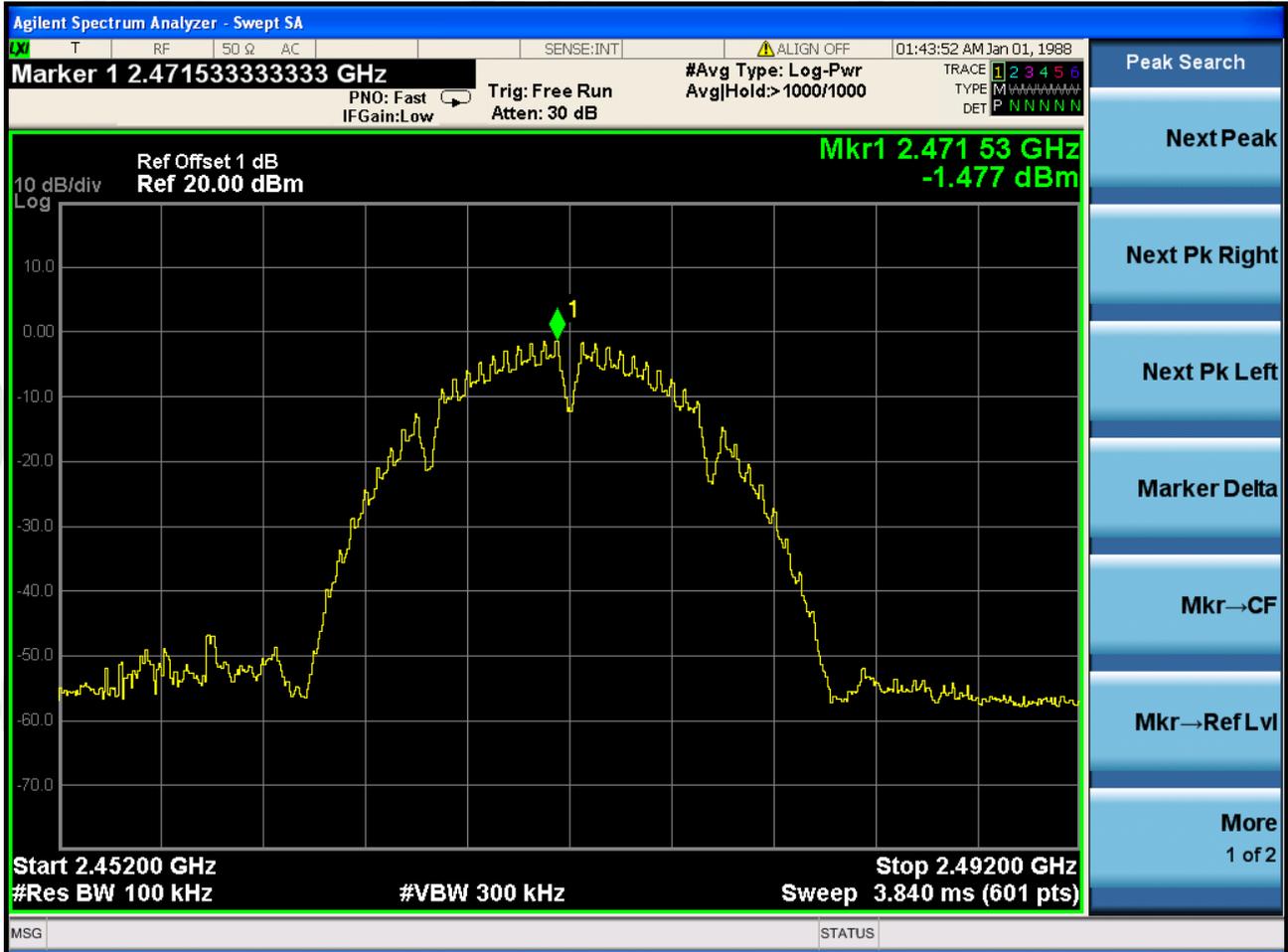
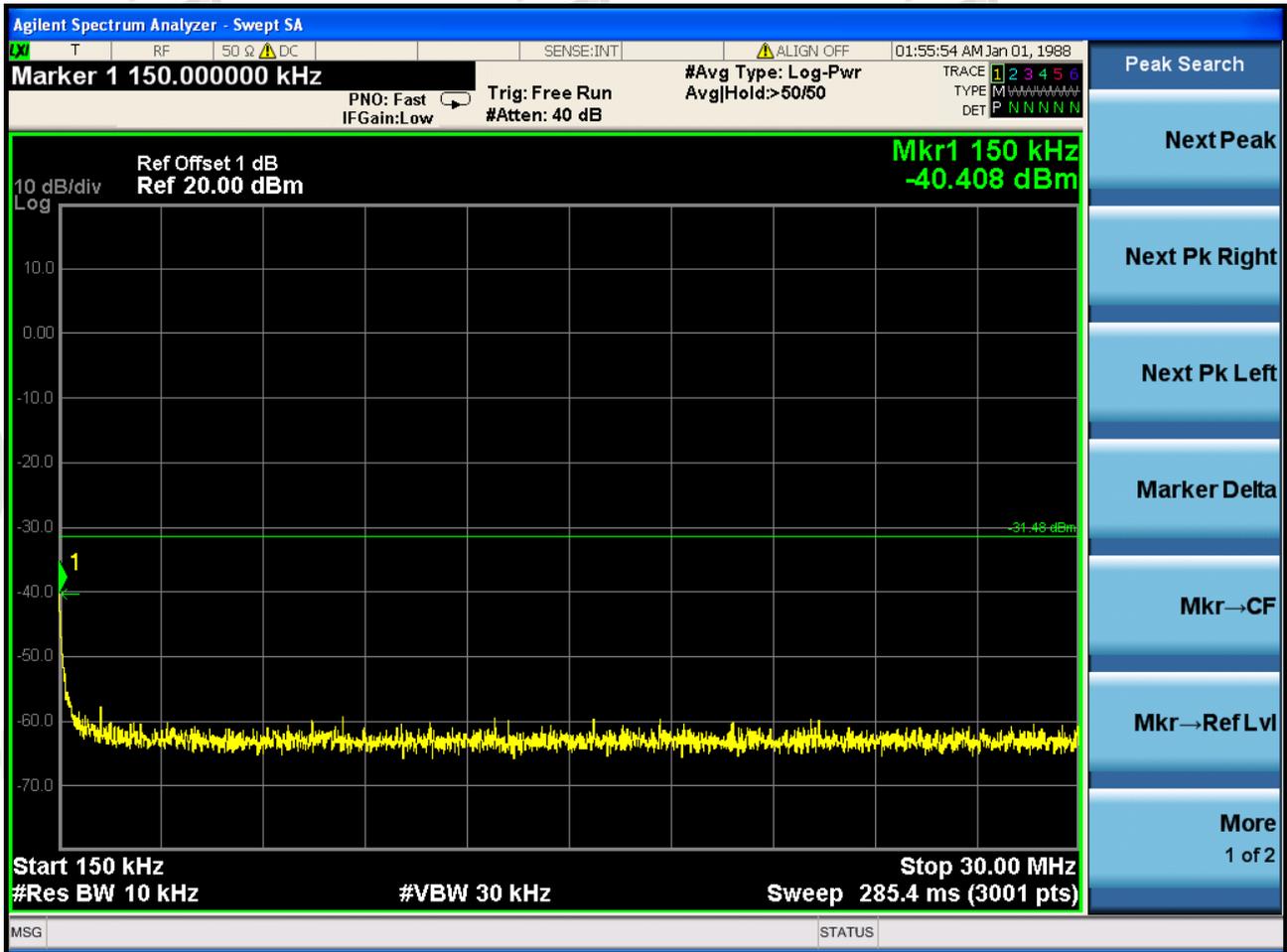


