

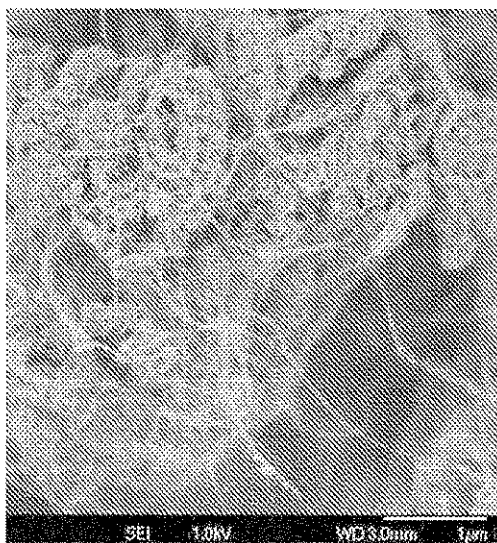


FIG. 1A

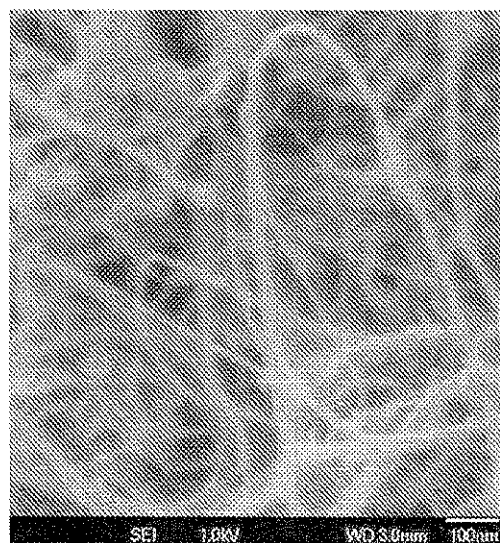


FIG. 1B

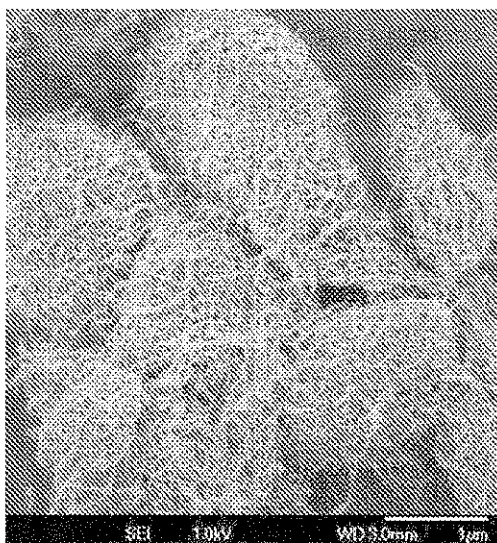


FIG. 1C

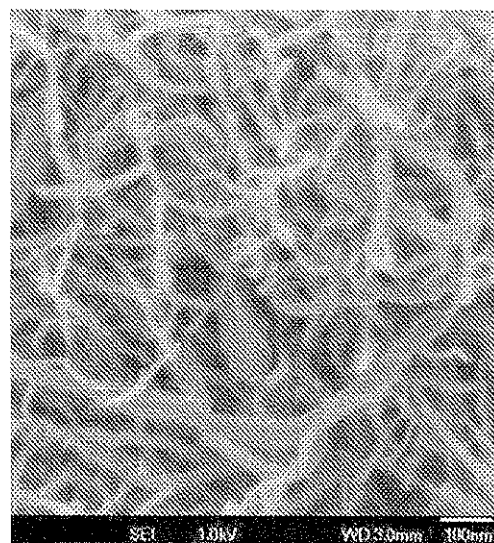


FIG. 1D

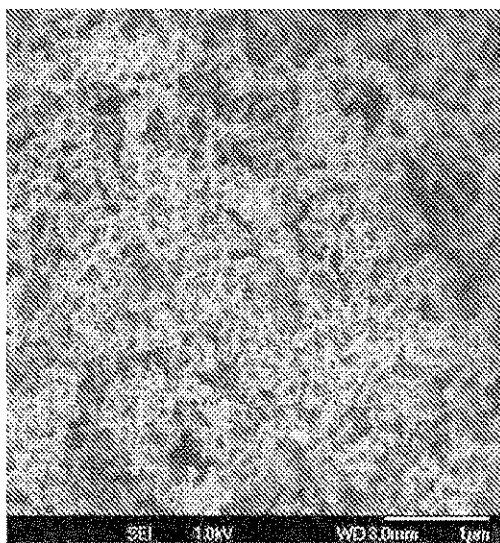


FIG 1E

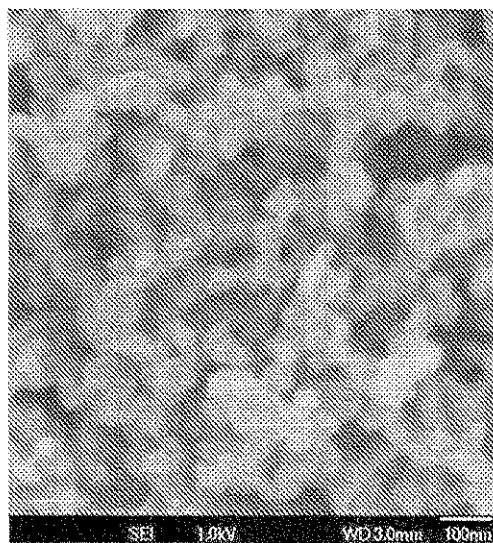


FIG 1F

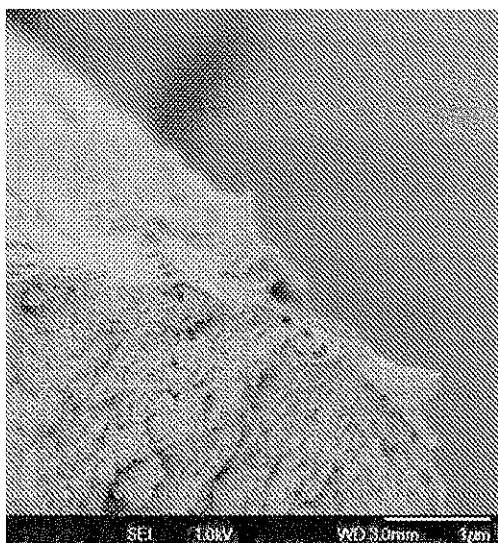


FIG 1G

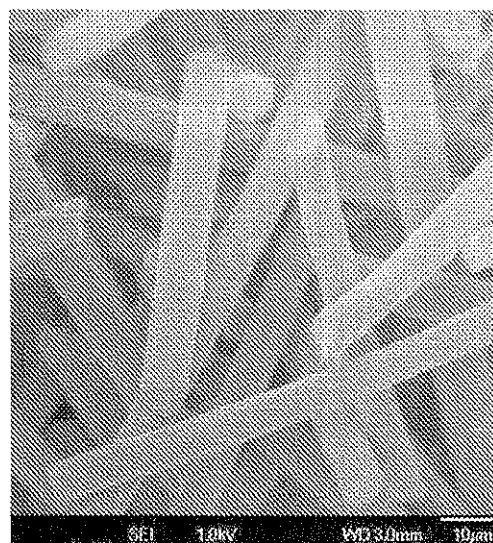


