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(54) Title: SUSPENSION ASSEMBLIES WITH BUMP STEER CONTROL

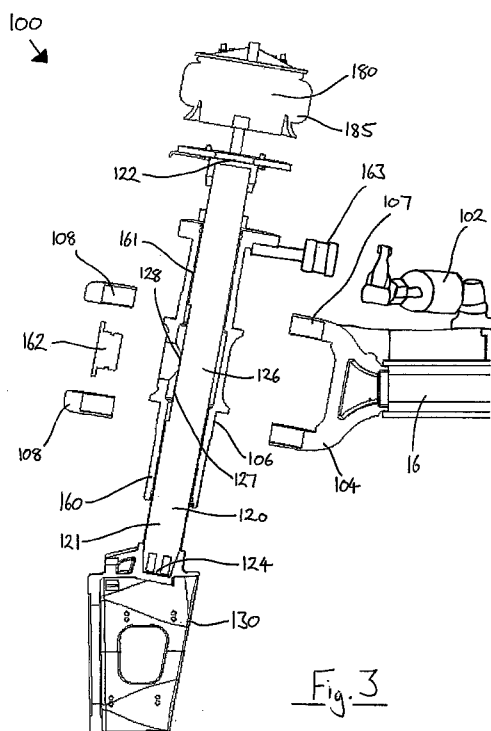


Fig. 3

(57) Abstract: A suspension assembly (100) for an agricultural machine (10), adapted to reduce bump steering. The suspension assembly includes a strut shaft (120), a hollow tube (160), a cushioning mechanism (180), and a force control pad (162). The strut shaft can have an elongated body (121) having a first end (122), a second end (124), and a middle portion (126), the middle portion defining a cutout (127). A wheel support (130) can extend from the strut shaft and can be adapted to carry a wheel (12). The hollow tube can be at least partially disposed around the strut shaft and can be adapted to allow longitudinal motion of the strut shaft. The cushioning mechanism can cushion the longitudinal motion of the strut shaft. The force control pad, which can be connected to the hollow tube, can be engageable to the flat area (128) of the strut shaft. The force control pad can impart or resist rotational force when engaged to the strut shaft.

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DESCRIPTION

SUSPENSION ASSEMBLIES WITH BUMP STEER CONTROL

Various aspects of the present invention relate to suspension systems and, moreover, to suspension assemblies with bump steer control.

An undesirable condition known as “bump steering” exists in independently suspended linkage steering mechanisms, such as those that can be used in a vehicle, such as an agricultural machine. In effect, the setting of a wheel changes undesirably when the wheel moves due to suspension, resulting in misdirection of the wheel.

There is a need in the art for a suspension assembly with bump steering control in an agricultural machine.

Briefly described, various embodiments of the present invention include a suspension assembly, and an agricultural machine utilizing same.

The suspension assembly includes a strut shaft, a wheel support, a hollow tube with a force control pad, and a cushioning mechanism.

The strut shaft can have an elongated shape having a first end, a second end, and a middle portion disposed between the first end and the second end. The middle portion can define a cutout. The cutout can define a flat surface of the strut shaft.

The wheel support can extend from a portion in proximity to one of the ends of the strut shaft. The wheel support can be adapted to couple the wheel to the strut shaft.

The hollow tube defines a hollow cavity. As a result, the strut shaft can be insertable into the hollow tube, such that the hollow tube can be at least partially disposed about the strut shaft. Based on this arrangement, the strut shaft can move longitudinally within the hollow tube. And the hollow tube can rotate about the strut shaft. The force control pad, which can be connected to, or part of, the hollow tube, can be engageable to the flat surface of the strut shaft. The force control pad can be adapted to impart or resist rotational force on the strut shaft, for example, when engaged to the strut shaft.

The cushioning mechanism can be located such that, as the strut shaft moves longitudinally in a direction away from the wheel support, the strut shaft moves toward the cushioning mechanism. The cushioning mechanism can be located generally above the strut shaft. If rough terrain causes the wheel to move upward, the strut shaft, which is coupled to the wheel, can also move. Resulting movement of the strut shaft can be longitudinal, generally upward. Accordingly, this movement can be cushioned by the cushioning mechanism.

These and other objects, features, and advantages of the present invention will become more apparent upon reading the following specification in conjunction with the accompanying drawing figures in which:-

Fig. 1 illustrates a side view of an agricultural machine, in accordance with an exemplary embodiment of the present invention.

Fig. 2 illustrates a perspective view of a lower frame and steering structure of the agricultural machine, in accordance with an exemplary embodiment of the present invention.

Fig. 3 illustrates a side partial perspective, partial cross-sectional, partially exploded view of a suspension assembly for a steerable wheel, in accordance with an exemplary embodiment of the present invention.

Fig. 4 illustrates another side partial perspective, partial cross-sectional, partially exploded view of the suspension assembly for the steerable wheel, in accordance with an exemplary embodiment of the present invention.

Fig. 5 illustrates a side partial perspective, partial cross-sectional, partially exploded view of a suspension assembly for a non-steerable wheel, in accordance with an exemplary embodiment of the present invention.

Fig. 6 illustrates another side partial perspective, partial cross-sectional, partially exploded view of the suspension assembly for the non-steerable wheel, in accordance with an exemplary embodiment of the present invention.

To facilitate an understanding of the principles and features of the invention, various illustrative embodiments are explained below. In particular, various embodiments of the invention are described in the context of being a strut suspension system with internal bump control for an agricultural machine or vehicle. Embodiments of the invention, however, are not limited to use in agricultural machines. Rather, embodiments of the invention can be used in many mobile machines, for example and not limitation, when a suspension with bump control is desired or necessary.

Though described herein based on figures as “up,” “down,” “above,” “below,” and “vertical” one skilled in the art would appreciate that these terms relate to movement in a single plane. That is to say that the present invention contemplates movement at vertical, horizontal, and angled trajectories, as desired. Thus, when these terms are used herein, they refer only to exemplary embodiments and are meant to identify movement within the plane, and are used to describe views of the figures.

The materials described hereinafter as making up the various elements of the invention are intended to be illustrative and not restrictive. Many suitable materials that would perform the same or similar functions as the materials described herein are intended to be embraced within the scope of the invention. Such other materials not described herein can include, but are not limited to, for example, materials that are developed after the time of the development of the invention.

