

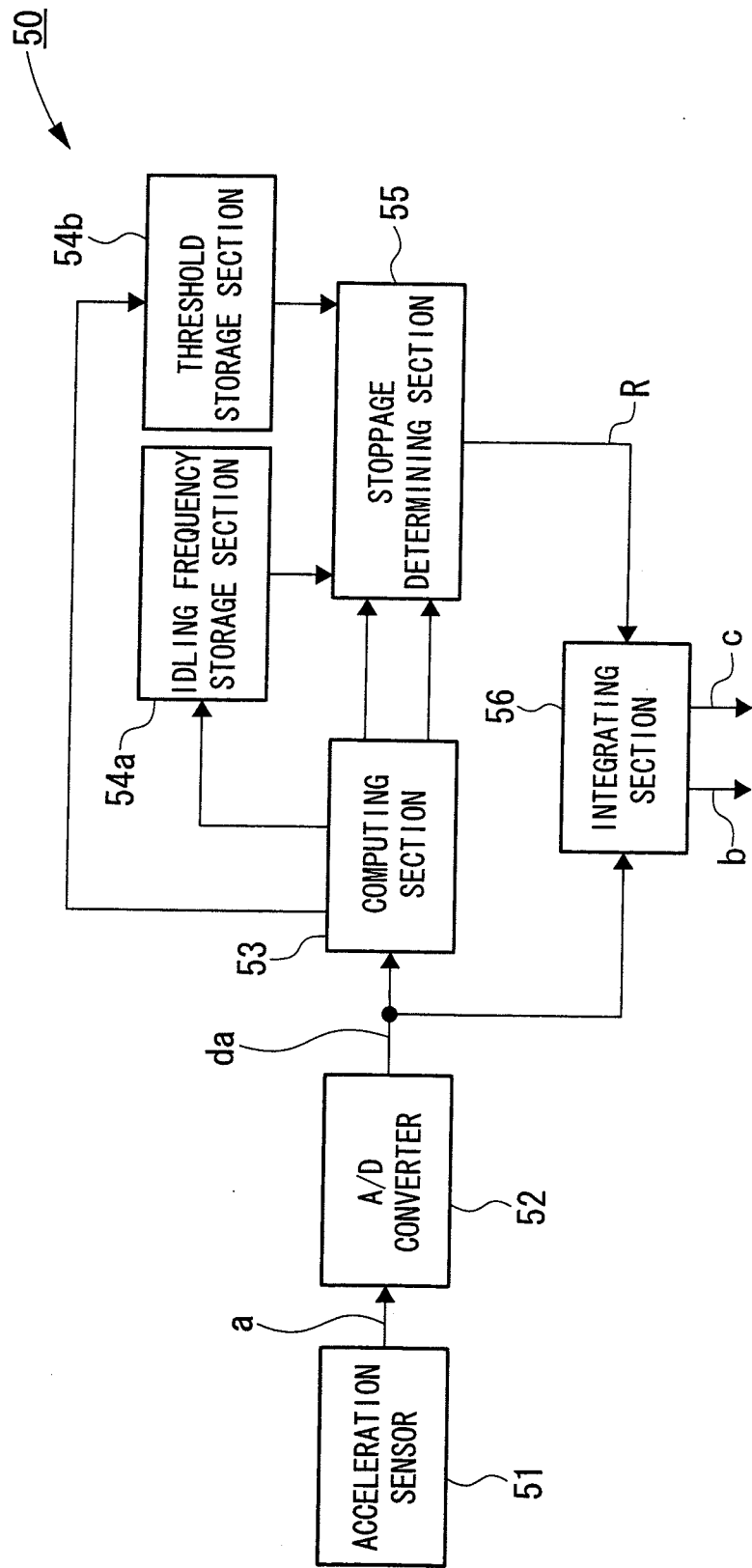


Fig.9

NO.	VIBRATION FREQUENCY	VIBRATION AMPLITUDE	TRAVELING OR STATIONARY
(i)	IDLING	HIGHER THAN THRESHOLD	TRAVELING (FREE RUNNING WITH CLUTCH DISENGAGED OR GEARS NEUTRAL
(ii)	IDLING	LOWER THAN THRESHOLD	STATIONARY
(iii)	HIGH	HIGHER THAN THRESHOLD	TRAVELING
(iv)	HIGH	LOWER THAN THRESHOLD	STATIONARY (ENGINE REVVED UP AT IDLE)