FIG 1H

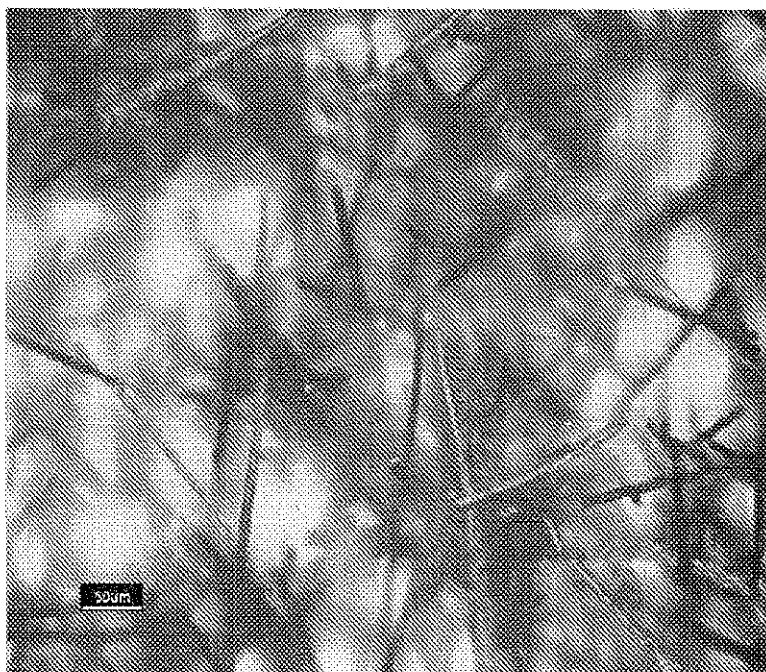


FIG. 2

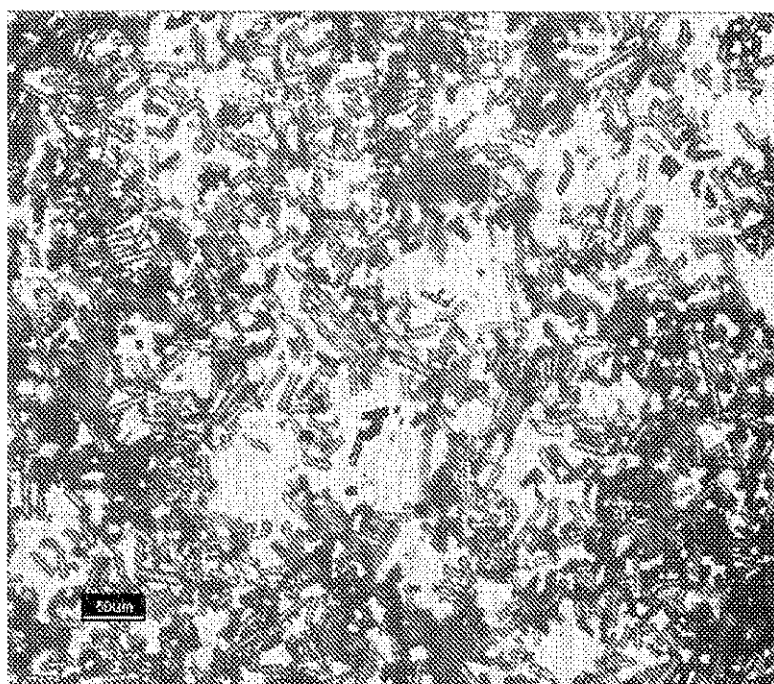


FIG. 3

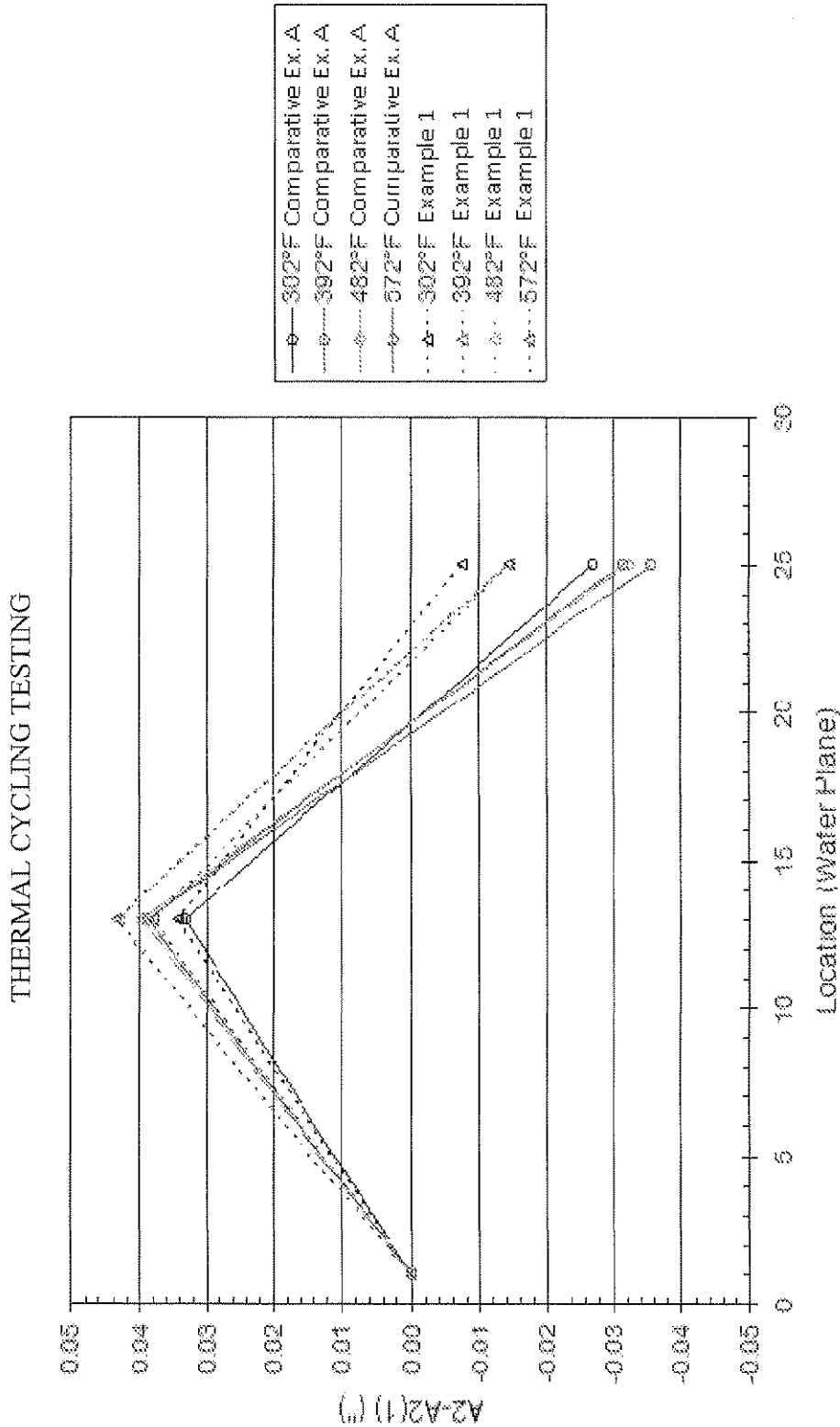


FIG. 4

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SURFACE RESISTANCE TESTING

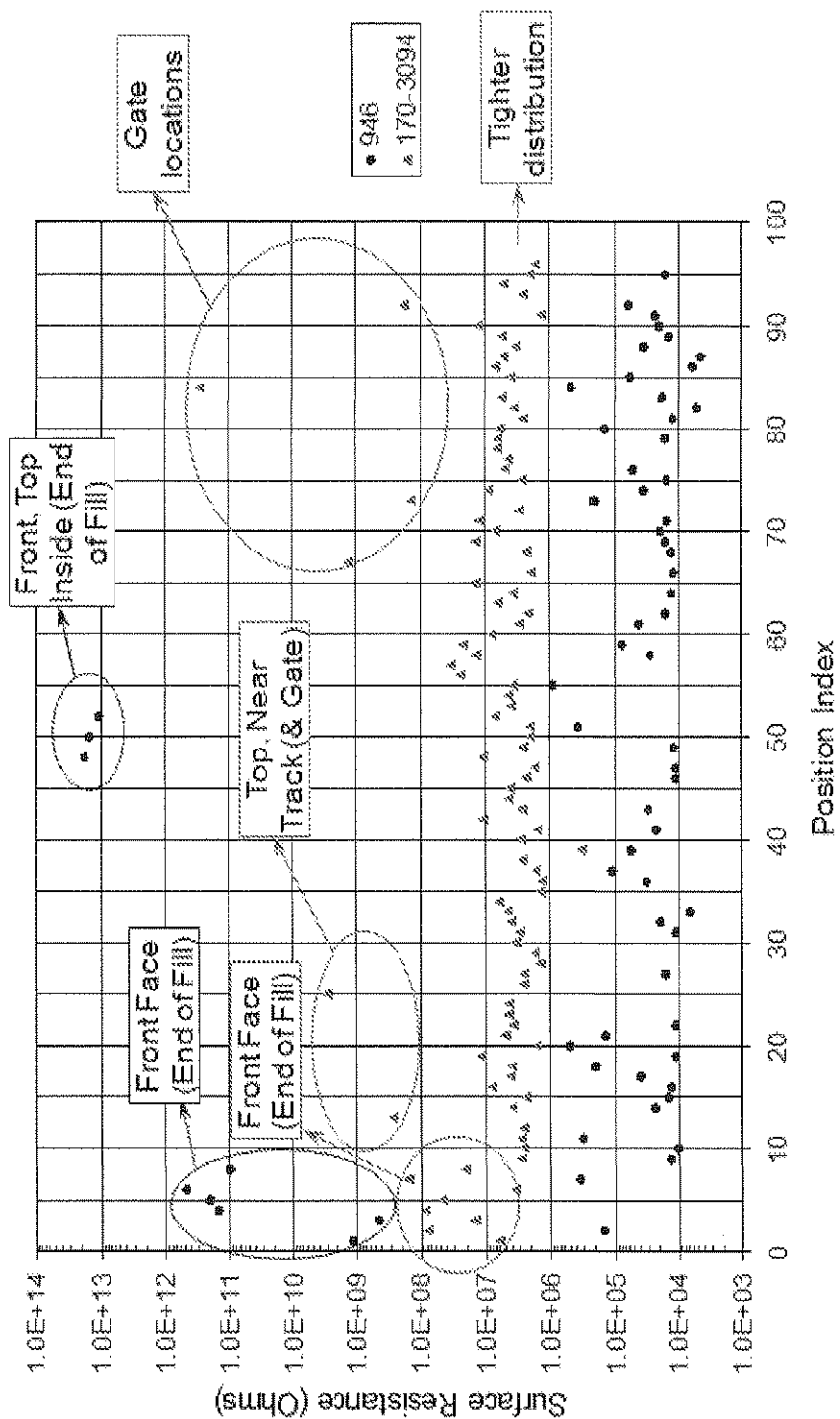


FIG. 5

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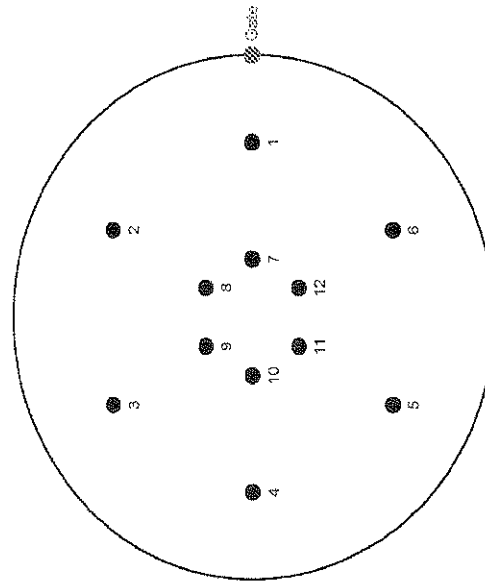