Various embodiments of the present invention comprise an internal bump control, a strut suspension with internal bump control, and an agricultural machine implementing such a strut suspension. Further, exemplary embodiments can comprise a strut shaft, a cushioning mechanism, and a hollow tube.

Referring now to the figures, wherein like reference numerals represent like parts throughout the views, exemplary embodiments of suspension assembly will be described in detail.

Fig. 1 illustrates a side view of a machine **10** employing an integrated suspension assembly **90**. For example, the machine **10** can be a vehicle, or more specifically an agricultural machine, such as an agricultural vehicle. In order to move or travel, the machine **10** can have at least three wheels. For example, the machine **10** can have two front wheels **12** and two rear wheels **14**. The front wheels **12** are preferably steerable. The rear wheels **14** are preferably non-steerable. In one aspect, two wheels connected by an axle are either both steerable or both non-steerable.

The integrated suspension assembly **90** employed on the machine **10** can include one or more independent steerable suspension assemblies **100**, along with one or more independent non-steerable suspension assemblies **200**. As illustrated in **Fig. 1**, the front wheels **12** can be associated with the independent steerable suspension assemblies **100**. Additionally, the rear wheels **14** can be associated with the independent non-steerable suspension assemblies **200**.

Fig. 2 illustrates a lower frame and steering structure **50** of the machine **10**. The two front wheels **12** and their respective suspension assemblies **100** can be connected to each other by a front axle **16** extending from one suspension assembly **100** to the other. The two rear wheels **14** and their respective suspension assemblies **200** can be connected by a rear axle **18** extending from one suspension assembly **200** to the other. The front axle **16** and the rear axle **18** are connected to one another by a first rod **20** and a second rod **22**.

Components of the integrated suspension assembly **90**, namely the steerable suspension assemblies **100** and the non-steerable suspension assemblies **200**, can be positionable at the terminus ends of the axles **16** and **18**. Generally, the steerable suspension assembly **100** and the non-steerable suspension assembly **200** are adapted to extend upwardly from the axles **16** and **18**, as illustrated.

Steerable Suspension Assembly

Referring now to **Fig. 3**, a view of the steerable suspension assembly **100** for a single steerable wheel **12** is illustrated. The steerable suspension assembly **100** can comprise a strut shaft **120**, a wheel support **130**, a hollow tube **160**, and a cushioning mechanism **180**.

Taking elements of the steerable suspension assembly **100** in turn, the strut shaft **120** can have an elongated body **121** having a first end **122**, a second end **124**, and a middle portion **126** disposed between the first end **122** and the second end **124**. The middle portion **126** can define a cutout **127**. The cutout **127** can define a flat area **128**, or flat surface, of the strut shaft **120**, the flat area interrupting an otherwise curved surface of the strut shaft **120**. The strut shaft **120** can have round, or circular, cross-sections at its first end **122** and second end **124**. Along the flat area **128**, lateral cross-sections of the strut shaft **120** can each be partially arcuate with a flat side.

The wheel support **130** can be located at, or in proximity to, the second end **124** of the strut shaft **120**. The wheel support **130** can extend from the strut shaft **120**, or can be carried by the strut shaft **120**. The wheel support **130** is coupled to, or in communication with, the associated steerable wheel **12**. Accordingly, the wheel support **130** couples the wheel **12** to the strut shaft **120** and, hence, to the steerable suspension assembly **100**. Further, the wheel support **130** couples the wheel **12** to the axle **16**. The wheel support **130** can be located in proximity to a terminus of the axle **16**.

The hollow tube **160**, or steering tube, can define a hollow cavity **161**. As a result, at least a portion of the strut shaft **120** can extend through at least a portion of the hollow cavity **161** of the hollow tube **160**. The hollow tube **160** can be at least partially disposed around the strut shaft **120**.

A force control pad **162** can be connected to, or in communication with, the hollow tube **160**. Preferably, the force control pad **162** can fit through an opening in the hollow tube **160** to access the strut shaft **120**. The force control pad **162** can be engageable to the strut shaft **120**, particularly the flat area **128** of the strut shaft **120**. Engagement of the force control pad **162** can fix the strut shaft **120** to the hollow tube **160**.

When engaged, the force control pad **162** can impart or resist rotational force, thereby causing the strut shaft **120** to rotate or to retain its position according to steering of the machine **10**. The force control pad **162** can exert an adjustable degree of force on the strut shaft **120**. Engagement of the force control pad **162** can fix the strut shaft **120** to the hollow tube **160** so that, as the hollow tube **160** rotates, the strut shaft **120** rotates as well. Rotation of the strut shaft **120**, in turn, can rotate the wheel support **130** and cause the wheel **12** to rotate according to steering of the machine **10**. When disengaged, rotation of the hollow tube **160** may not cause the strut shaft **120** and, therefore, the wheel **12** to rotate. Therefore, disengagement of the force control pad **162** can reduce the occurrence of undesirable turning of the wheels **12**.

In addition, a steering arm **163** can extend from the hollow tube **160**. The steering arm **163** can be engageable to a steering member **102**, or steering cylinder, which can be mounted on or in communication with the axle **16**. The steering member **102** can direct the steering arm **163** by shifting the position of the steering arm **163**. When the machine **10** is steered, the steering member **102** can push or pull the steering arm **163**, thereby causing the hollow tube **160** to rotate. Accordingly, the hollow tube **160** can rotate relative to the axle **16** in accordance with an applied steering force. When the force control pad **162** is engaged, the strut shaft **120** can rotate along with the hollow tube **160**, causing the wheel **12** coupled to the wheel support **130** to be directed in a desired direction.

The force control pad **162** can also be engaged to cause the strut shaft **120** to resist rotational force, thereby reducing undesired misdirection of the associated wheel **12**. Preferably, when the machine **10** is not being affirmatively steered, the strut shaft **120** has free vertical movement without rotation, and the hollow tube **160** has free rotation without vertical movement. This can result in an independent strut suspension with no bump steer.