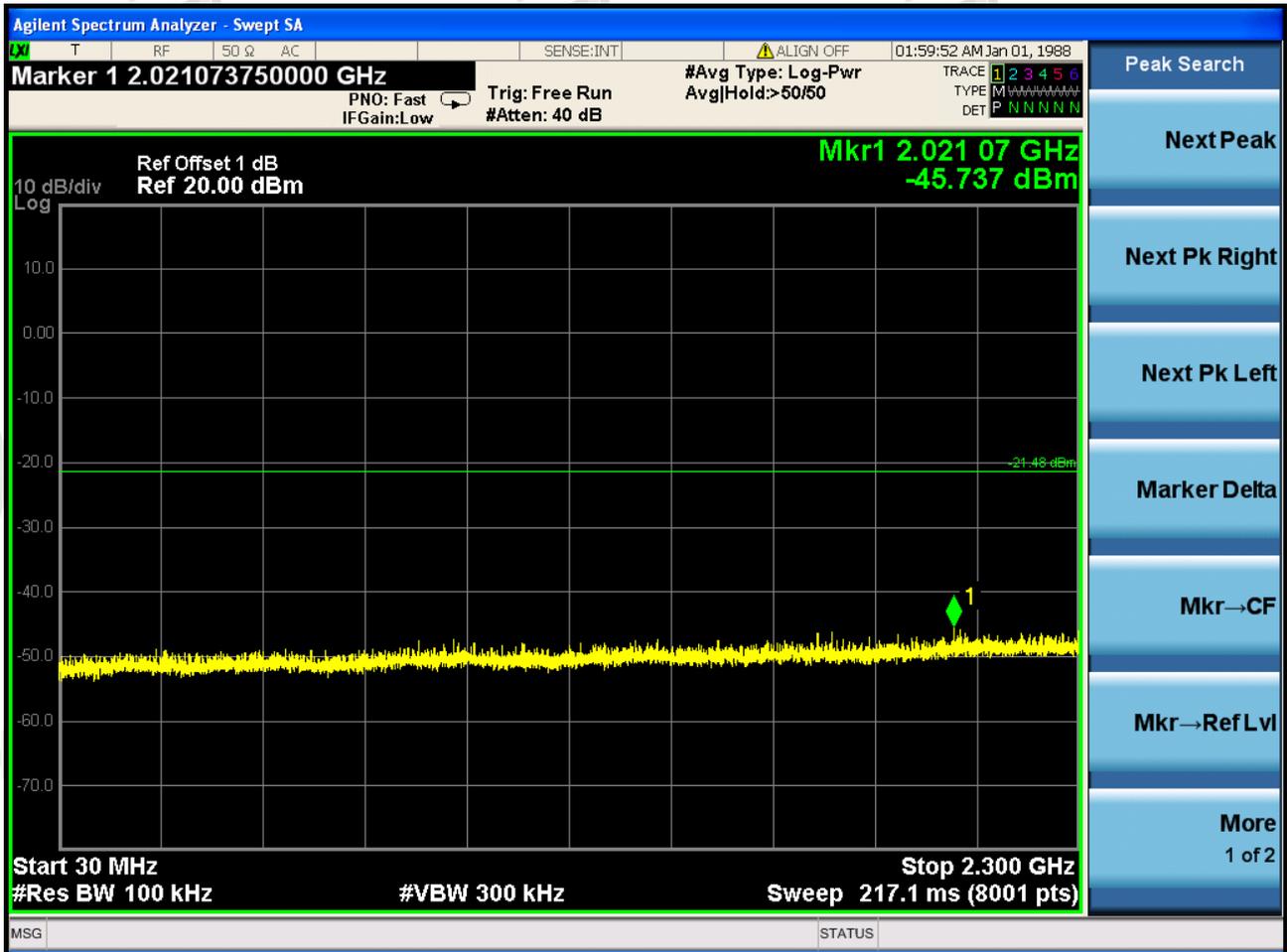


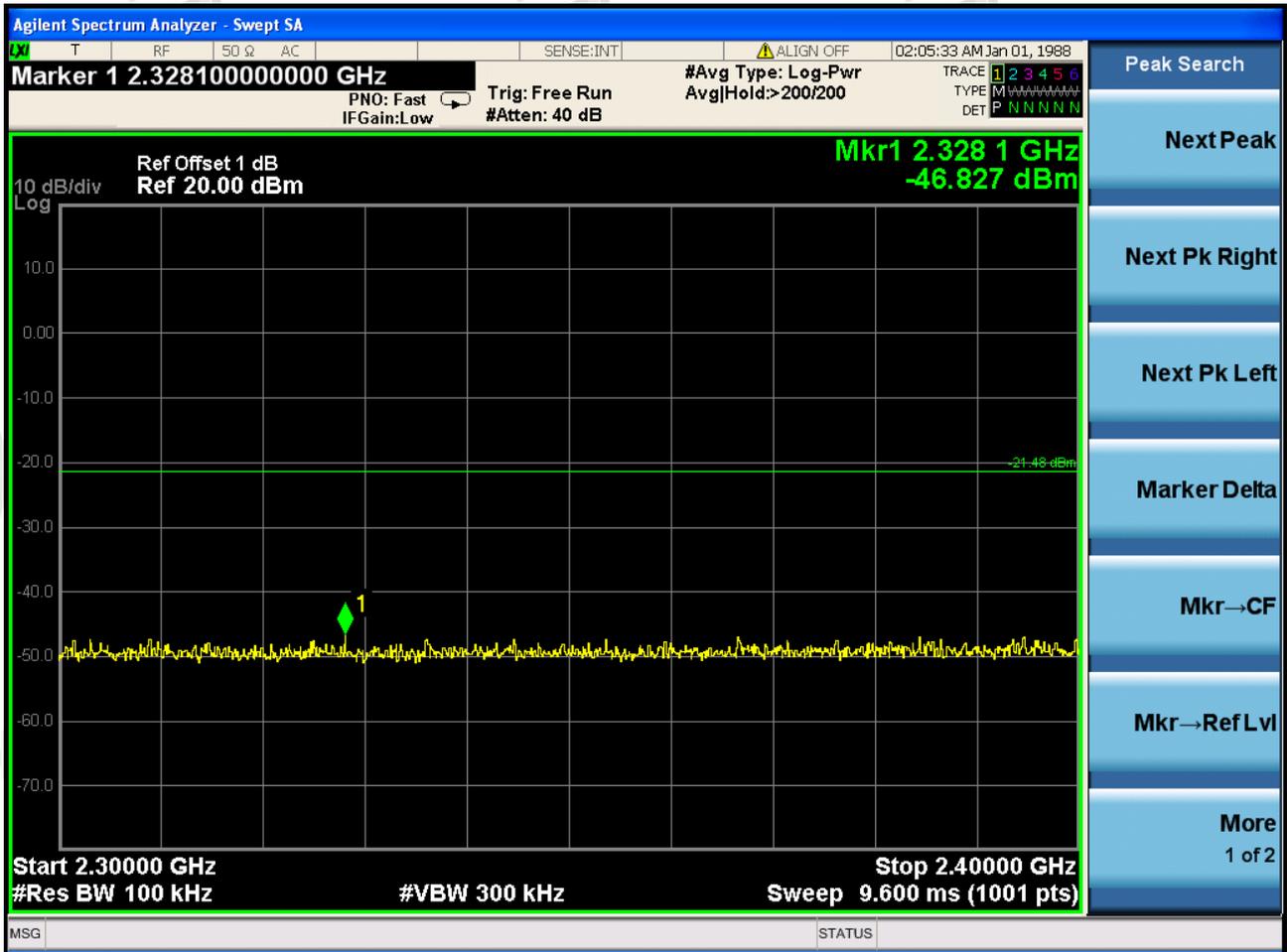
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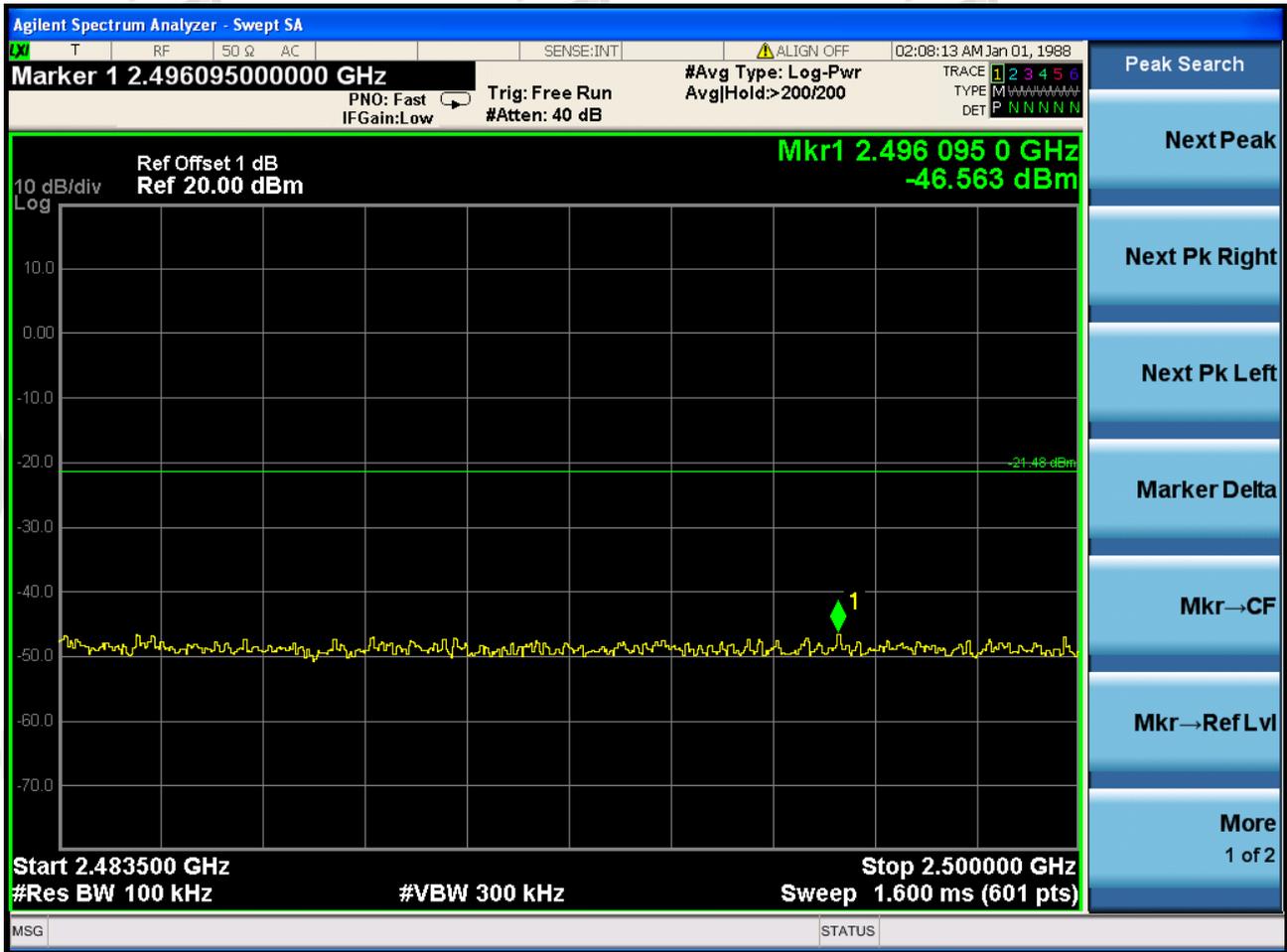