FIG. 6A

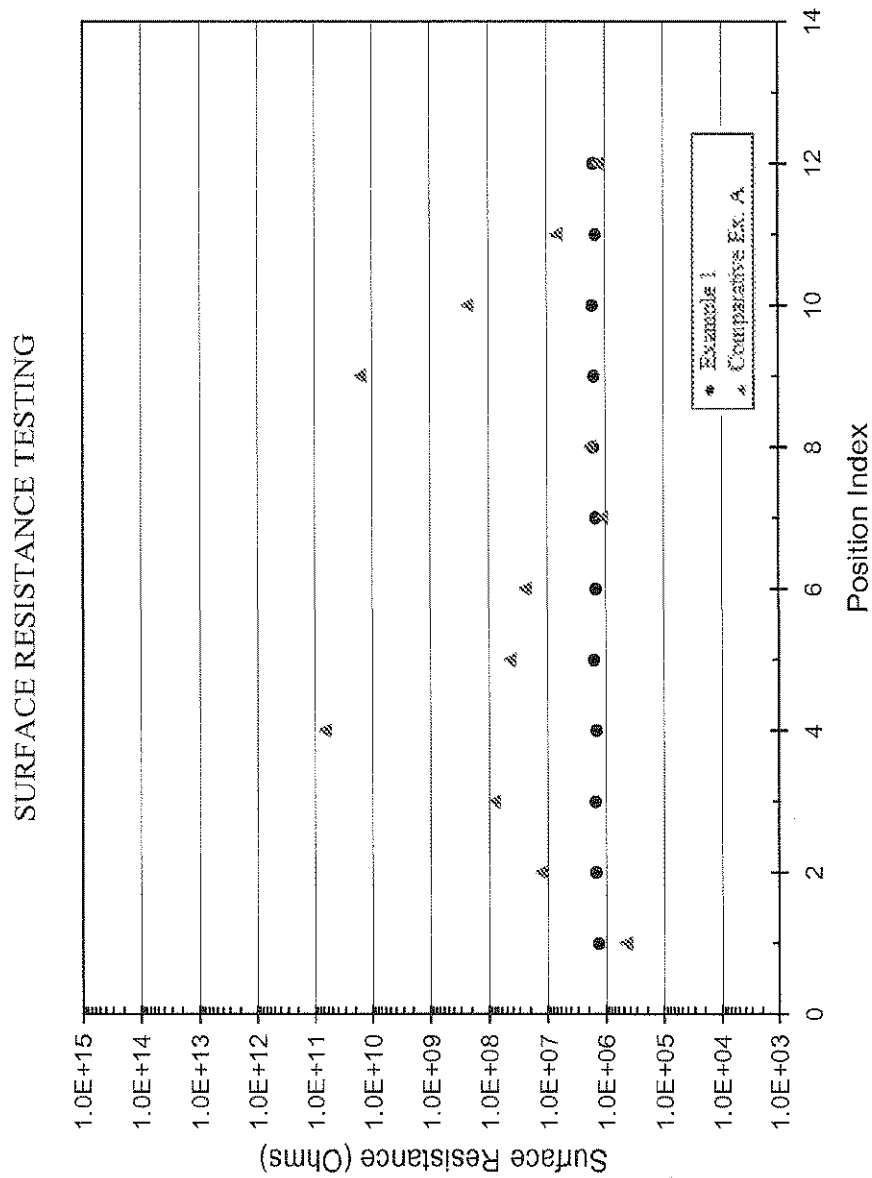


FIG. 6B

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SURFACE RESISTANCE TESTING

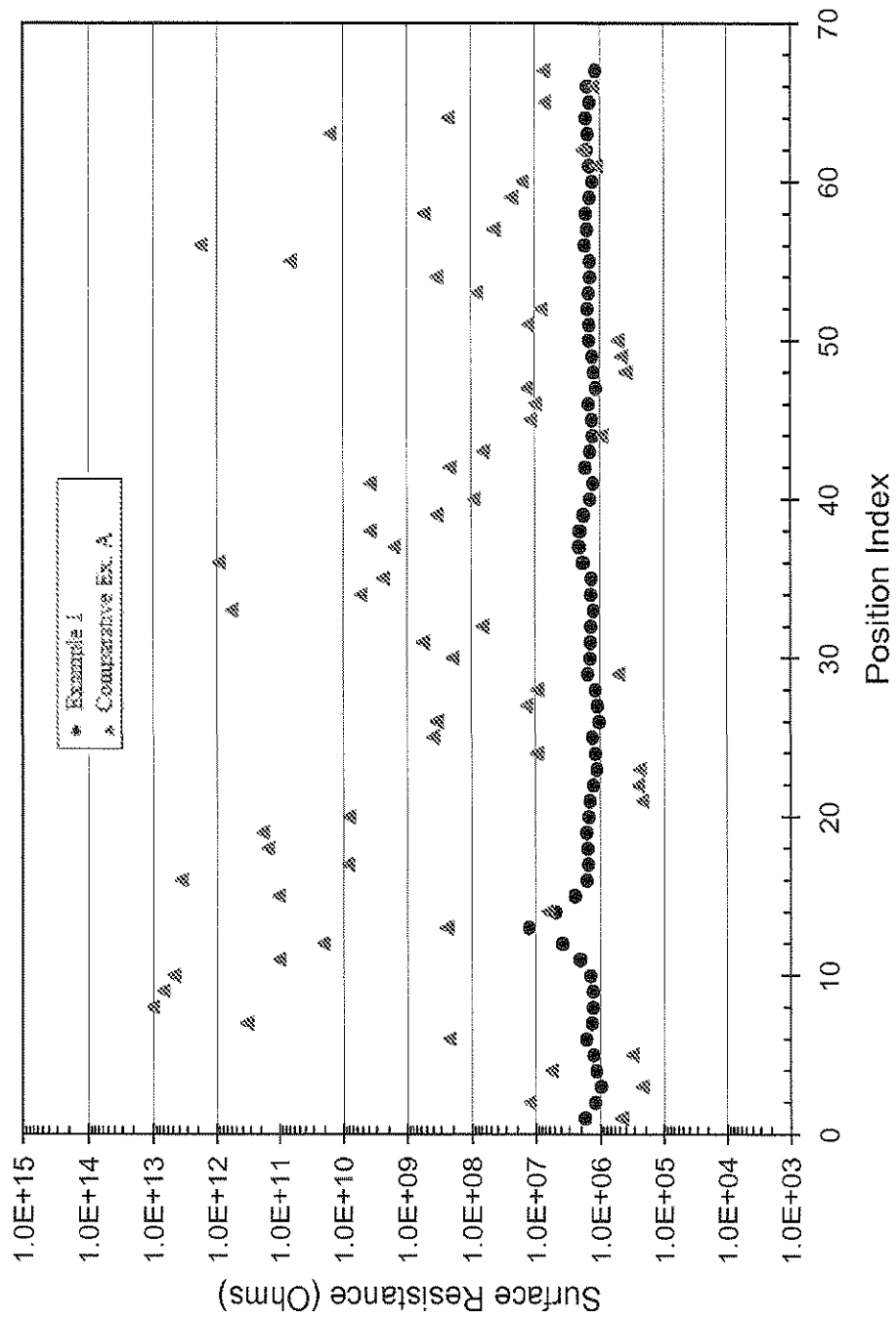


FIG. 7B

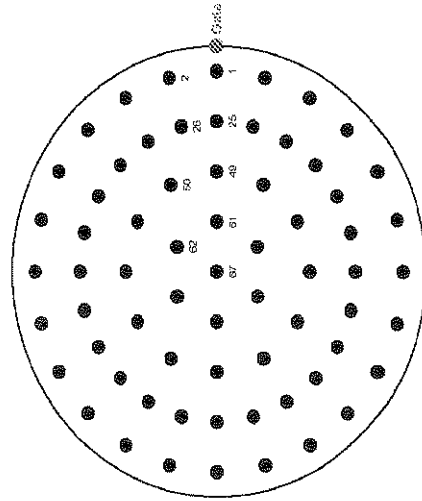


FIG. 7A