A yoke **104** can be carried by the axle **16**. The yoke **104** can connect the hollow tube **160** to the axle **16**. Bearings **106** can be positioned in grooves **107** of the yoke **104**. The bearings **106** can allow the hollow tube **160** to rotate relative to the yoke **104**. Additionally, yoke caps **108** can secure the yoke **104** to the hollow tube **160**. The steering member **102** can be mounted on the yoke **104** instead of, or in addition to, being mounted on the axle **16**. And when the machine **10** is steered, the steering tube **160** can rotate relative to the yoke **104**, as well as relative to the axle **16**, in accordance with an applied steering force.

The cushioning mechanism **180** can cushion movement of the strut shaft **120**. To effect suspension of the machine **10**, the strut shaft **120** can be adapted to translate longitudinally in the hollow tube **160**. The cushioning mechanism **180** can comprise a cushioning element **185**, such as an air bag. The cushioning element **185** can be positioned such that, as the strut shaft **120** moves longitudinally away from a surface, such as the ground, the strut shaft **120** moves toward the cushioning element **185**. The cushioning element **185** can be disposed generally above the strut shaft **120** and in proximity to the first end **122** or the second end **124** of the strut shaft **120**. As the associated wheel **12** encounters rough terrain, the wheel **12** may be pushed upward by such terrain. This, in turn, can cause the strut shaft **120** to move longitudinally in the hollow tube **160**. As illustrated, the strut shaft **120** can be vertically displaced. The cushioning mechanism **180** can cushion this movement of the strut shaft **120**, thereby cushioning effects of the rough terrain on the machine **10** and providing suspension.

Fig. 4 illustrates a more detailed view of the steerable suspension assembly **100** for the steerable wheel **12**.

As shown, an upper bushing **165** and an upper wiper seal **166** can be positioned in an upper inner portion of the hollow tube **160**. The upper wiper seal **166** can be located above the upper bushing **165**, but this is not required. A lower bushing **167** and a lower wiper seal **168** can be in communication with a lower inner portion of the hollow tube **160**. In one embodiment, the lower wiper seal **168** can be positioned below the lower bushing **167**. The bushings **165** and **167** and wiper seals **166** and **168** can guide the strut shaft **120** through its longitudinal motion in the hollow tube **160**. The bushings **165** and **167** and wiper seals **166** and **168** also restrict lateral movement of the strut shaft **120**. The flat area **128** of the strut shaft **120** can lie between the upper and lower bushings **165** and **167**.

The hollow tube **160** can define a lubrication cavity **169** between the strut shaft **120** and the hollow tube **160**. The lubrication cavity **169** is adapted to maintain a lubricating substance. The lubricating substance can reduce friction between the strut shaft **120** and the hollow tube **160**. The lubricating substance can be grease, oil, graphite, Teflon, or many other substances that can provide lubrication.

Accordingly, the steerable suspension assembly **100** is associated with the steerable wheel **12**, and provides suspension as well as bump steering control for the steerable wheel **12**. The strut shaft **120** can translate longitudinally in the hollow tube **160**, and the cushioning mechanism **180** can cushion this longitudinal movement to provide suspension. The force control pad **162** can impart rotational force on the strut shaft **120**, thereby controlling misdirection of the steerable wheel **12** to reduce bump steering.

Non-Steerable Suspension Assembly

Fig. 5 illustrates the suspension assembly **200** for a non-steerable wheel **14**. For the sake of convenient manufacturing, the suspension assembly **200** for a non-steerable wheel **14** can be similar to that for a steerable wheel **12**. The non-steerable suspension assembly **200**, however, excludes the steering member **102** and the steering arm **163**. In place of these components, the non-steerable suspension assembly **200** can include a restraining mechanism **202**, which is further described below.

Like the steerable suspension assembly **100**, the non-steerable suspension assembly **200** can comprise a strut shaft **220**, a wheel support **230**, a hollow tube **260**, and a cushioning mechanism **280**.

The strut shaft **220** of the non-steerable suspension assembly **200** can have an elongated body **221** having a first end **222**, a second end **224**, and a middle portion **226** disposed between the first end **222** and the second end **224**. The middle portion **226** can define a cutout **227**. The cutout **227** can define a flat area **228**, or flat surface, of the strut shaft **220**, the flat area interrupting an otherwise curved surface of the strut shaft **220**. The strut shaft **220** can have round, or circular, cross-sections at its first end **222** and second end **224**. Along the flat area **228**, lateral cross-sections of the strut shaft **220** can each be partially arcuate with a flat side.

The wheel support **230** can be located at, or in proximity to, the second end **224** of the strut shaft **220**. The wheel support **230** can extend downwardly from the strut shaft **220**, or can be carried by the strut shaft **220**. The wheel support **230** is coupled to, or in

communication with, the associated non-steerable wheel **14**. Accordingly, the wheel support **230** couples the wheel **14** to the strut shaft **220** and, hence, to the non-steerable suspension assembly **200**. Further, the wheel support **230** couples the wheel **14** to the axle **18**. The wheel support **230** can be located in proximity to a terminus of the axle **18**.

The hollow tube **260**, or non-steering tube, can define a hollow cavity **261**. As a result, at least a portion of the strut shaft **220** can extend through at least a portion of the hollow cavity **261** of the hollow tube **260**. The hollow tube **260** can be at least partially disposed around the strut shaft **220**.

The restraining mechanism **202** can fix the hollow tube **260** to the yoke **204**, or to the rear axle **18**, in a position relative to the yoke **204**, or rear axle **18**, so that no steering of the associated non-steerable wheel **14** can result. The restraining mechanism **202** prevents or reduces movement, such as rotation, of the hollow tube **260** with respect to the yoke **204**, the rear axle **18**, or both. Preferably, the hollow tube **260** is completely fixed with respect to the yoke **204** or the rear axle **18**, or can rotate no more than five degrees with respect to the yoke **204** or the rear axle **18**.

The form and positioning of the hollow tube **260** in the non-steerable suspension assembly **200** is analogous to the hollow tube **160** in the steerable suspension assembly **100**. The hollow tube **260** of the non-steerable suspension assembly **200**, however, is ineffective in allowing steering because of the hollow tube's **260** fixation to the yoke **204** by the restraining mechanism **202**.