Fig.10

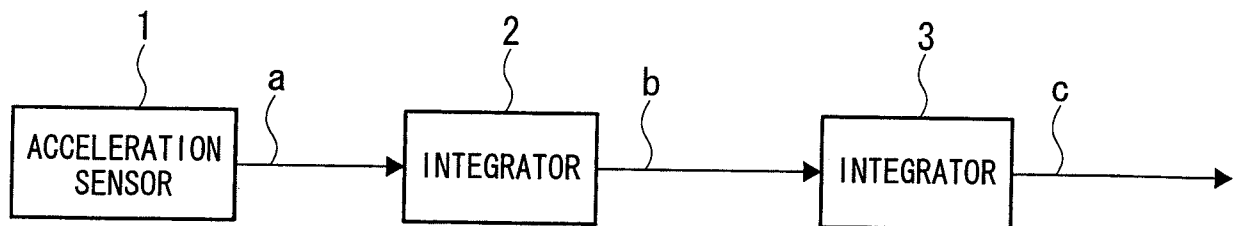


Fig.11(a)

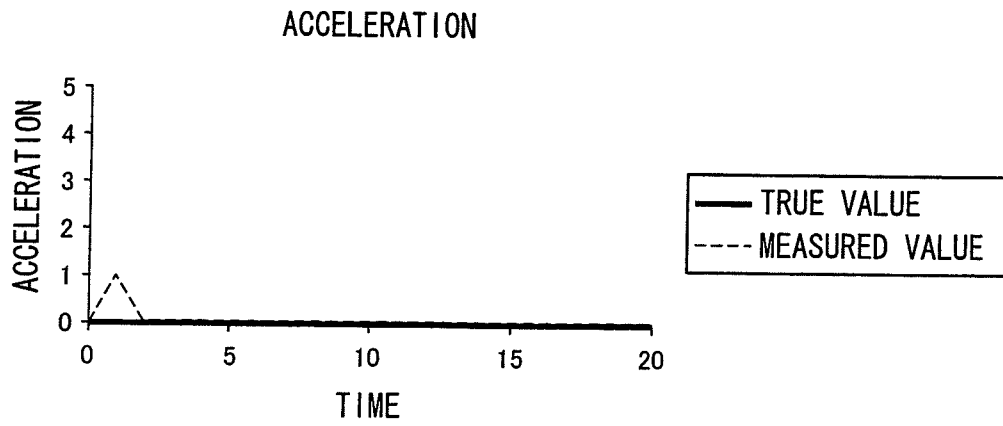


Fig.11(b)

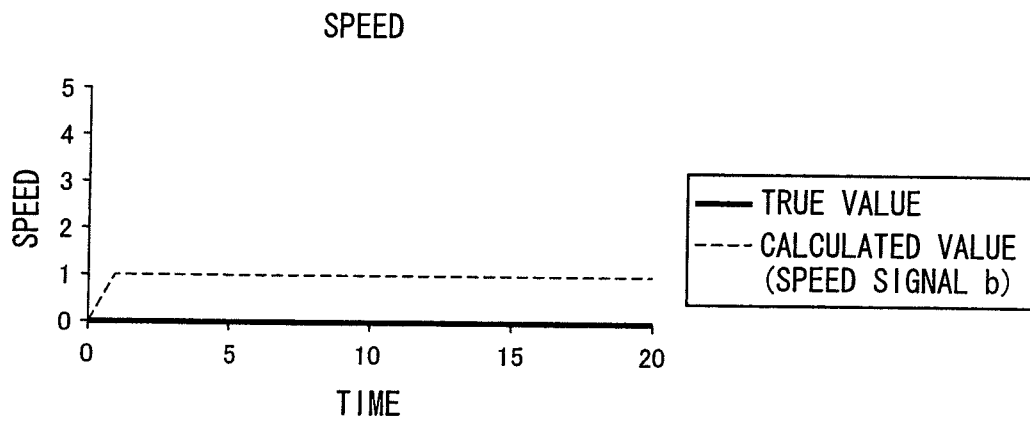


Fig.11(c)