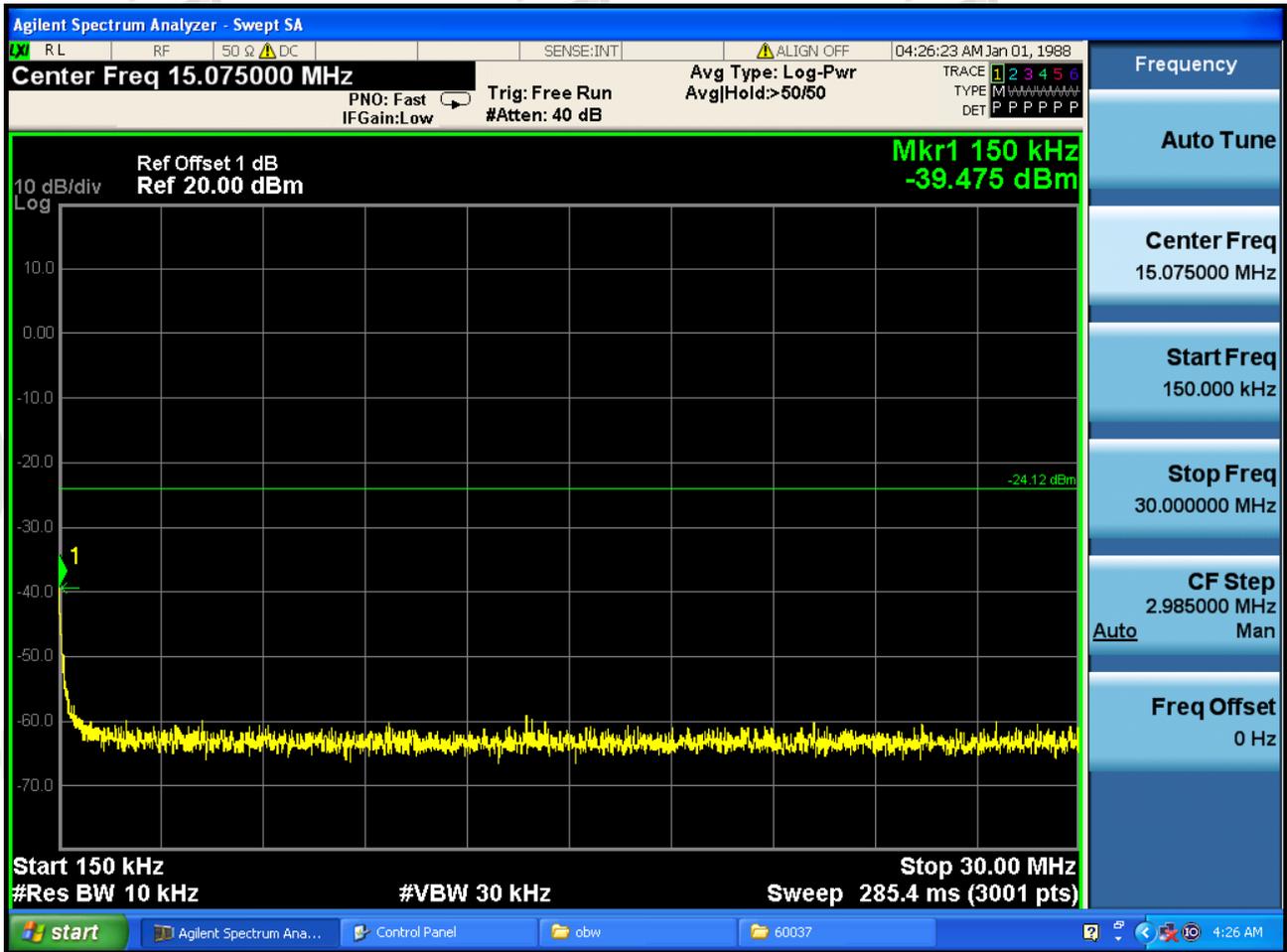


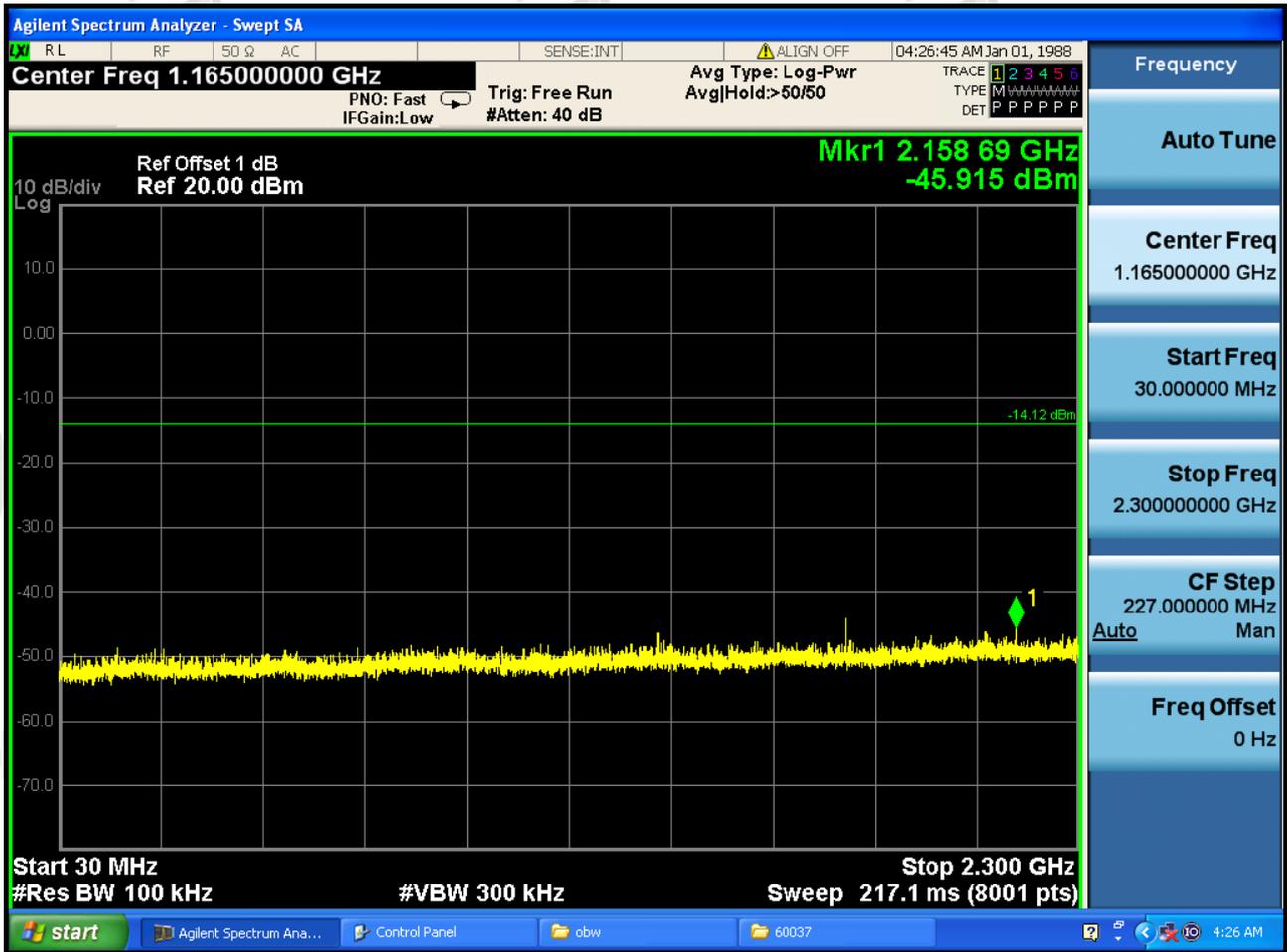


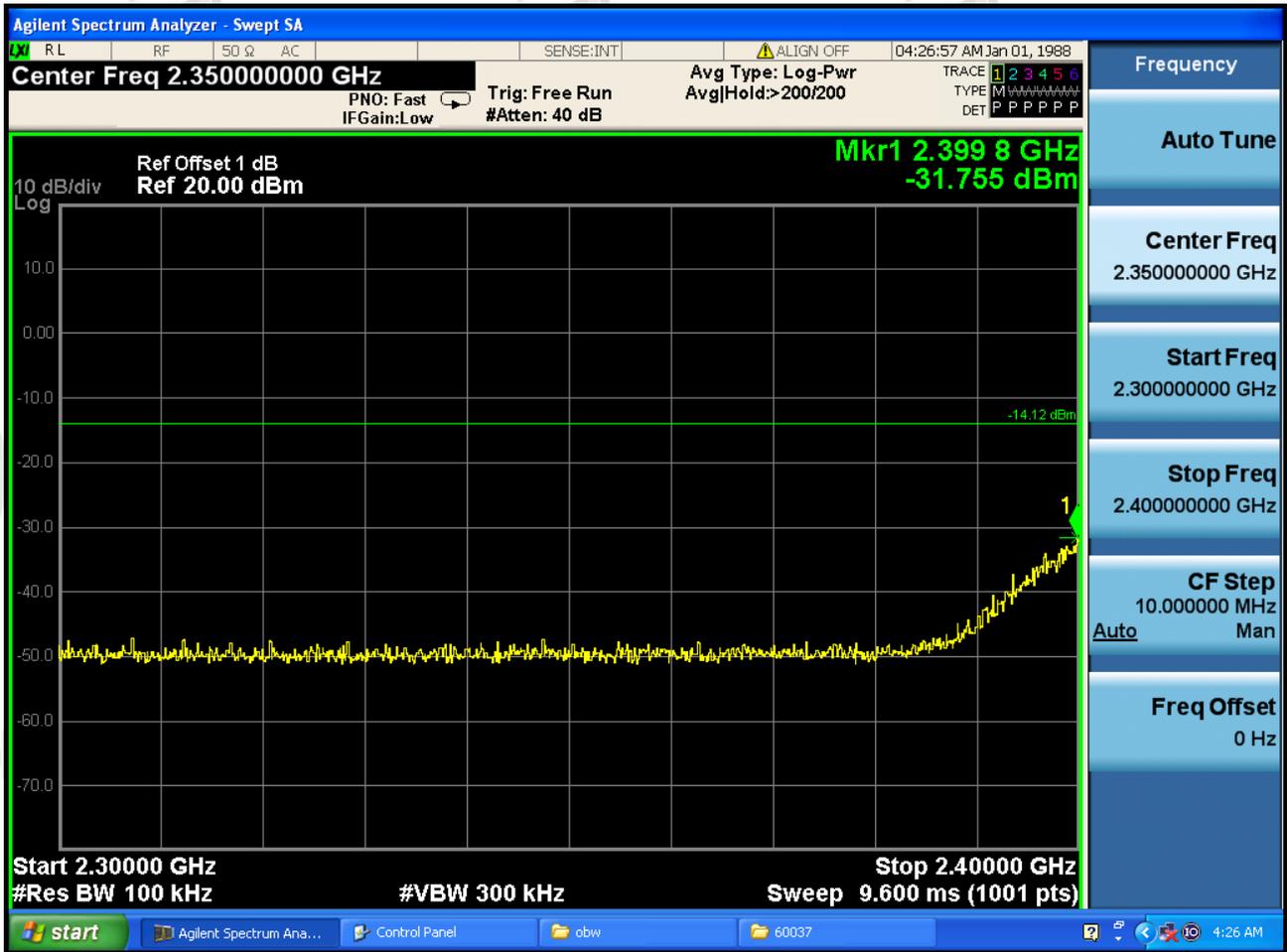