A force control pad **262** can be connected to, or in communication with, the hollow tube **260**. Preferably, the force control pad **262** can fit through an opening in the hollow tube **260** to access the strut shaft **220**. The force control pad **262** can be engageable to the strut shaft **220**, particularly the flat area **228** of the strut shaft **220**. Engagement of the force control pad **262** can fix the strut shaft **220** to the hollow tube **260**. When the force control pad **262** is disengaged, the strut shaft **220** can have free vertical movement within the hollow tube **260**.

A yoke **204** can be carried by the axle **18**. The yoke **204** can connect the hollow tube **260** to the axle **18**. Additionally, yoke caps **208** can secure the yoke **204** to the hollow tube **260**.

As mentioned previously, in the steerable suspension assembly **100**, bearings **106** can be positioned in grooves **107** of the yoke **104**. The bearings **106** can allow the hollow tube

160 to rotate relative to the yoke 104. In contrast, in the non-steerable suspension assembly 200, such bearings 206 may not allow rotation of the hollow tube 260, because the restraining mechanism 202 fixes the hollow tube 160 to the yoke 204. Providing bearings 206 in grooves 207 of the yoke 204, however, can still be beneficial, as similarities between the steerable 100 and non-steerable 200 suspension assemblies can contribute to ease of manufacturing. For example, it would be desirable for the steerable 100 and non-steerable 200 suspension assemblies to be manufacturable by the same or similar processes.

The cushioning mechanism 280 cushions movement of the strut shaft 220. To effect suspension of the machine 10, the strut shaft 220 can be adapted to translate longitudinally in the hollow tube 260. The cushioning mechanism 280 can comprise a cushioning element 285, such as an air bag. The cushioning element 285 can be positioned such that, as the strut shaft 220 moves longitudinally away from a surface, such as the ground, the strut shaft 220 moves toward the cushioning element 285. The cushioning element 285 can be disposed generally above the strut shaft 220 and in proximity to the first end 222 or the second end 224 of the strut shaft 220. As the associated wheel 14 encounters rough terrain, the wheel 14 may be pushed upward by such terrain. This, in turn, can cause the strut shaft 220 to move longitudinally in the hollow tube 260. As illustrated, the strut shaft 220 can be vertically displaced. The cushioning mechanism 280 can cushion this movement of the strut shaft 220, thereby cushioning effects of the rough terrain on the machine 10 and providing suspension.

Fig. 6 illustrates a more detailed view of the non-steerable suspension assembly 200 for the non-steerable wheel 14.

As shown, an upper bushing 265 and an upper wiper seal 266 can be positioned in an upper inner portion of the hollow tube 260. The upper wiper seal 266 can be located above the upper bushing 265, but this is not required. A lower bushing 267 and a lower wiper seal 268 can be in communication with a lower inner portion of the hollow tube 260. In one embodiment, the lower wiper seal 268 can be located below the lower bushing 267. The bushings 265 and 267 and wiper seals 266 and 268 can guide the strut shaft 220 through its longitudinal motion in the hollow tube 260. The bushings 265 and 267 and wiper seals 266 and 268 also restrict lateral movement of the strut shaft 220. The flat area 228 of the strut shaft 220 can lie between the upper and lower bushings 265 and 267.

The hollow tube 260 can define a lubrication cavity 269 between the strut shaft 220 and the hollow tube 260. The lubrication cavity 269 is adapted to maintain a lubricating substance. The lubricating substance can reduce friction between the strut shaft 220 and the

hollow tube **260**. The lubricating substance can be grease, oil, graphite, Teflon, or many other substances that can provide lubrication.

Accordingly, the non-steerable suspension assembly **200** is associated with the non-steerable wheel **14**, and provides suspension for the non-steerable wheel **14**. The strut shaft **220** can translate longitudinally in the hollow tube **260**, and the cushioning mechanism **280** can cushion this longitudinal movement to provide suspension. The restraining mechanism **202** fixes the hollow tube **260** in position relative to the yoke **204**, so that the non-steerable wheel **14** cannot be steered.

While the suspension assembly has been disclosed in its exemplary forms, it will be apparent to those skilled in the art that many modifications, additions, and deletions can be made without departing from the spirit and scope of the invention and its equivalents, as set forth in the following claims.

CLAIMS

1. A suspension assembly comprising:
a strut shaft having an elongated body;
a wheel support extending from the strut shaft and adapted to communicate with a wheel;
a hollow tube at least partially disposed around the strut shaft, the strut shaft adapted to translate longitudinally in the hollow tube; and
a force control pad connectable to the hollow tube and engageable to the strut shaft with an adjustable degree of force, the force control pad adapted to impart or resist a rotational force when engaged to the strut shaft.
2. The suspension assembly of Claim 1, the elongated body of the strut shaft having a first end, a second end, and a middle portion, the middle portion disposed between the first and second ends, the middle portion defining a cutout, the cutout defining a flat surface.
3. The suspension assembly of Claim 1 or 2, the force control pad engageable to the flat surface of the strut shaft.
4. The suspension assembly of any one of Claims 1, 2 or 3, wherein the hollow tube is rotatable about the strut shaft when the force control pad is disengaged.
5. The suspension assembly of any preceding claim, further comprising a cushioning mechanism adapted to cushion longitudinal movement of the strut shaft.
6. The suspension assembly of Claim 5, the cushioning mechanism comprising an air bag in proximity to a first end of the strut shaft.
7. The suspension assembly of any preceding claim, further comprising an axle, the hollow tube adapted to rotate with respect to the axle in accordance with an applied steering force.
8. The suspension assembly of any preceding claim, the hollow tube defining a cavity for containing a lubricating substance.

9. The suspension assembly of Claim 1, further comprising:
an axle;
a steering arm extending from the hollow tube; and
a steering member in communication with the axle, the steering member adapted to shift the steering arm, thereby causing the hollow tube to rotate relative to the axle;
wherein rotation of the hollow tube is translated to rotation of the strut shaft when the force control pad is engaged.
10. A suspension assembly comprising:
a strut shaft having a first end, a second end, and a middle portion, the middle portion disposed between the first end and the second end and having a flat surface interrupting an otherwise curved surface of the strut shaft;
a wheel support carried by the strut shaft and adapted to couple a wheel to the strut shaft;
a hollow tube at least partially disposed around the strut shaft; and
a force control pad in communication with the hollow tube, the force control pad engageable to the flat surface of the strut shaft.
11. The suspension assembly of Claim 10, the force control pad adapted to impart rotational force on the strut shaft.
12. The suspension assembly of Claim 10, the force control pad adapted to reduce bump steering when disengaged from the flat surface of the strut shaft.
13. The suspension assembly of any one of Claims 10, 11 or 12, the strut shaft longitudinally translatable with respect to the hollow tube.
14. The suspension assembly of any one of Claims 10 to 13, further comprising:
an axle;
a steering member carried by the axle; and
a steering arm carried by the hollow tube, the steering member engageable to the steering arm, wherein the hollow tube rotates relative to the axle as the steering member causes the steering arm to move.
15. The suspension assembly of any one of Claims 10 to 14, further comprising a restraining mechanism adapted to restrict rotation of the hollow tube.