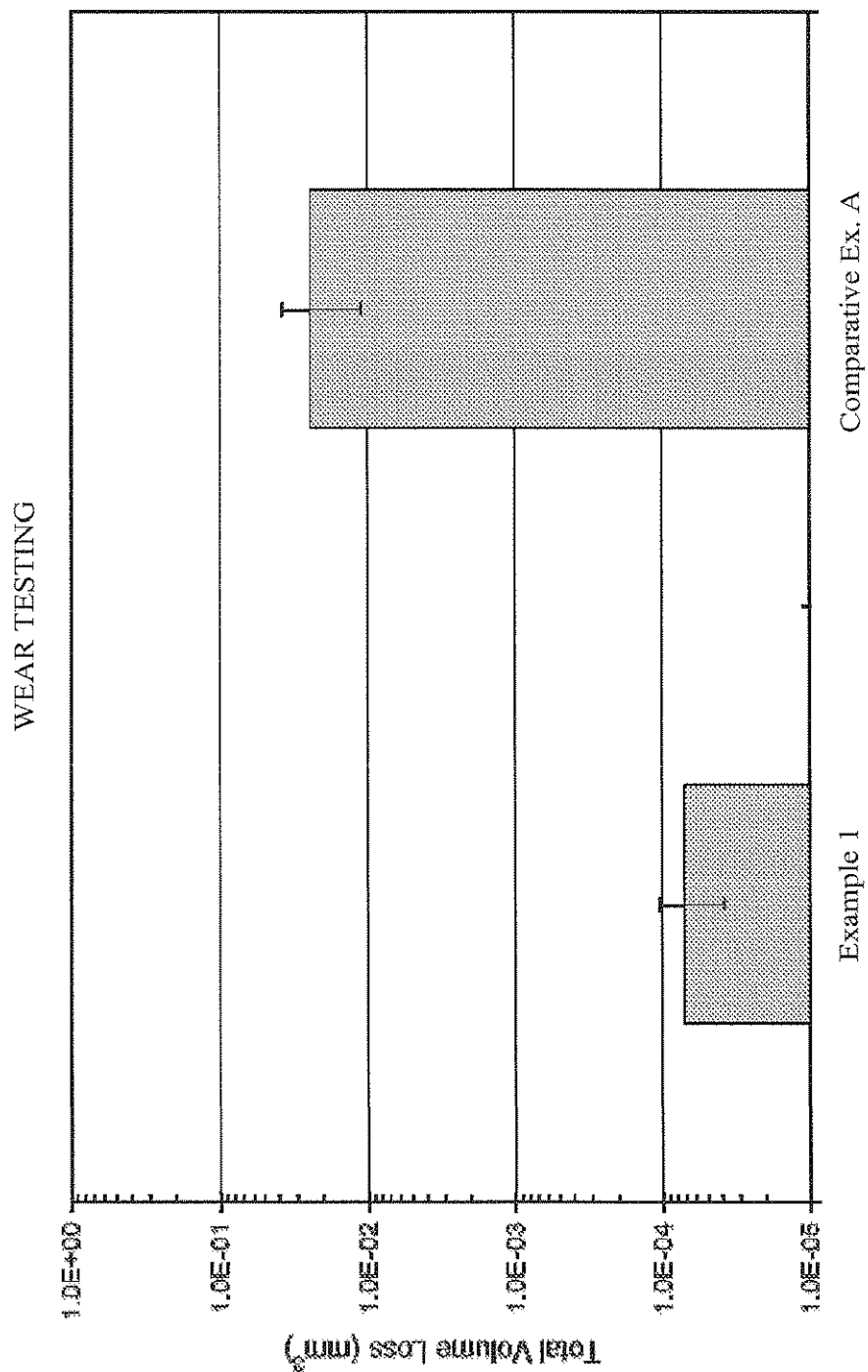


FIG. 8A

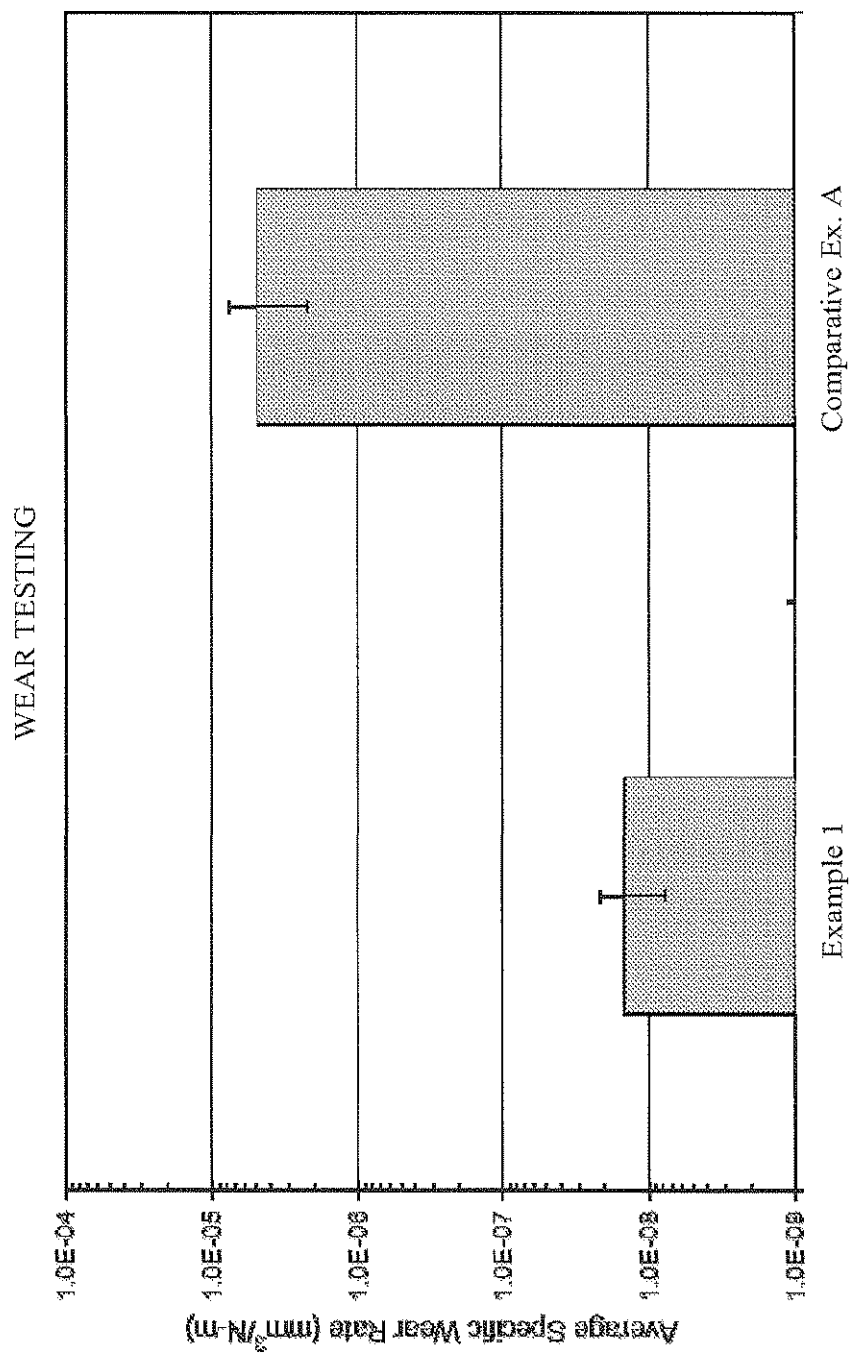


FIG. 8B

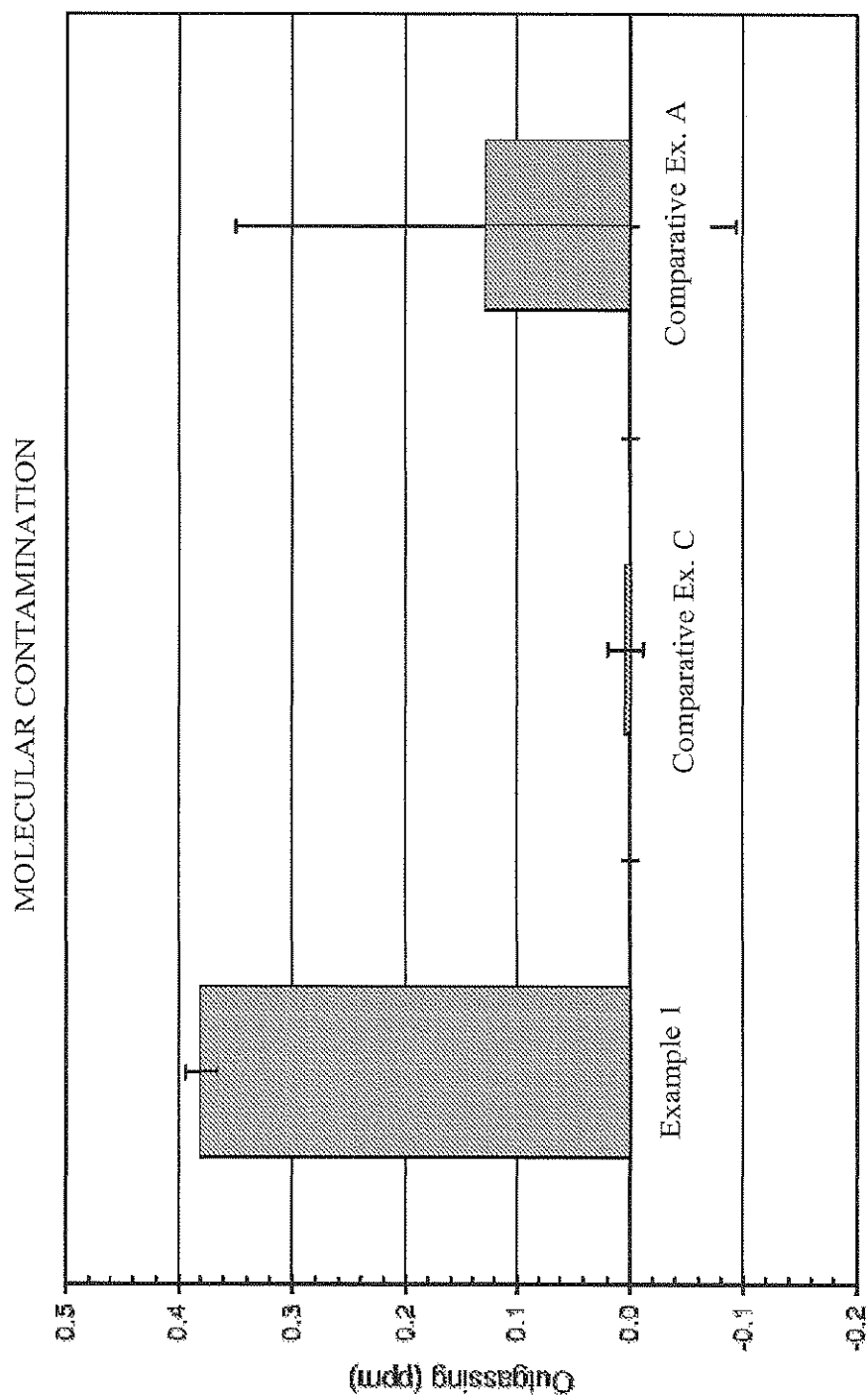


FIG. 9A

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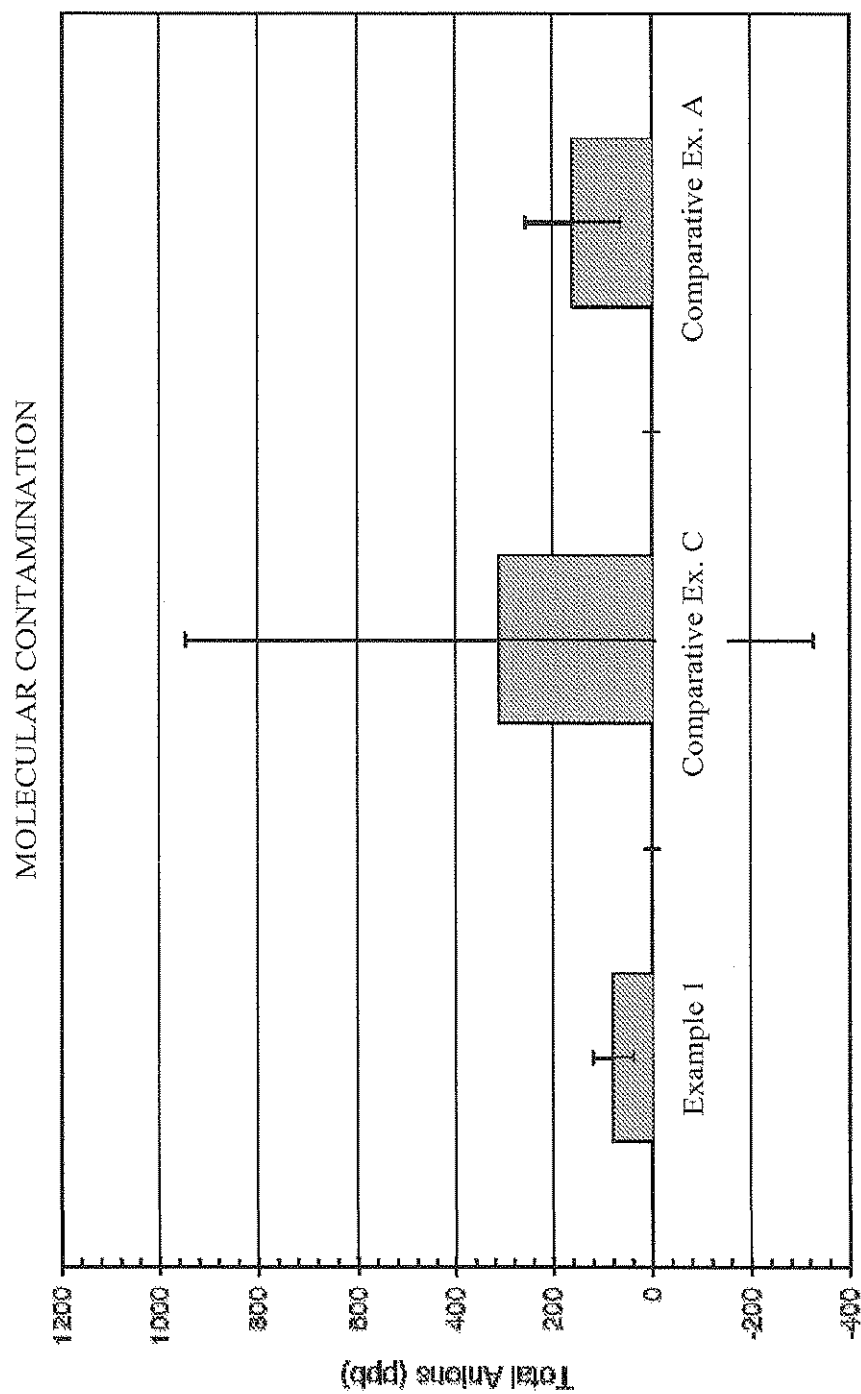