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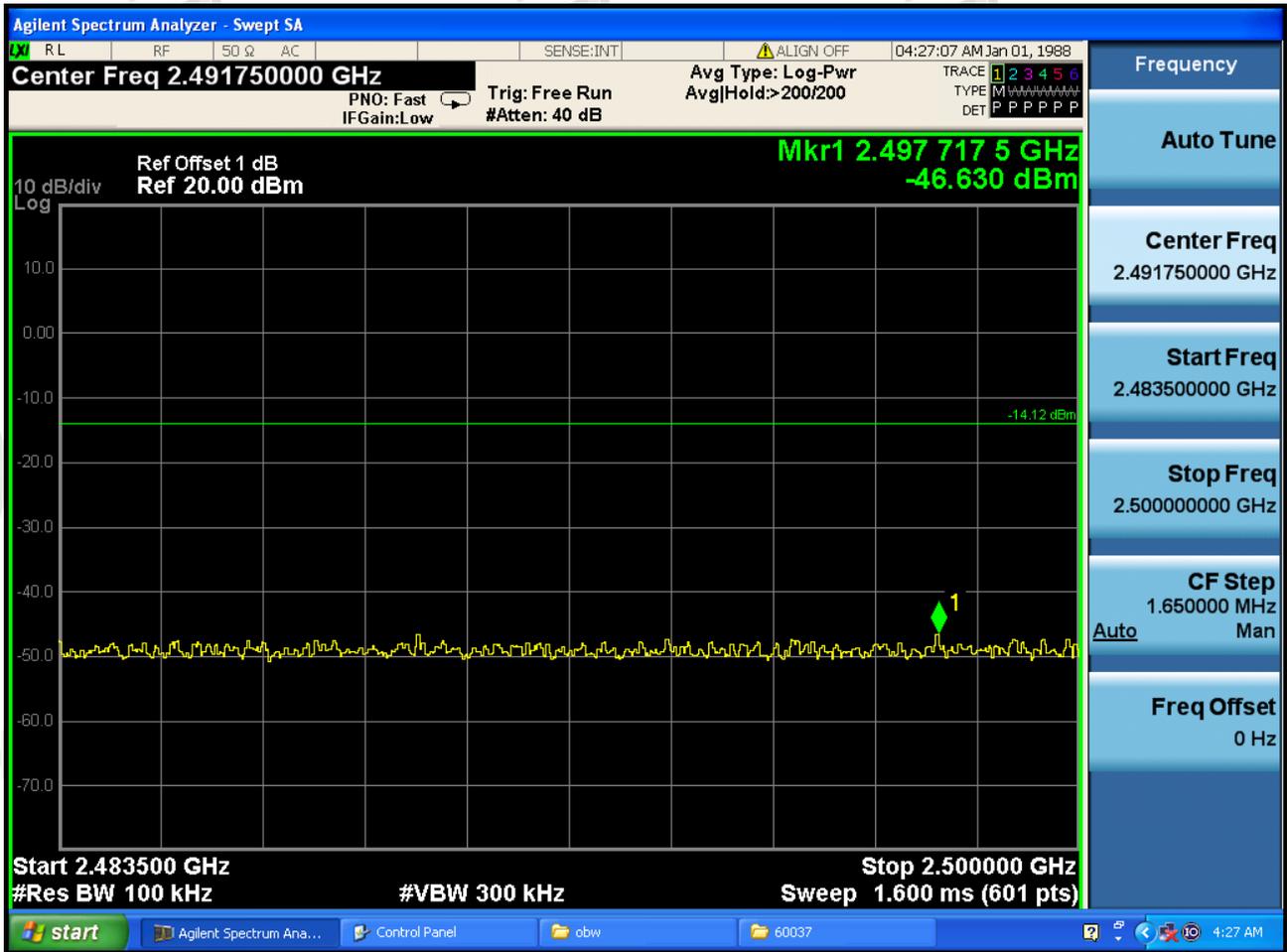