16. The suspension assembly of Claim 15, wherein the restraining mechanism reduces steerability of the wheel coupled to the strut shaft
17. The suspension assembly of any one of Claims 10 to 16, the suspension assembly implemented in an agricultural machine.
18. A suspension assembly comprising:
a strut shaft having an elongated body;
a wheel support extending from the strut shaft, the wheel support adapted to communicate with a wheel;
a hollow tube at least partially disposed around the strut shaft, the strut shaft adapted to translate longitudinally in the hollow tube;
a cushioning mechanism adapted to cushion longitudinal movement of the strut shaft;
and
a force control pad adapted to connect to the hollow tube and engageable to the strut shaft;
wherein the suspension assembly excludes a steering arm adapted to rotate the hollow tube to effect steering.
19. The suspension assembly of Claim 18, further comprising a restraining mechanism adapted to reduce movement of the hollow tube relative to the axle.
20. The suspension assembly of Claim 18, wherein the hollow tube can rotate no more than five degrees with respect to the axle.

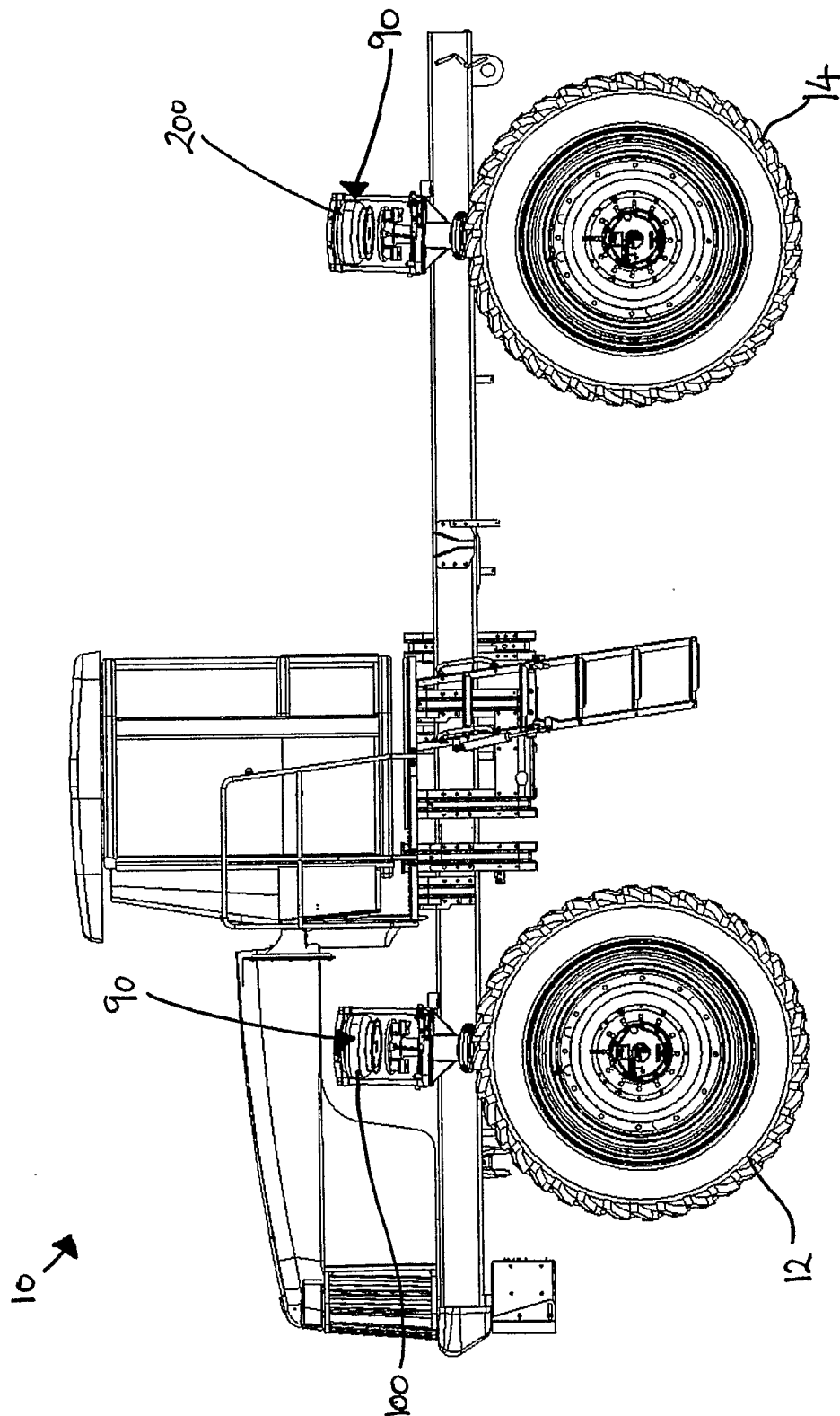


Fig. 1

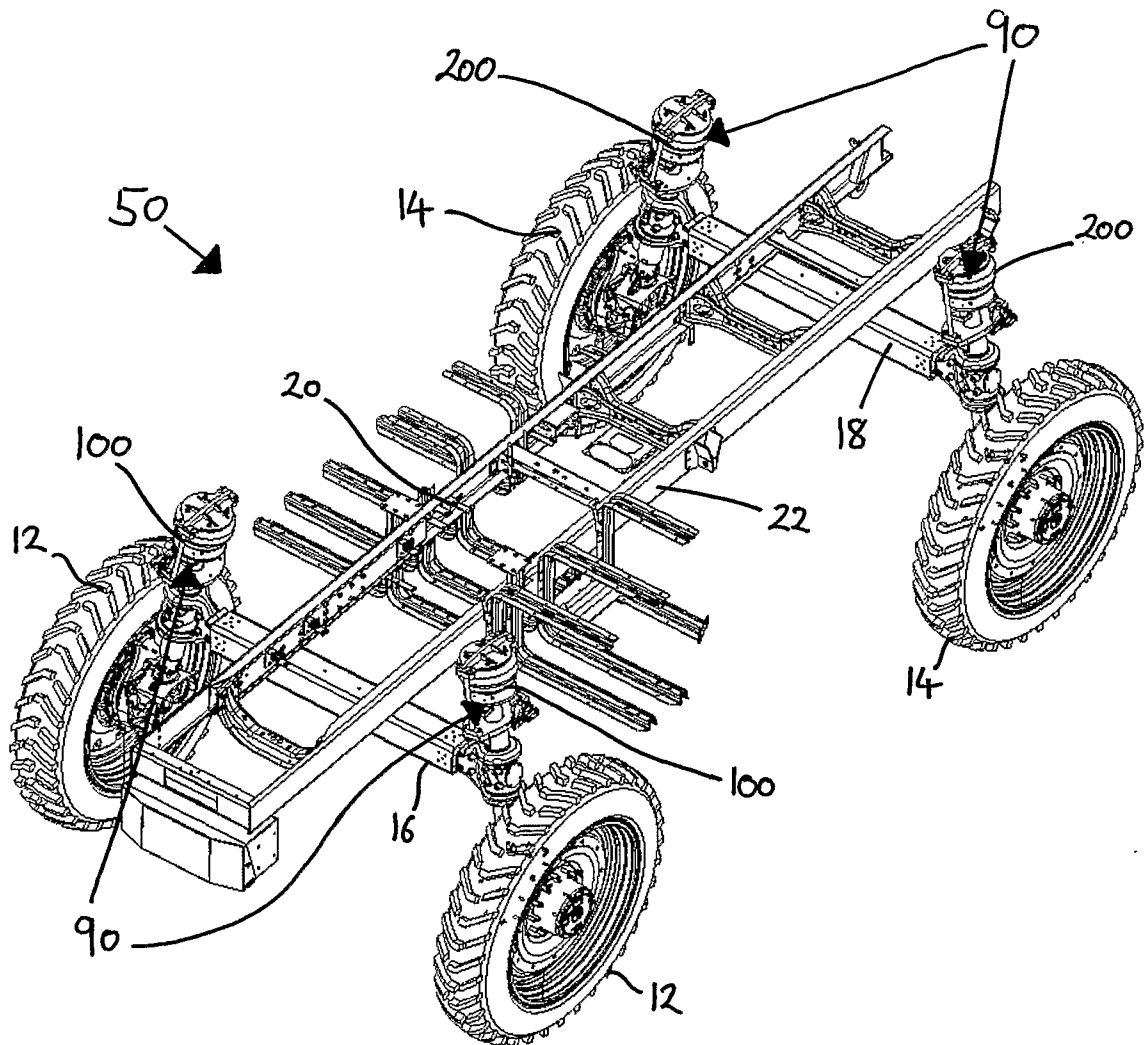


Fig. 2

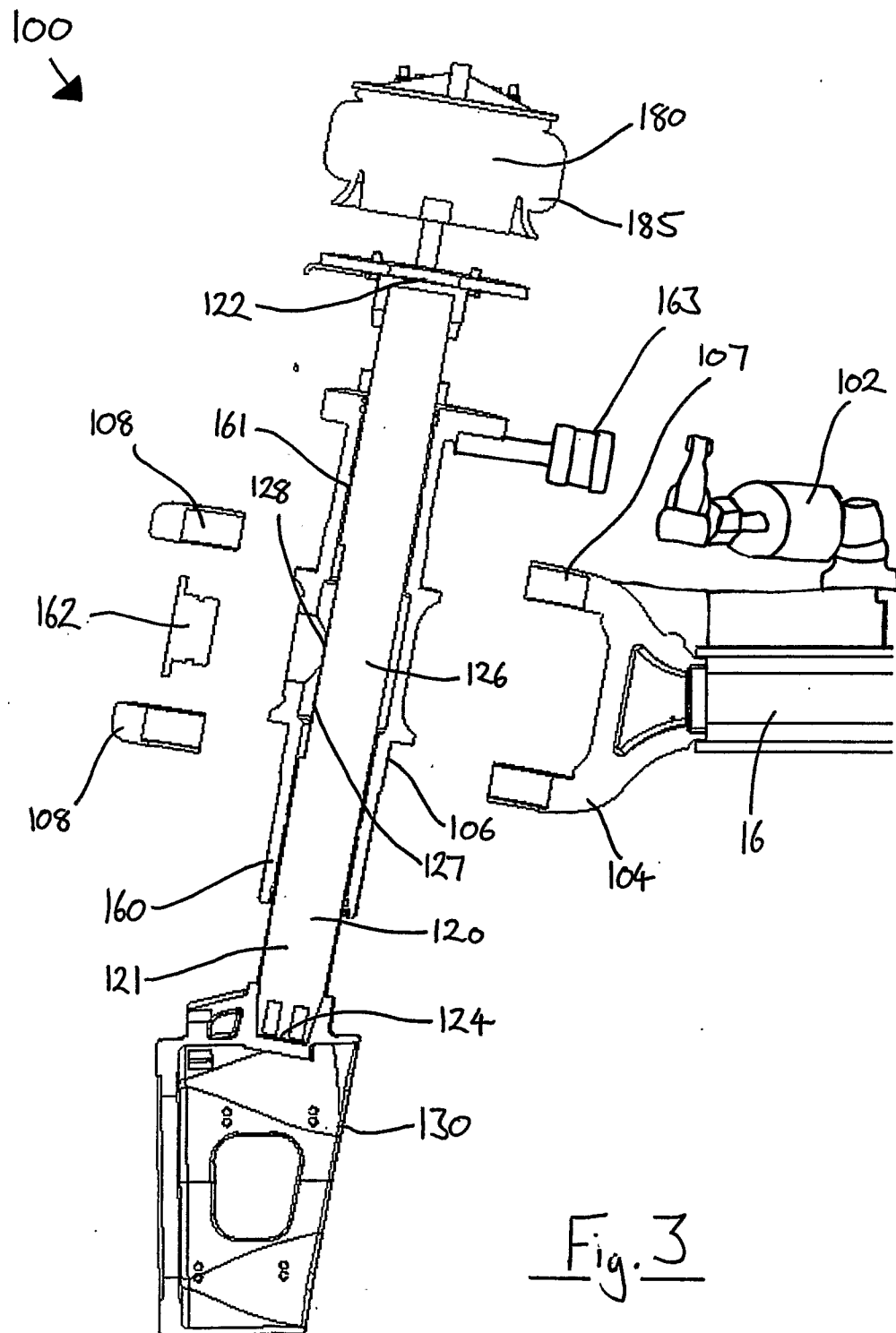


Fig. 3

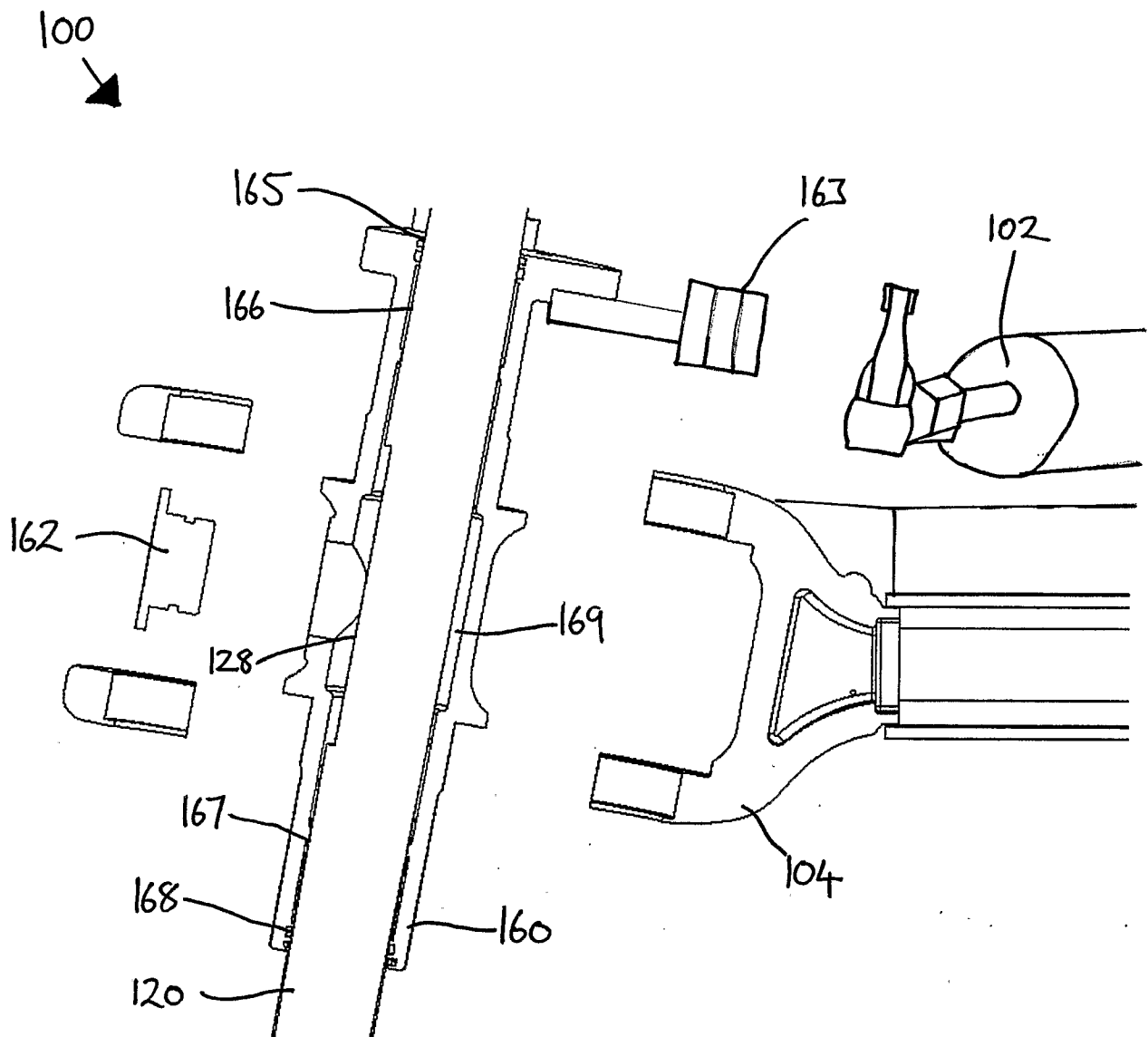
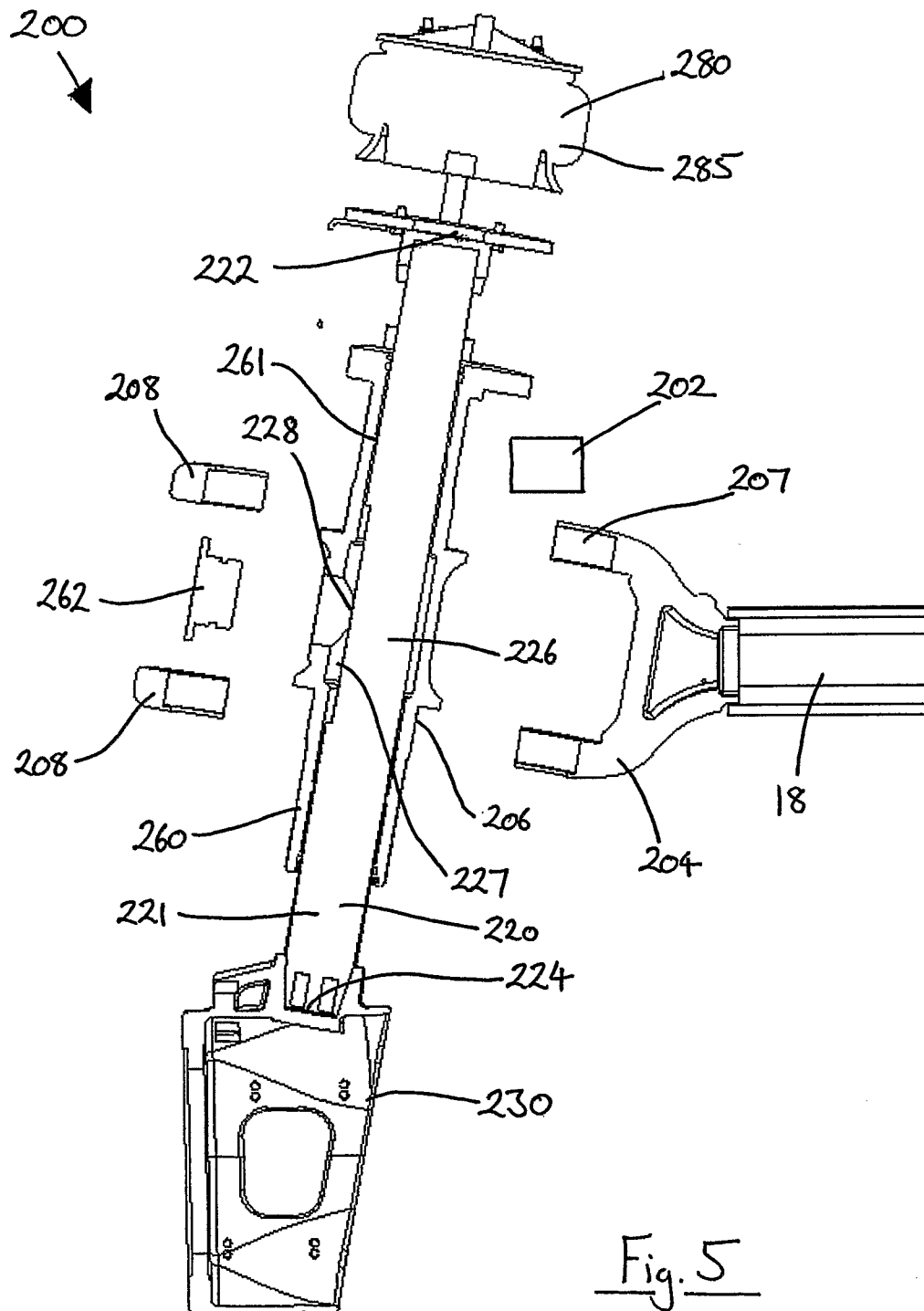