FIG. 9B

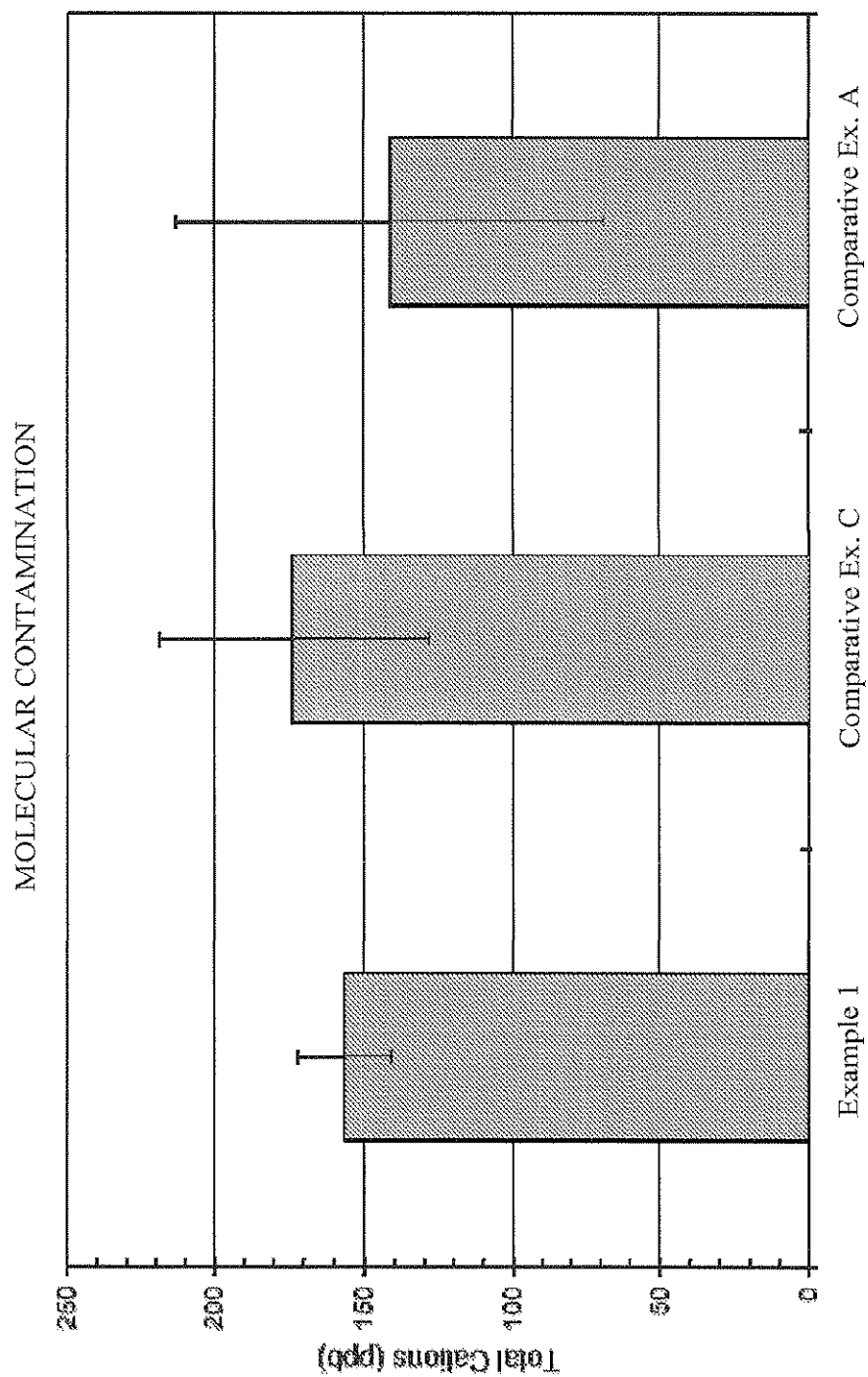


FIG. 9C

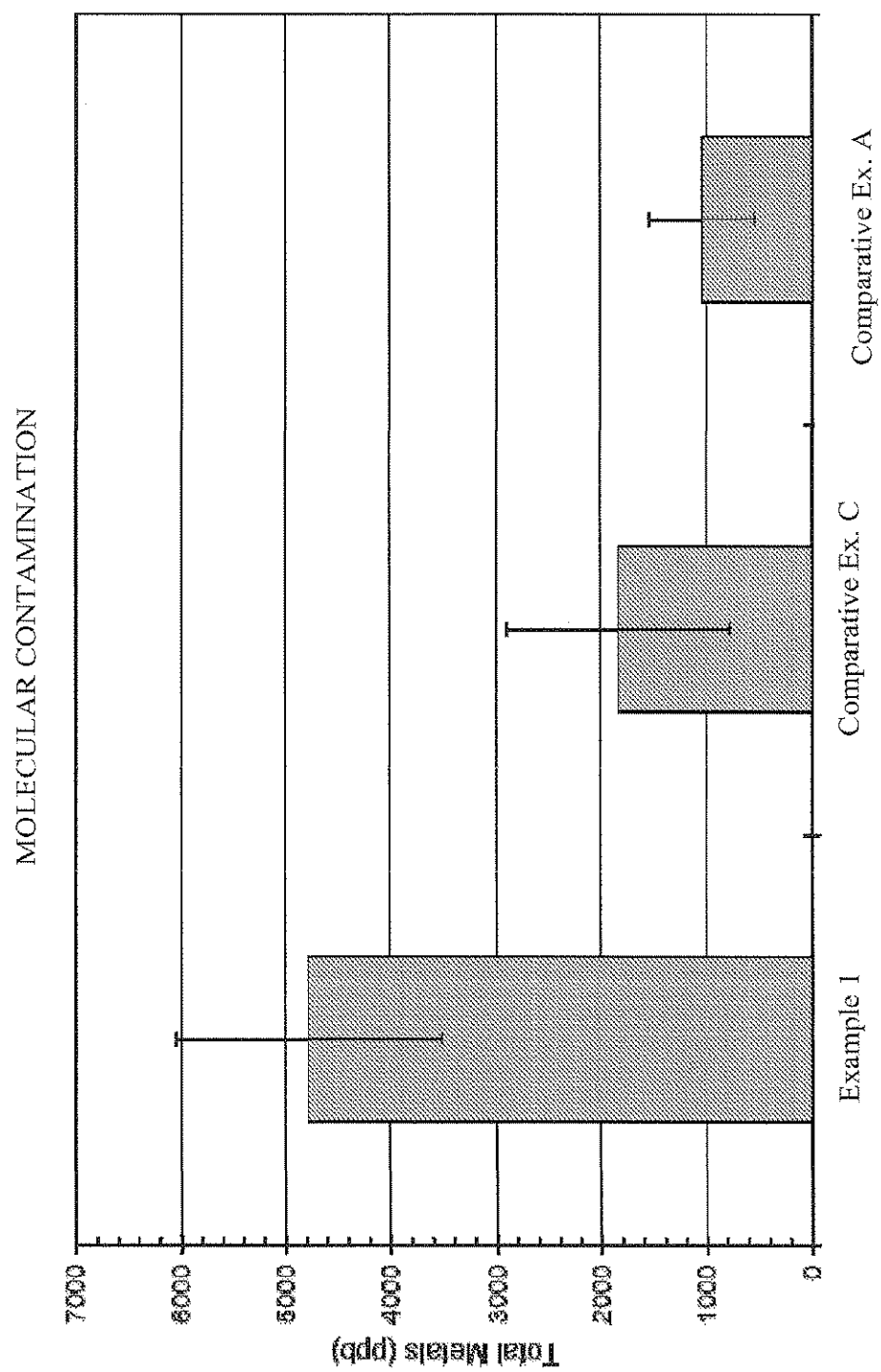


FIG. 9C

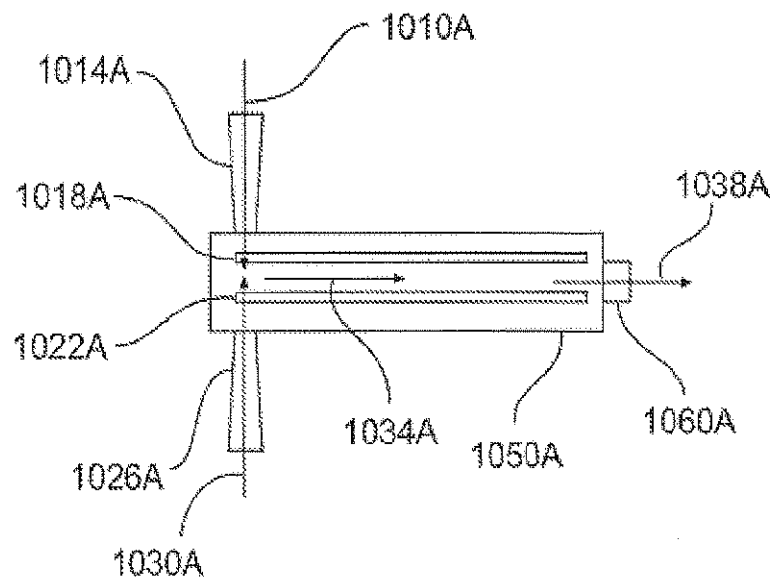


Figure 10A

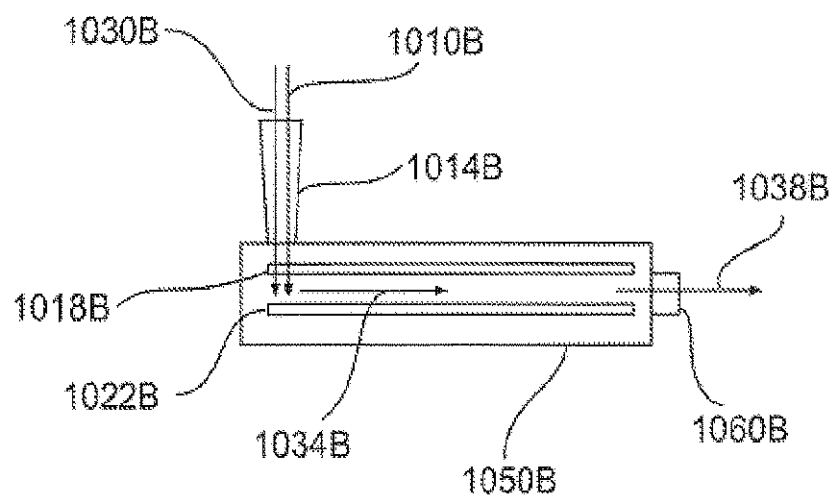


Figure 10B

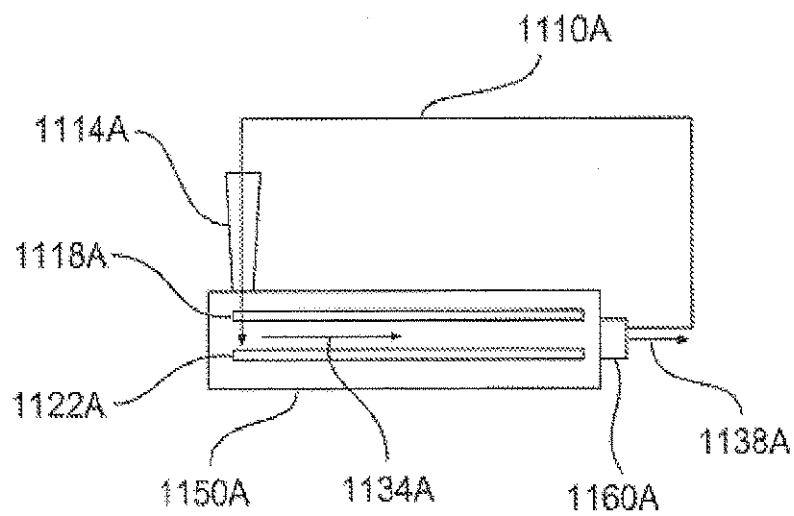


Figure 11A

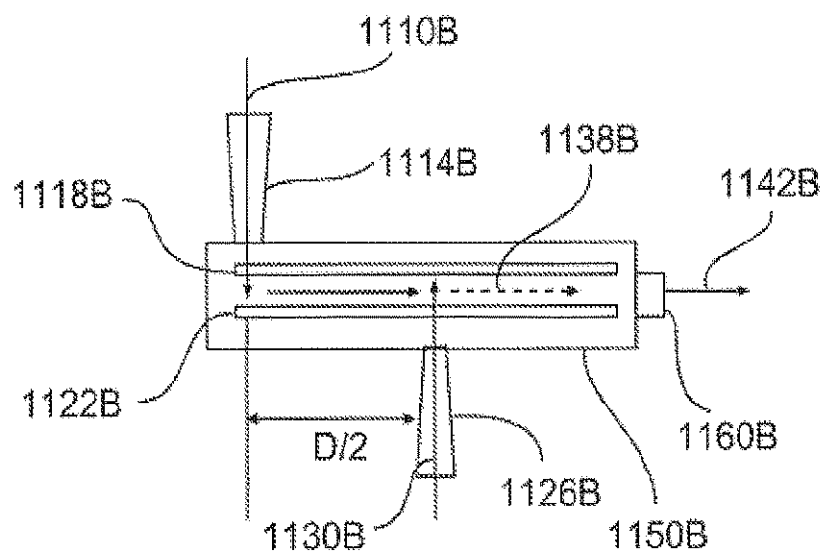


Figure 11B

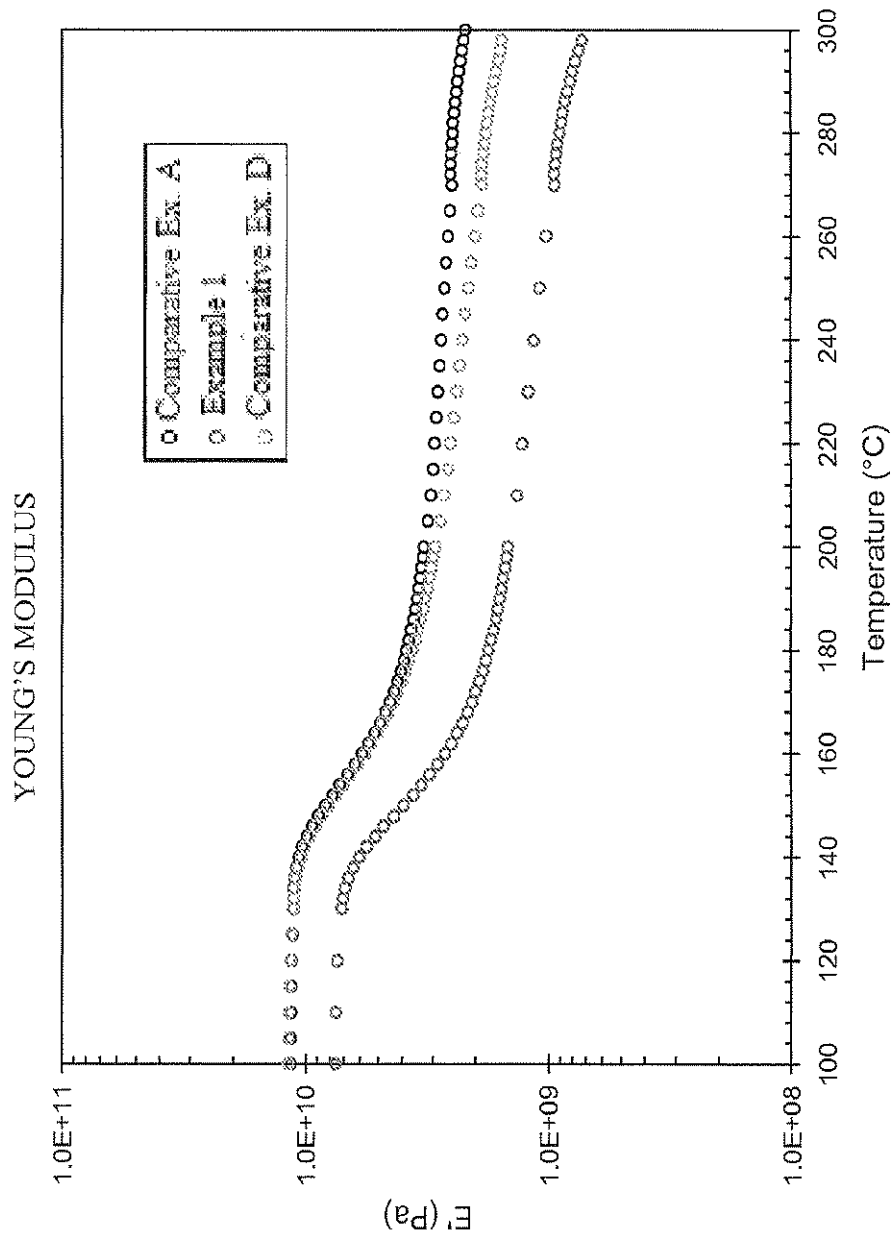


FIG. 12

DEFLECTION TEST (~150°C)