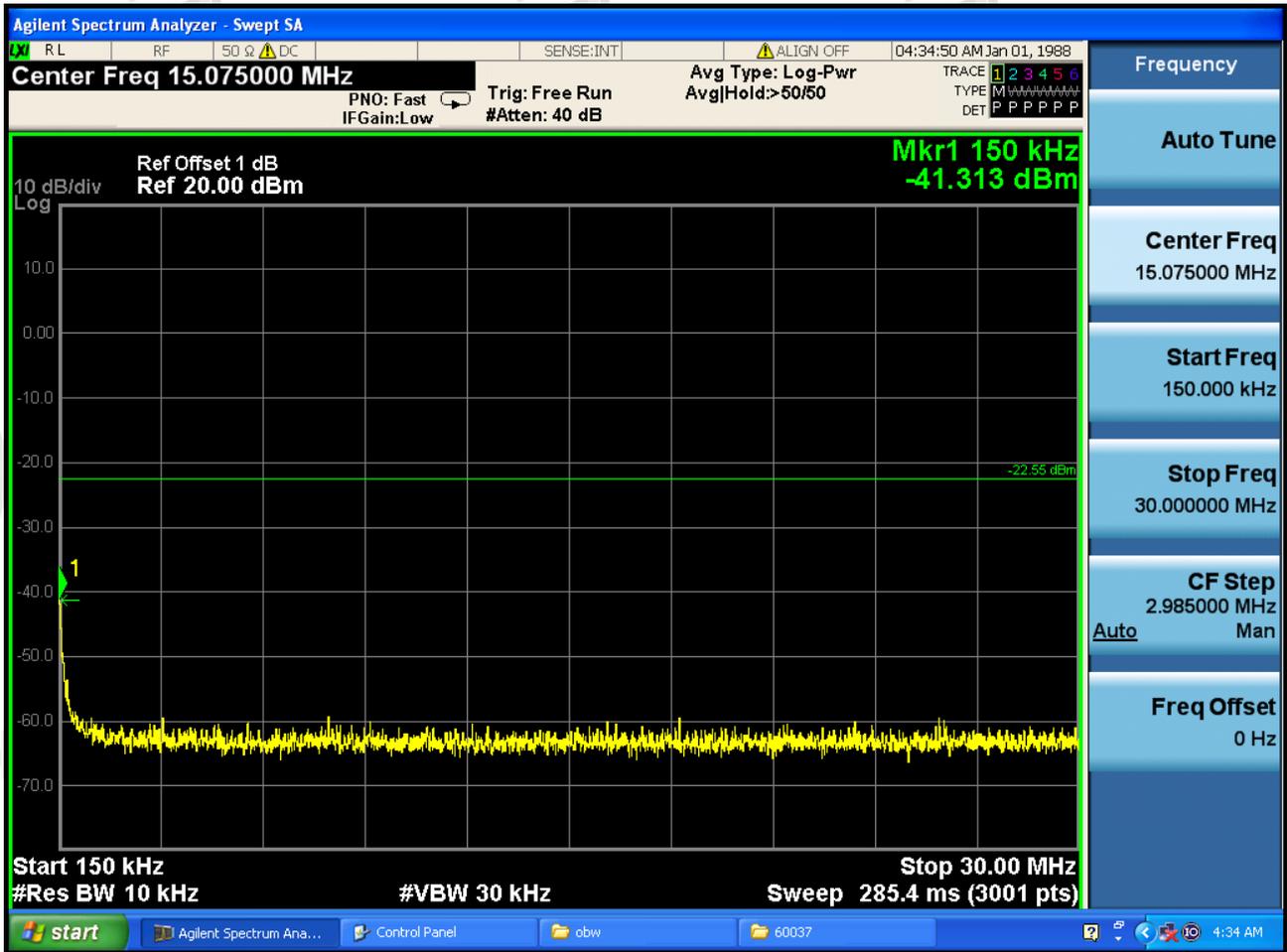


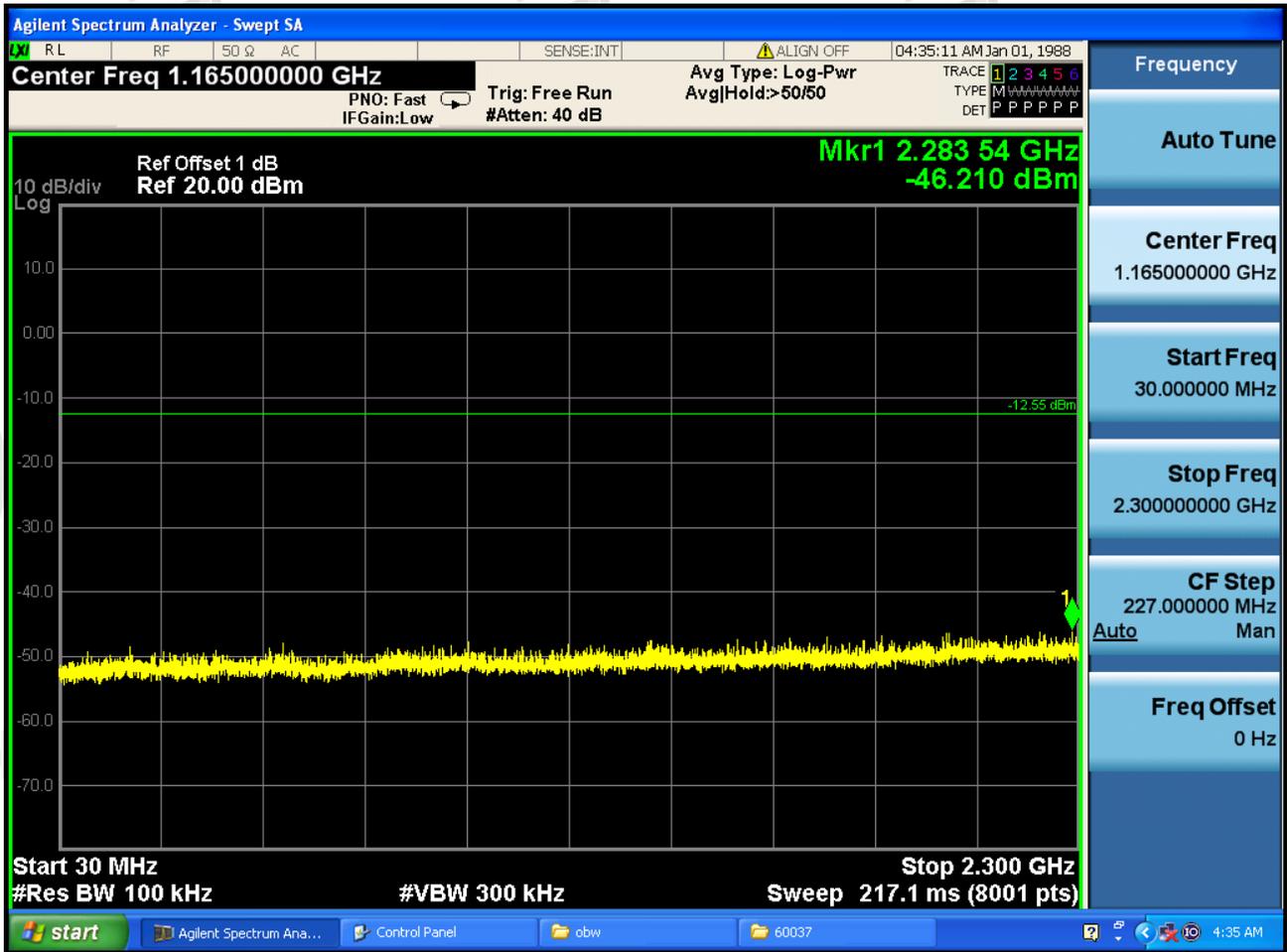


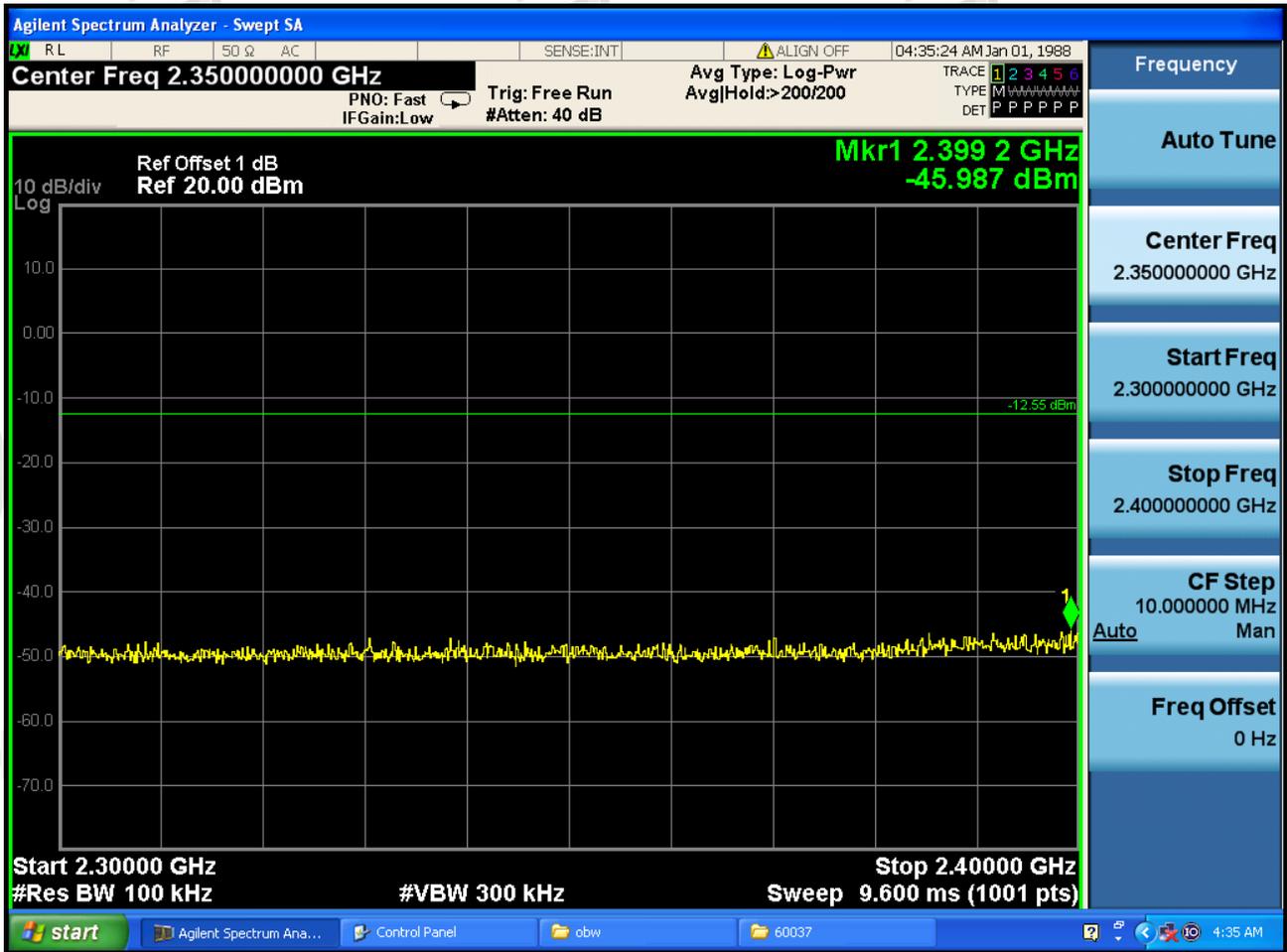
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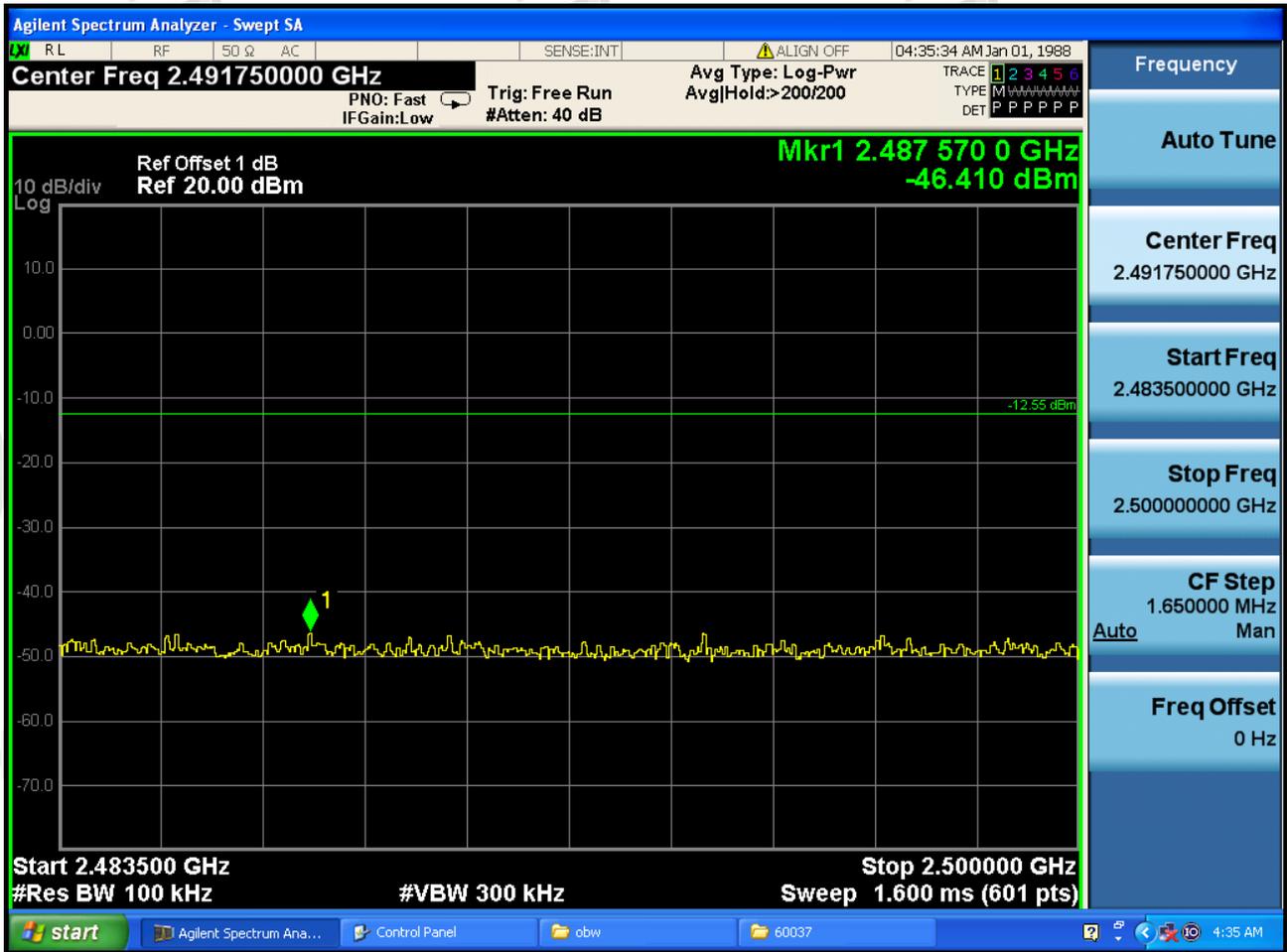