Fig. 4



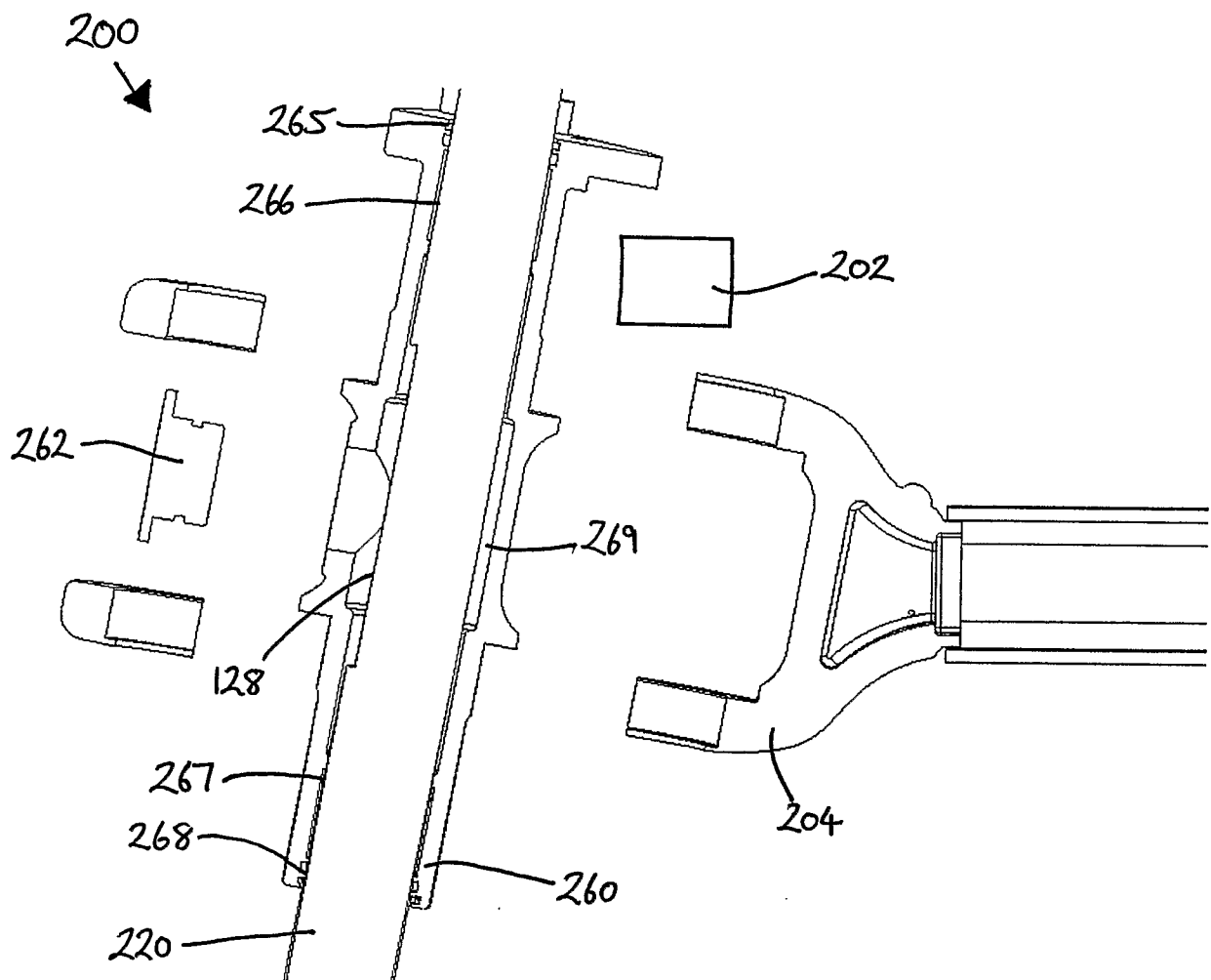


Fig. 6