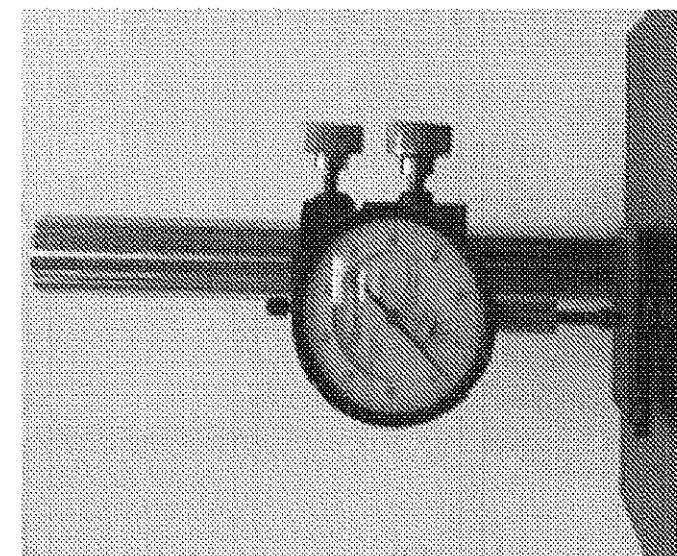


FIG. 13A

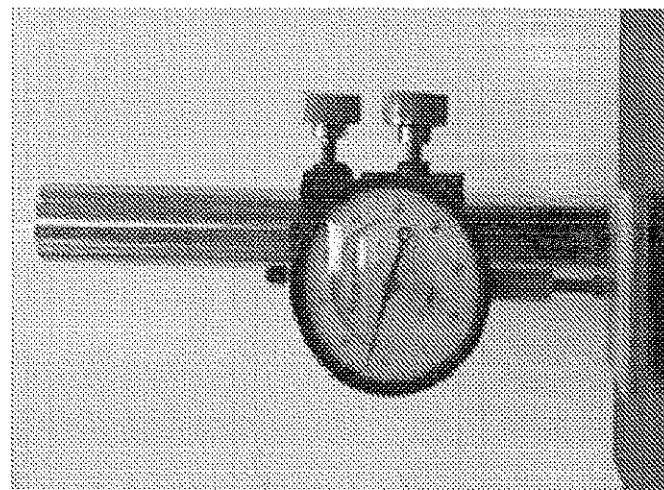


FIG. 13B

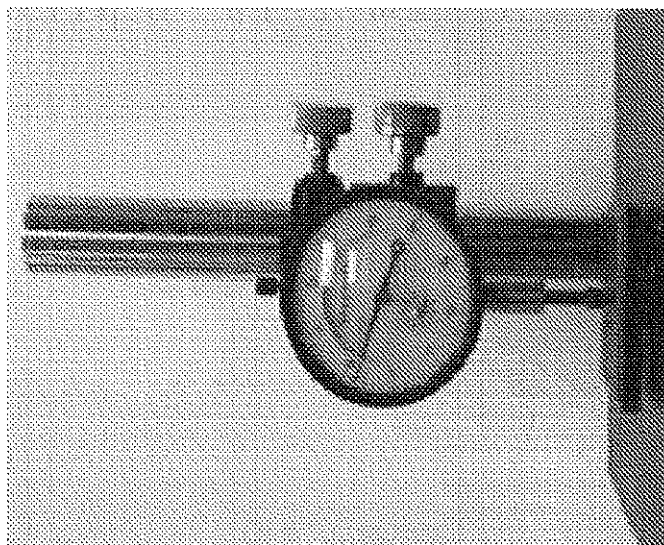


FIG. 13C

Material (--)	Flatness (Config 1) (")	Flatness (Config 2) (")
35% finely milled CF, 1.25% CNT	0.0033	0.0026
25% finely milled CF, 1.5% CNT	0.0032	0.0039
35% conventional CF, 1.25% CNT	0.0052	
25% conventional CF, 1.5% CNT	0.0055	
50% conventional CF	0.0066	

FIG. 14

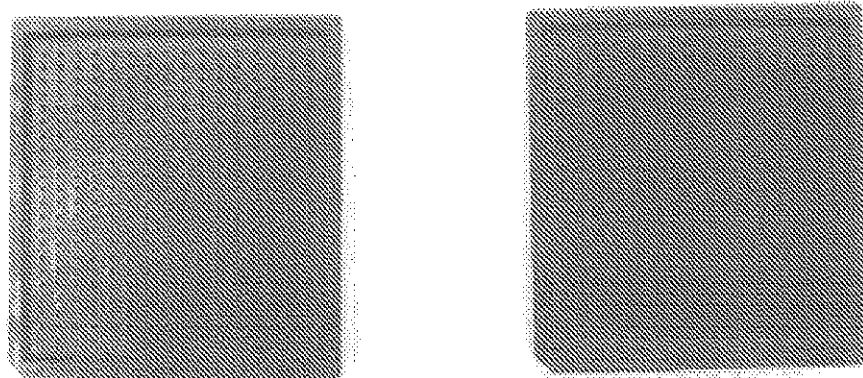


FIG. 15A

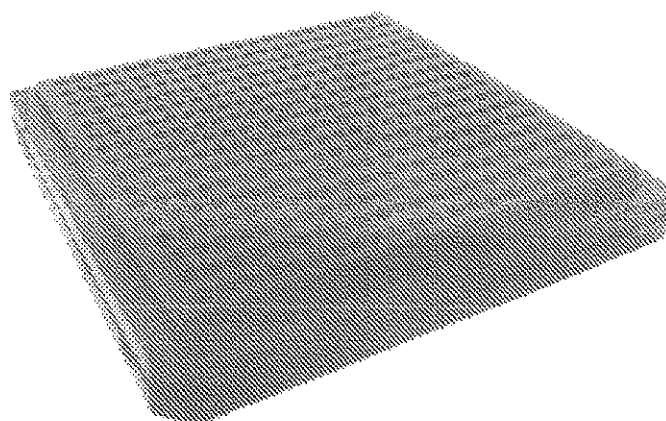


FIG. 15B

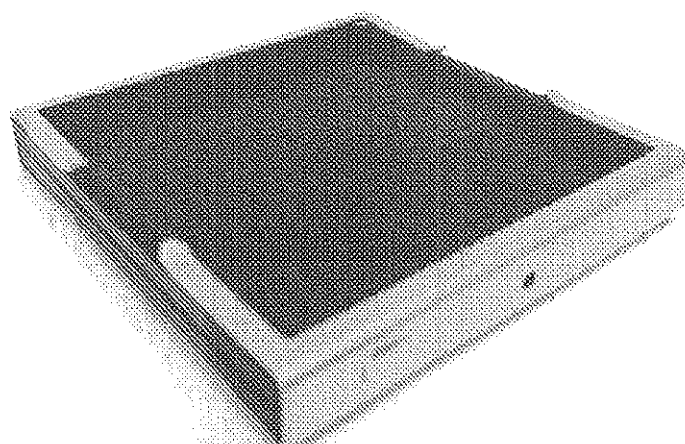


FIG. 15C

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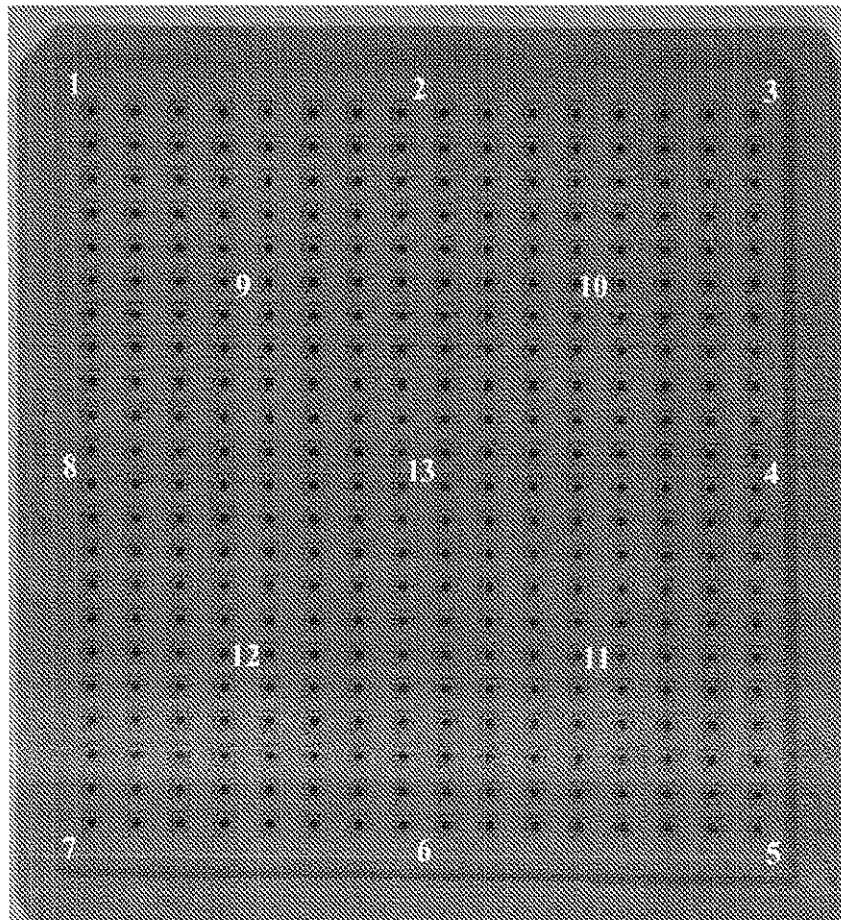
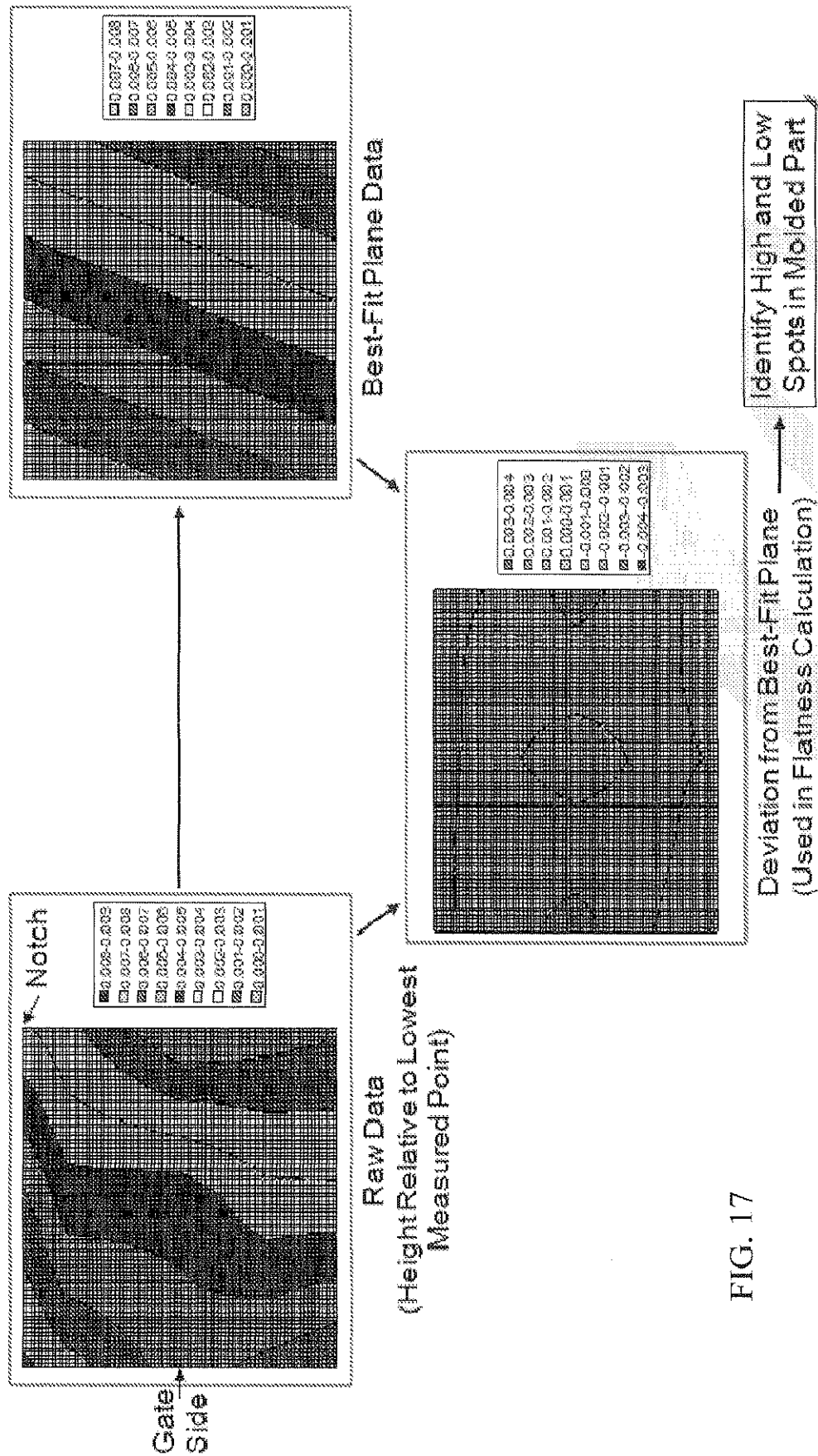