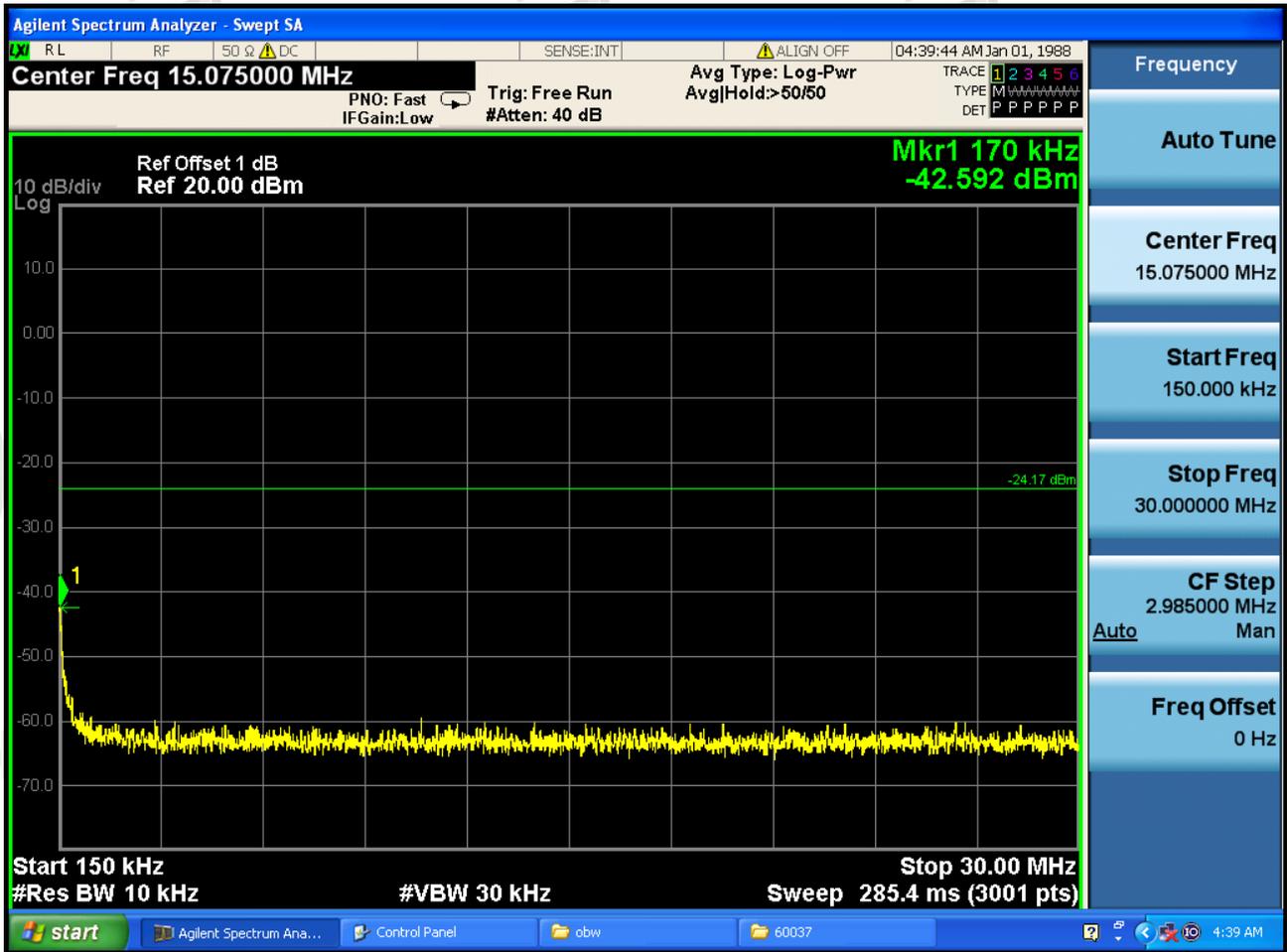


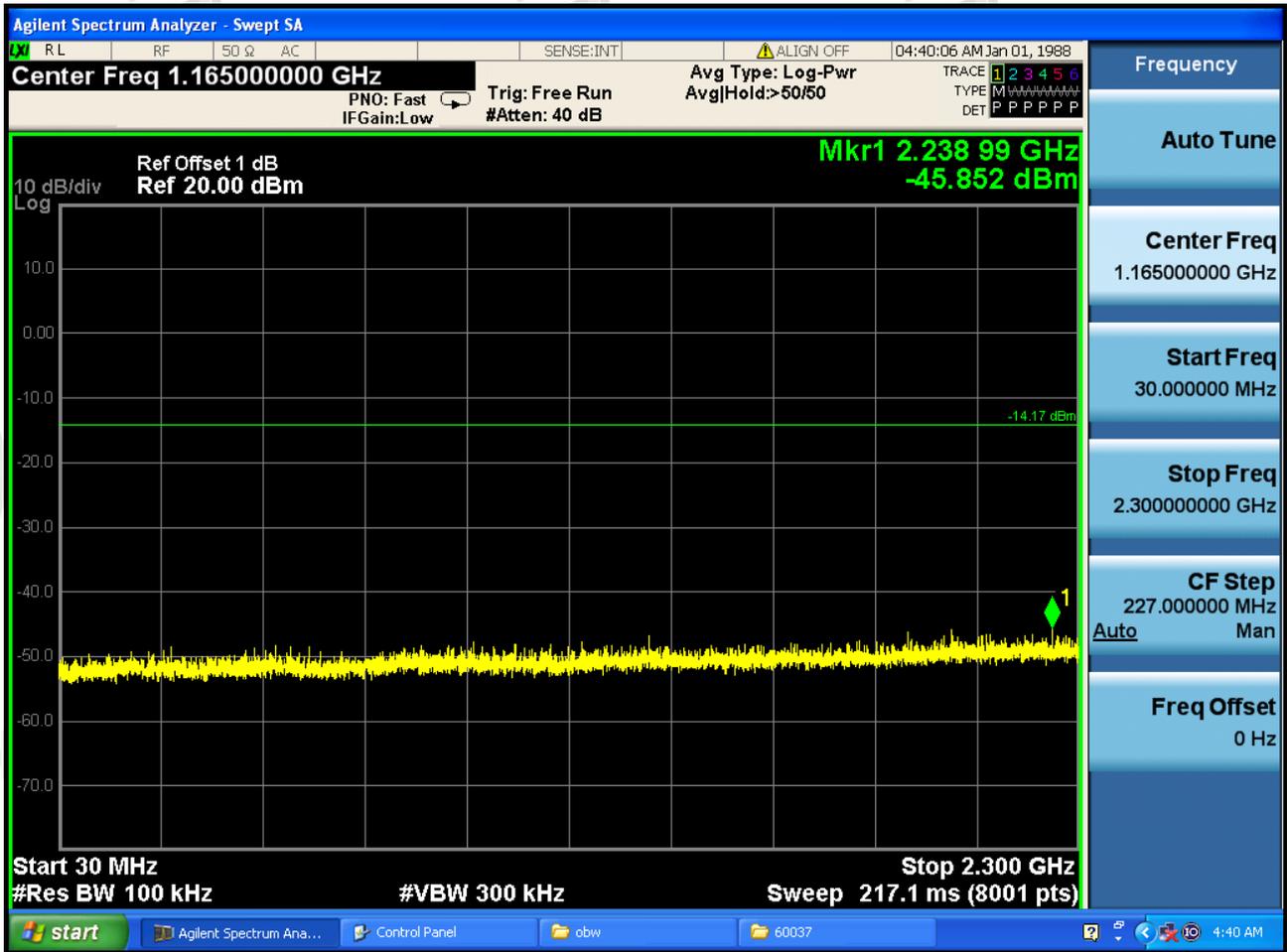


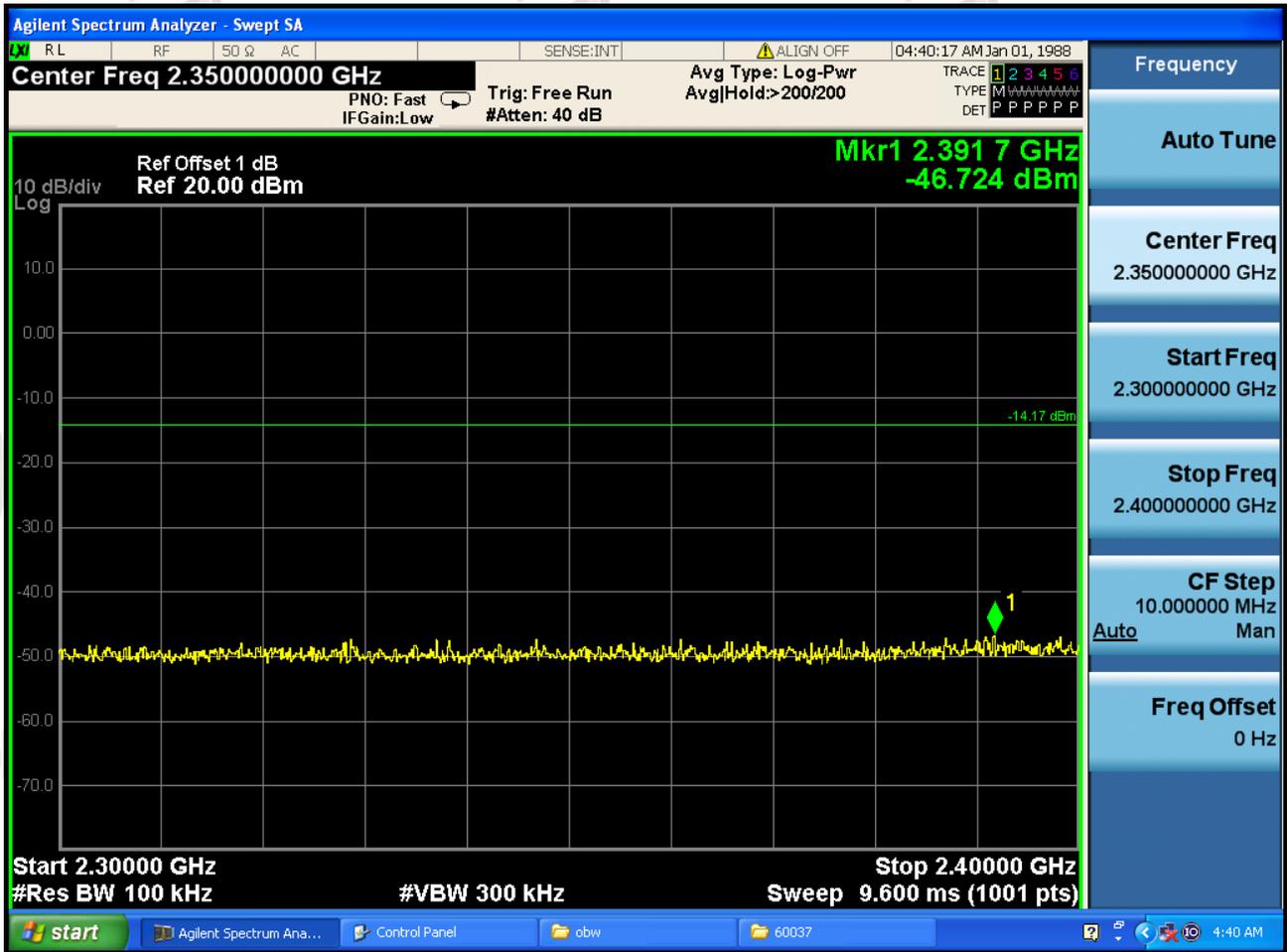
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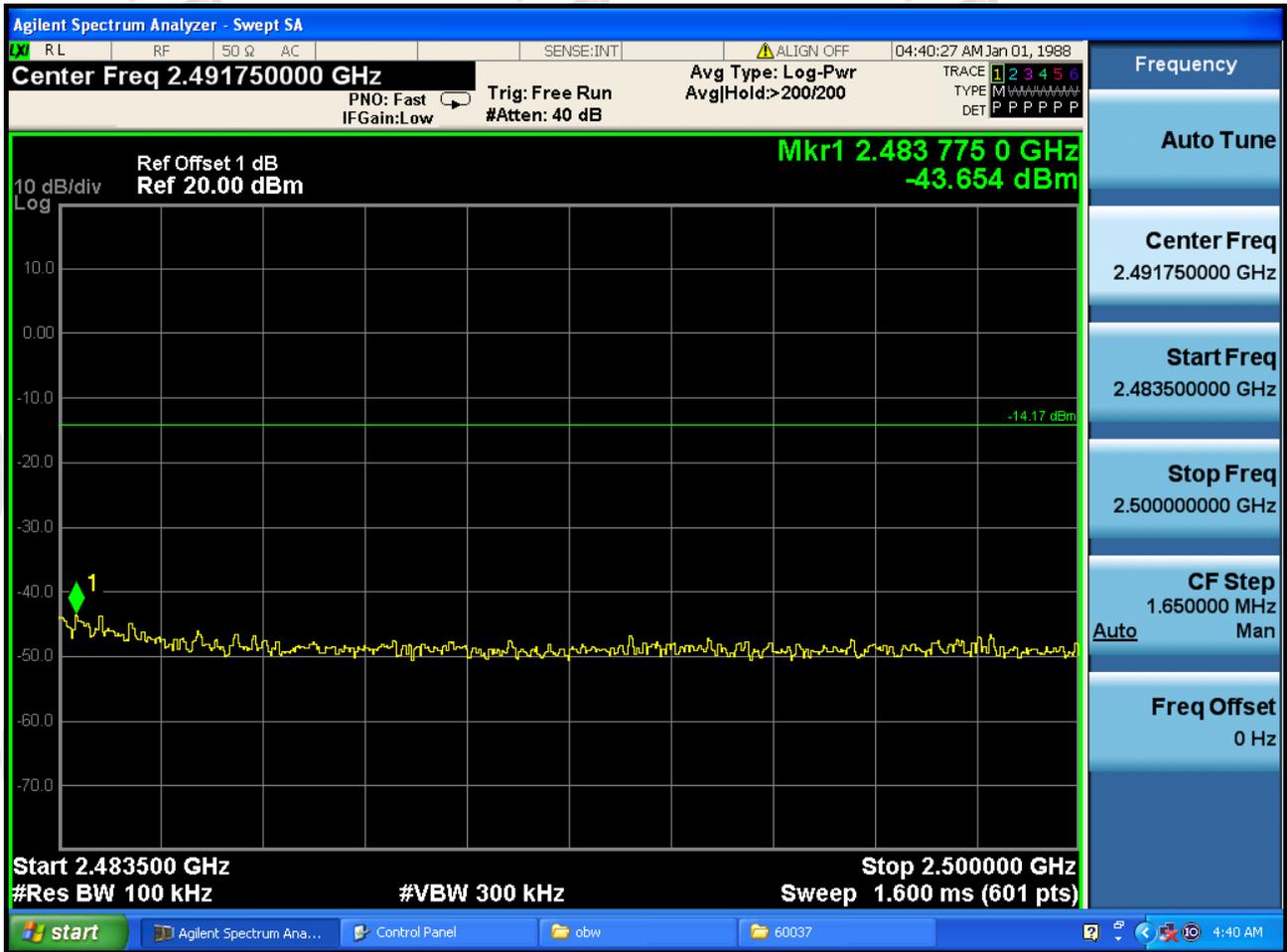










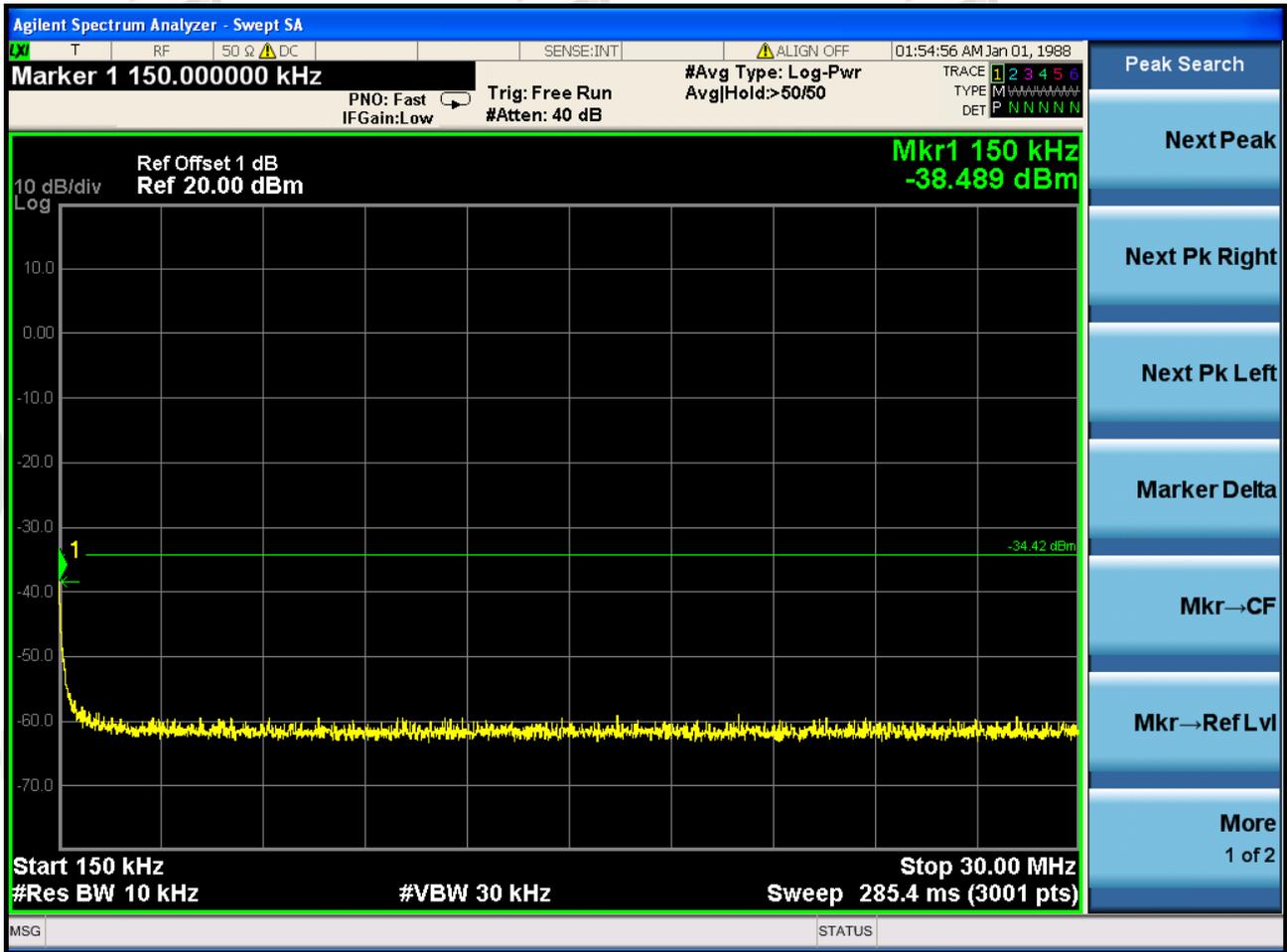


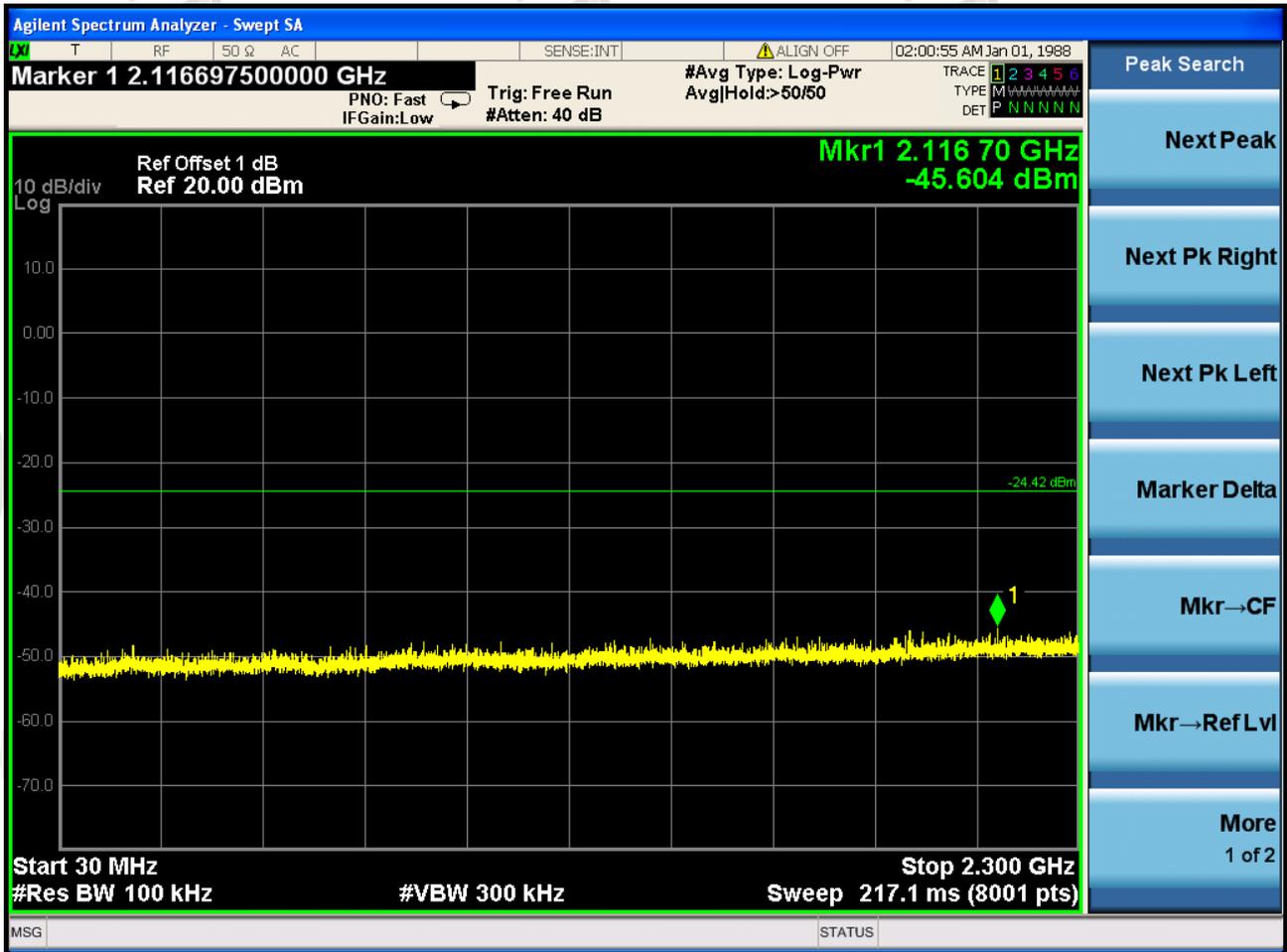


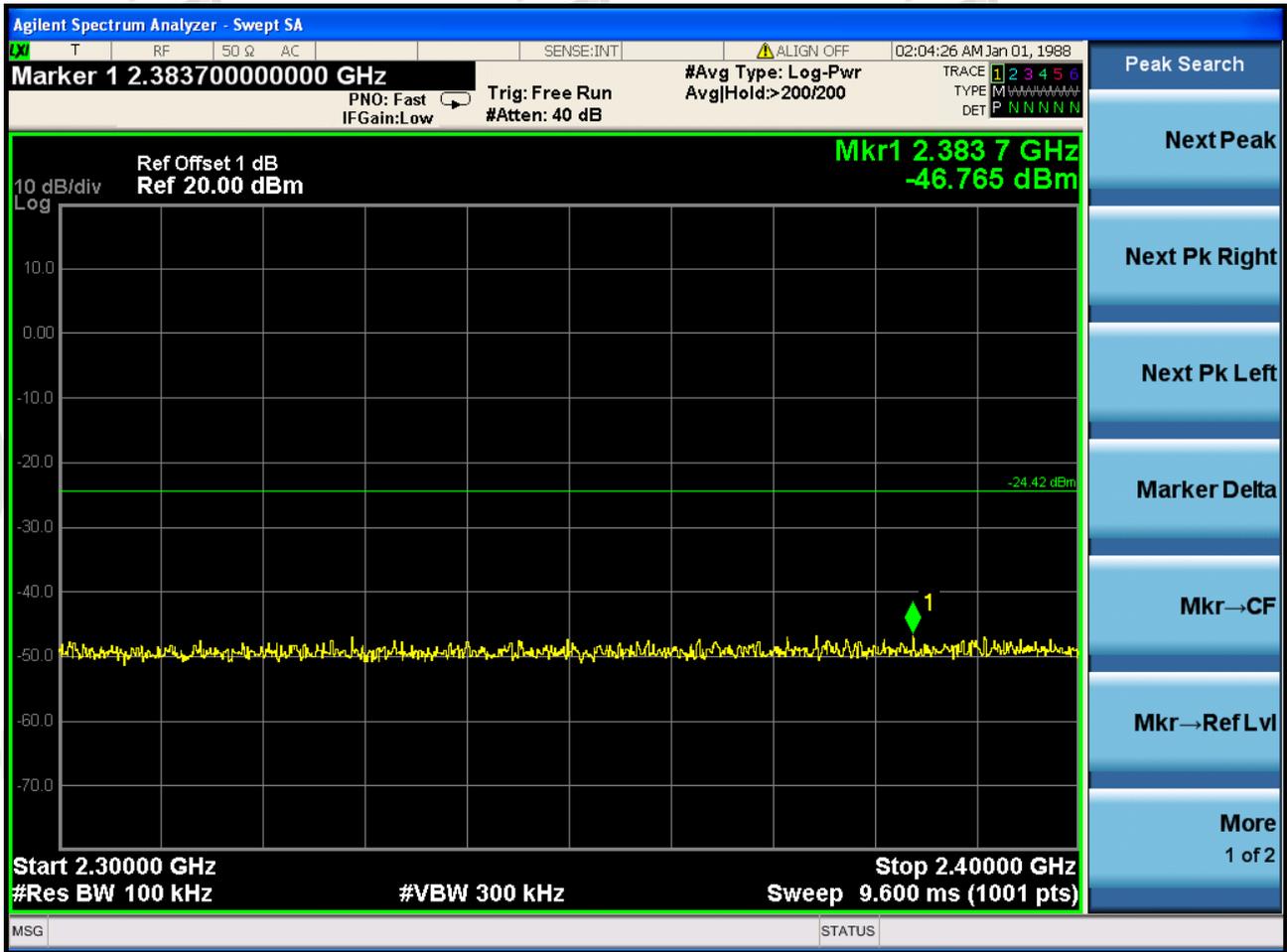