FIG. 16

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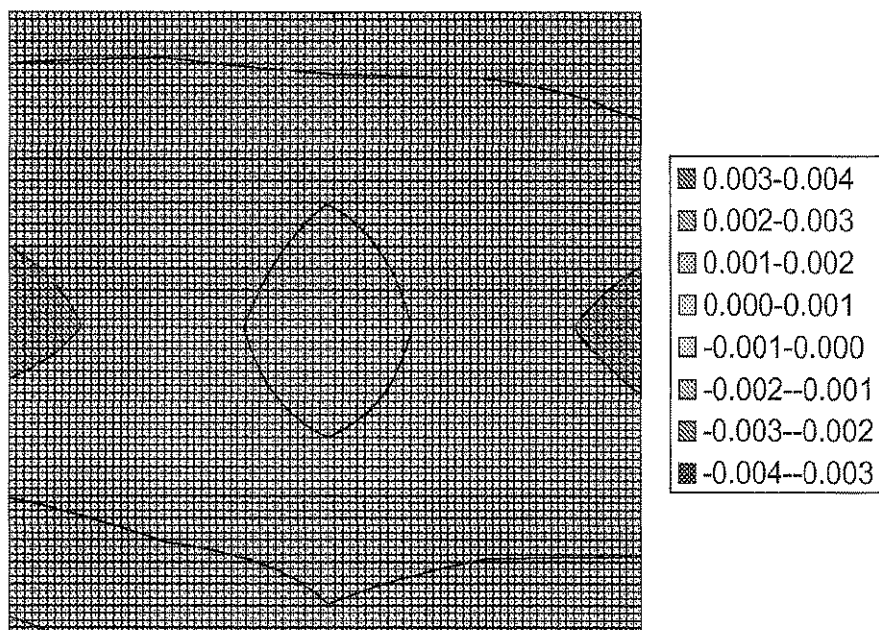


FIG. 18A (Flatness – Tray 1 (top tray) – Top)

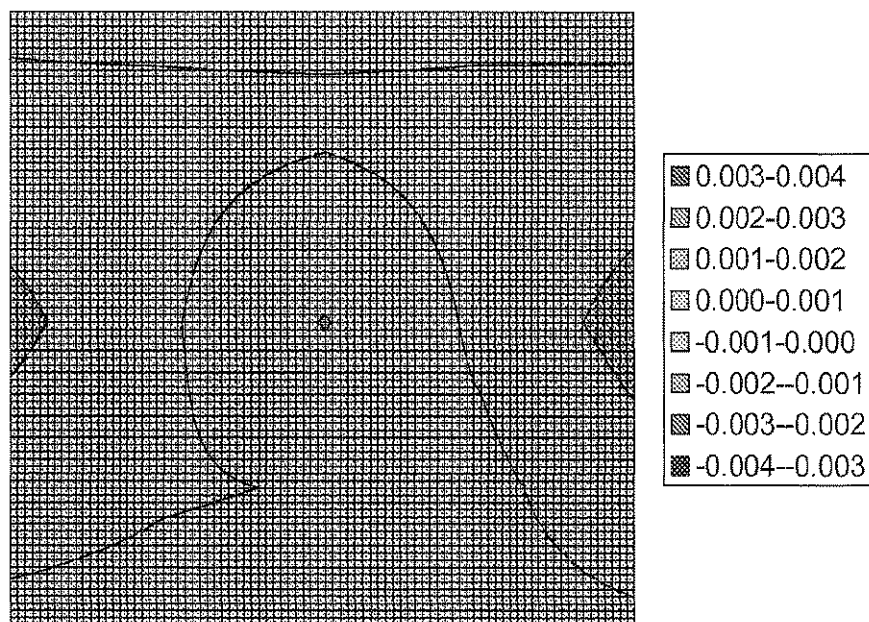


FIG. 18B (Flatness – Tray 1 (top tray) – Bottom)

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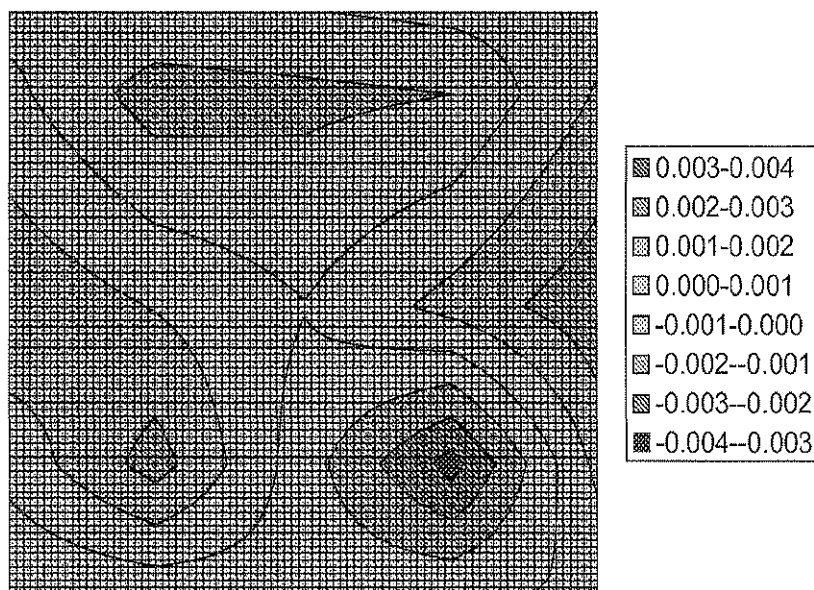


FIG. 18C (Flatness – Tray 2 (bottom tray) – Top)

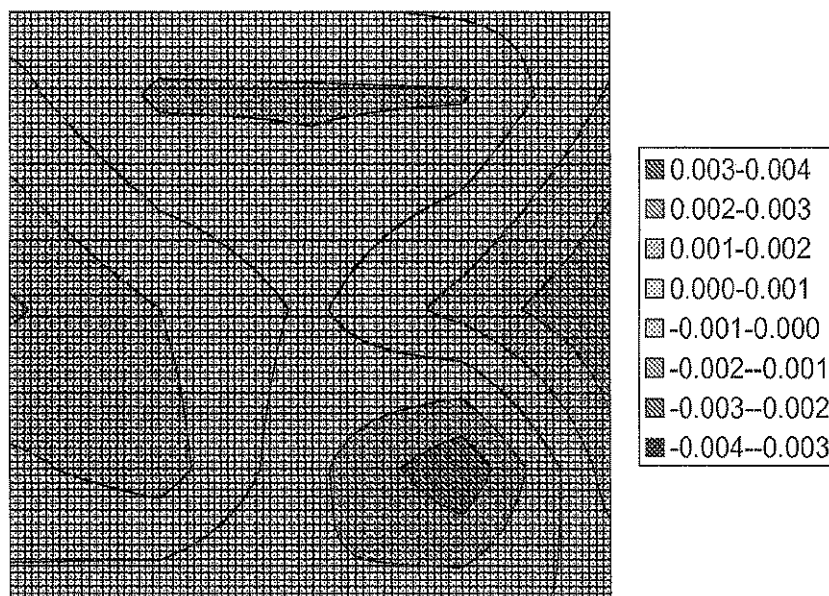


FIG. 18D (Flatness – Tray 2 (bottom tray) – Bottom)

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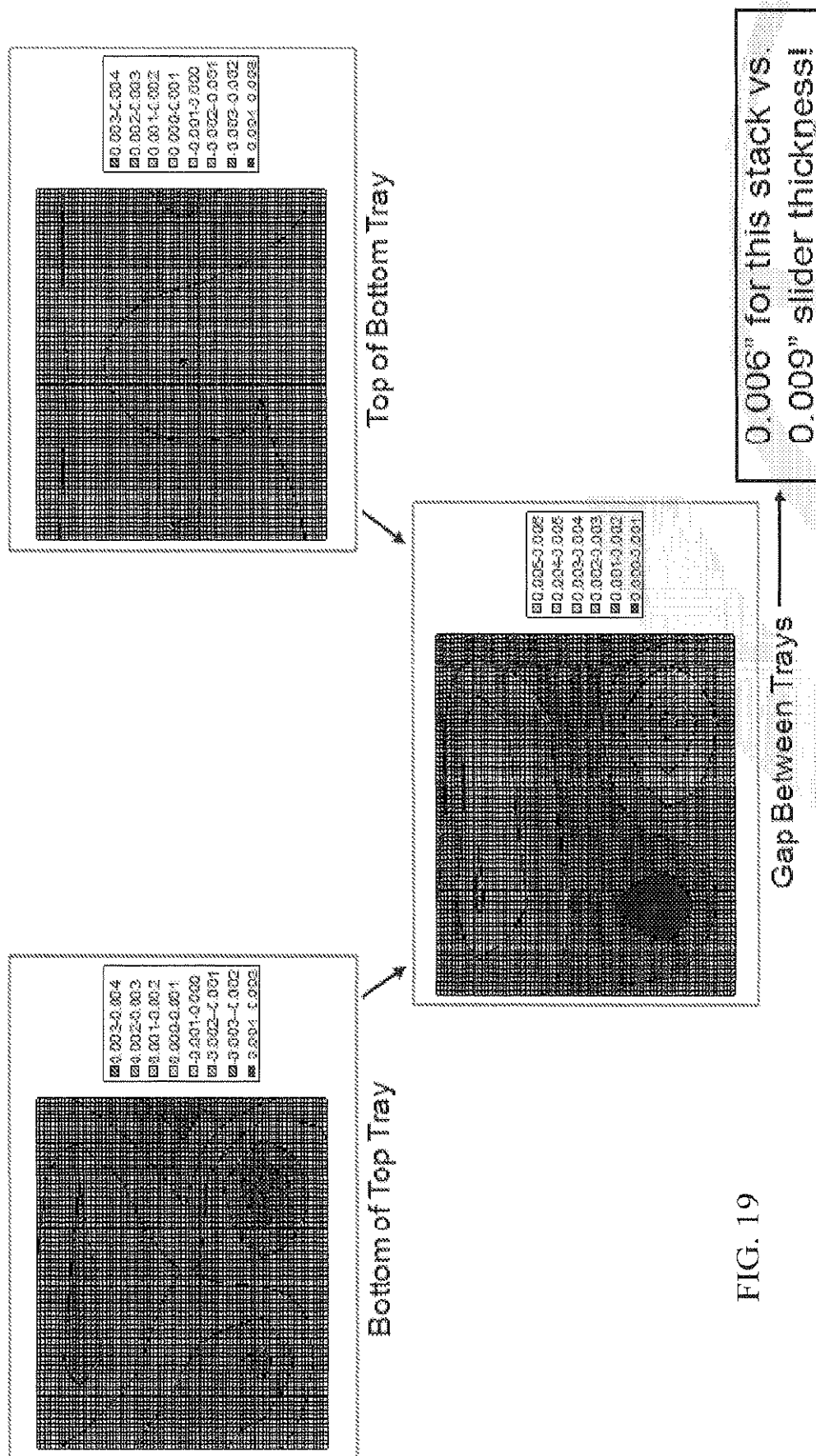


FIG. 19

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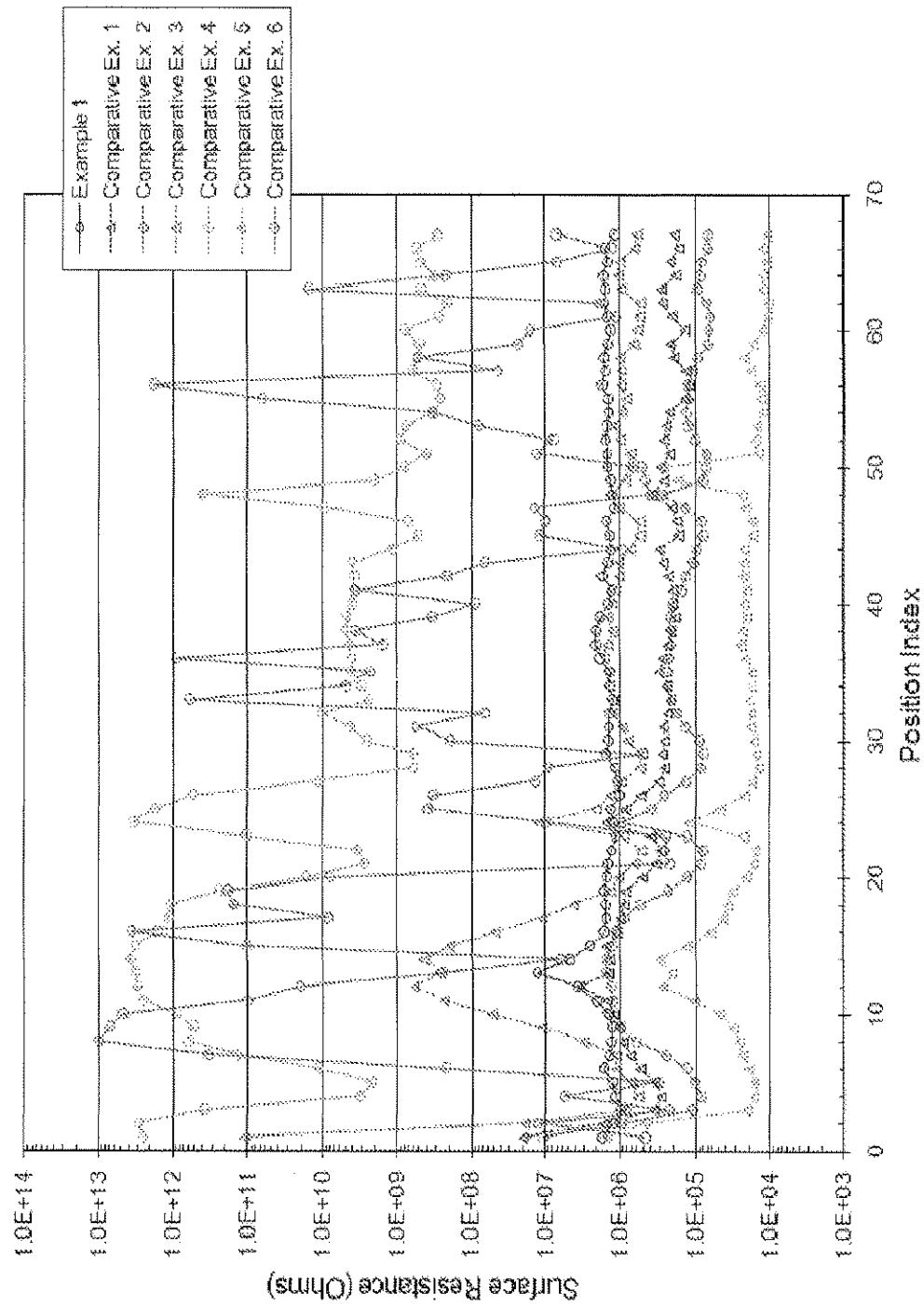


FIG. 20

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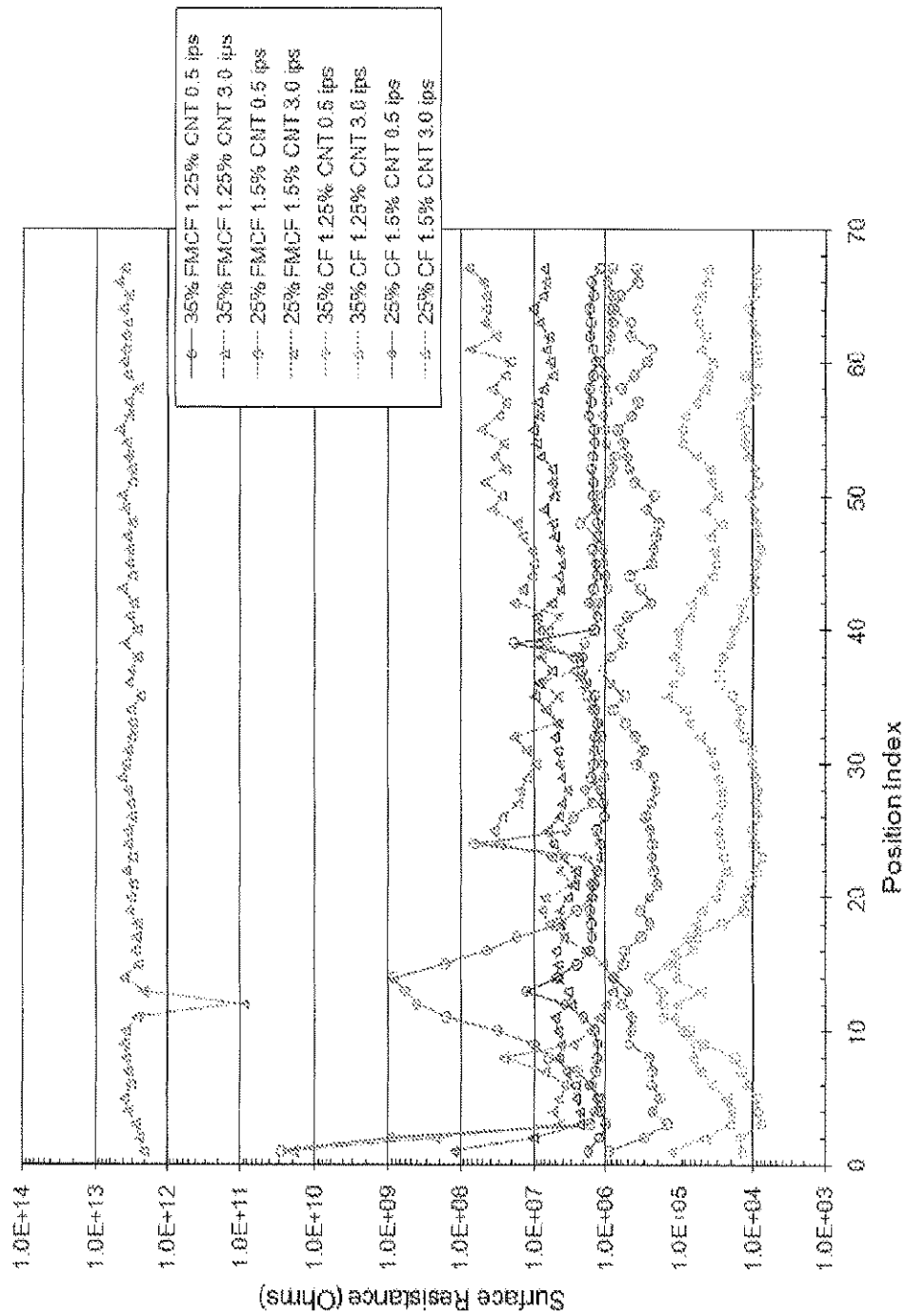


FIG. 21

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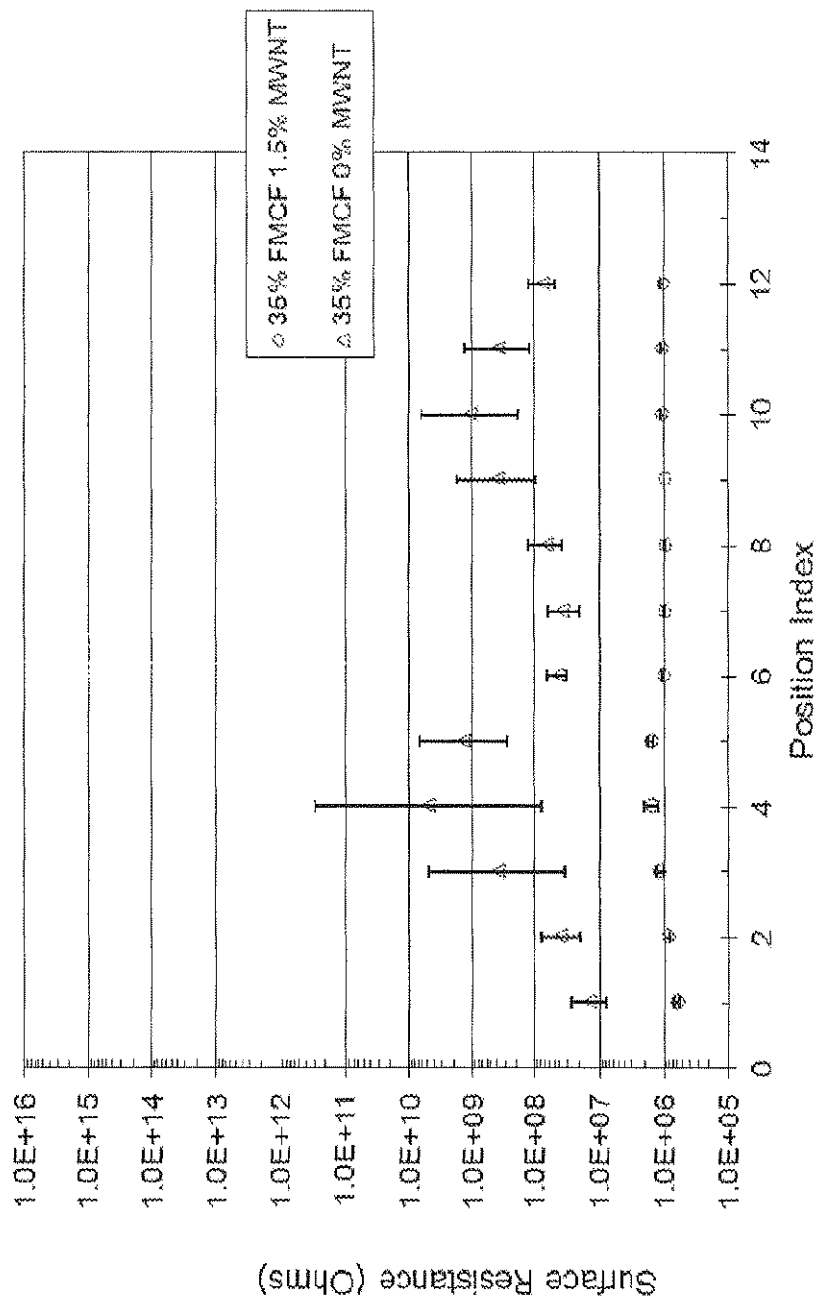


FIG. 22