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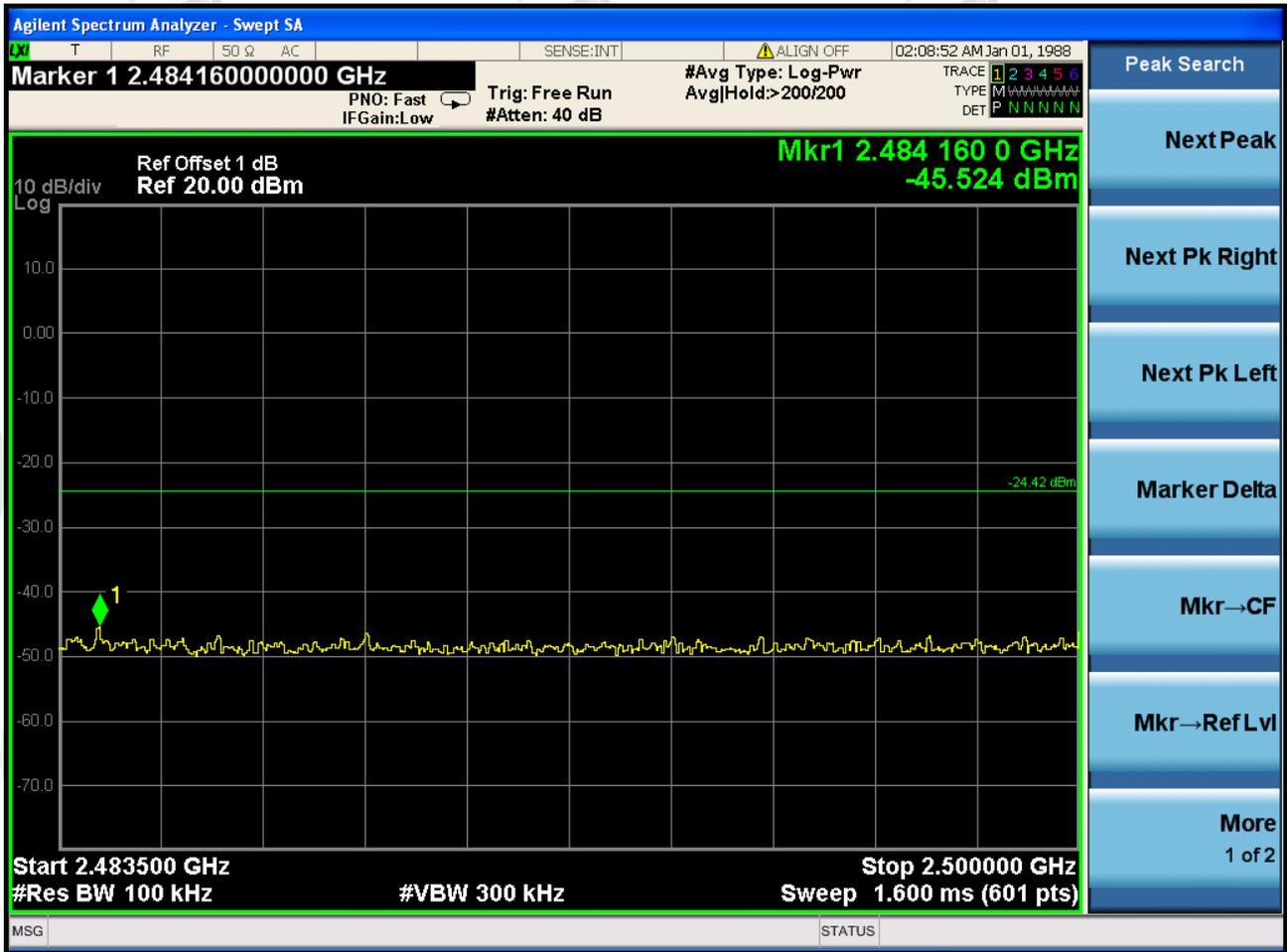






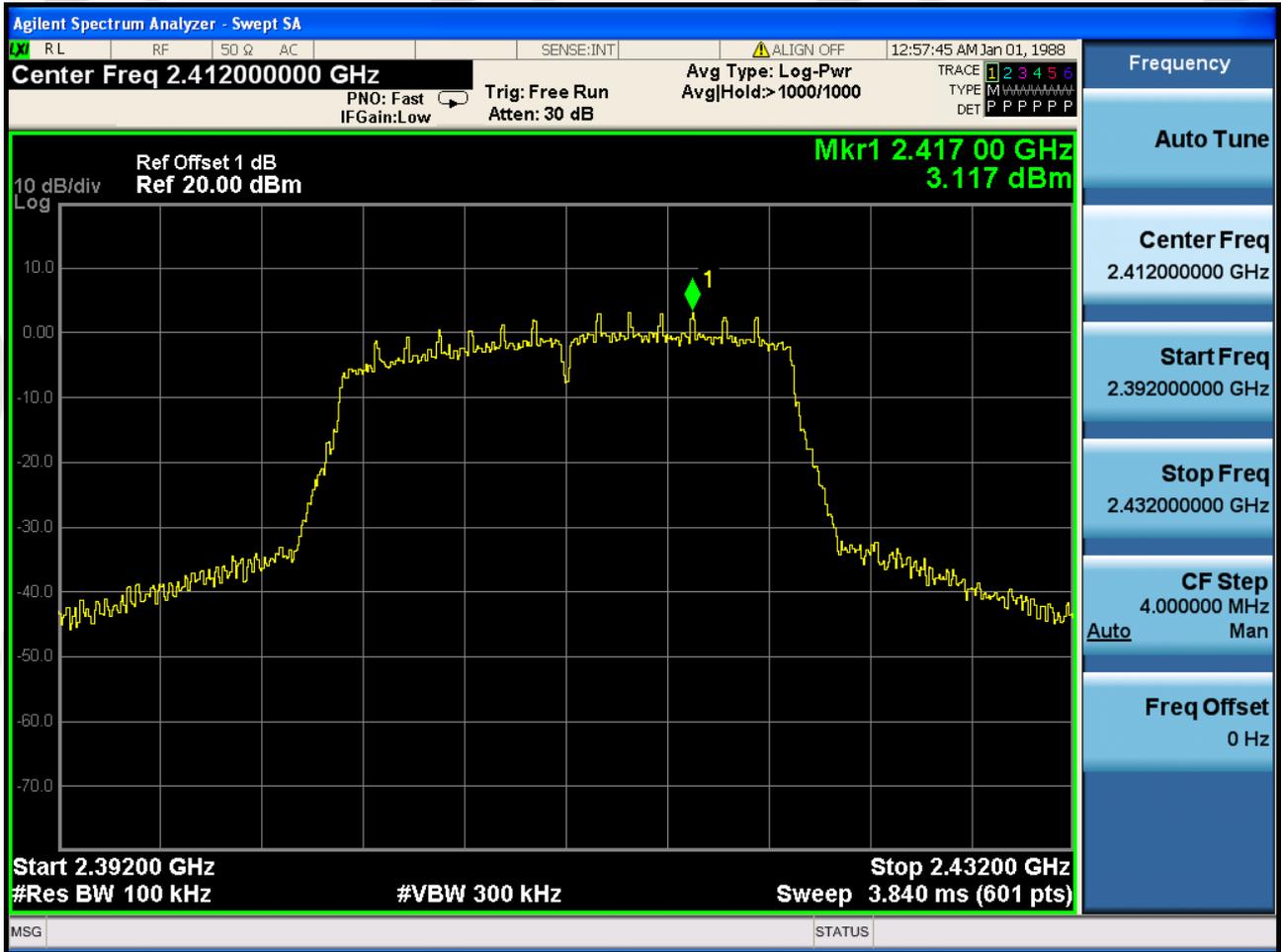




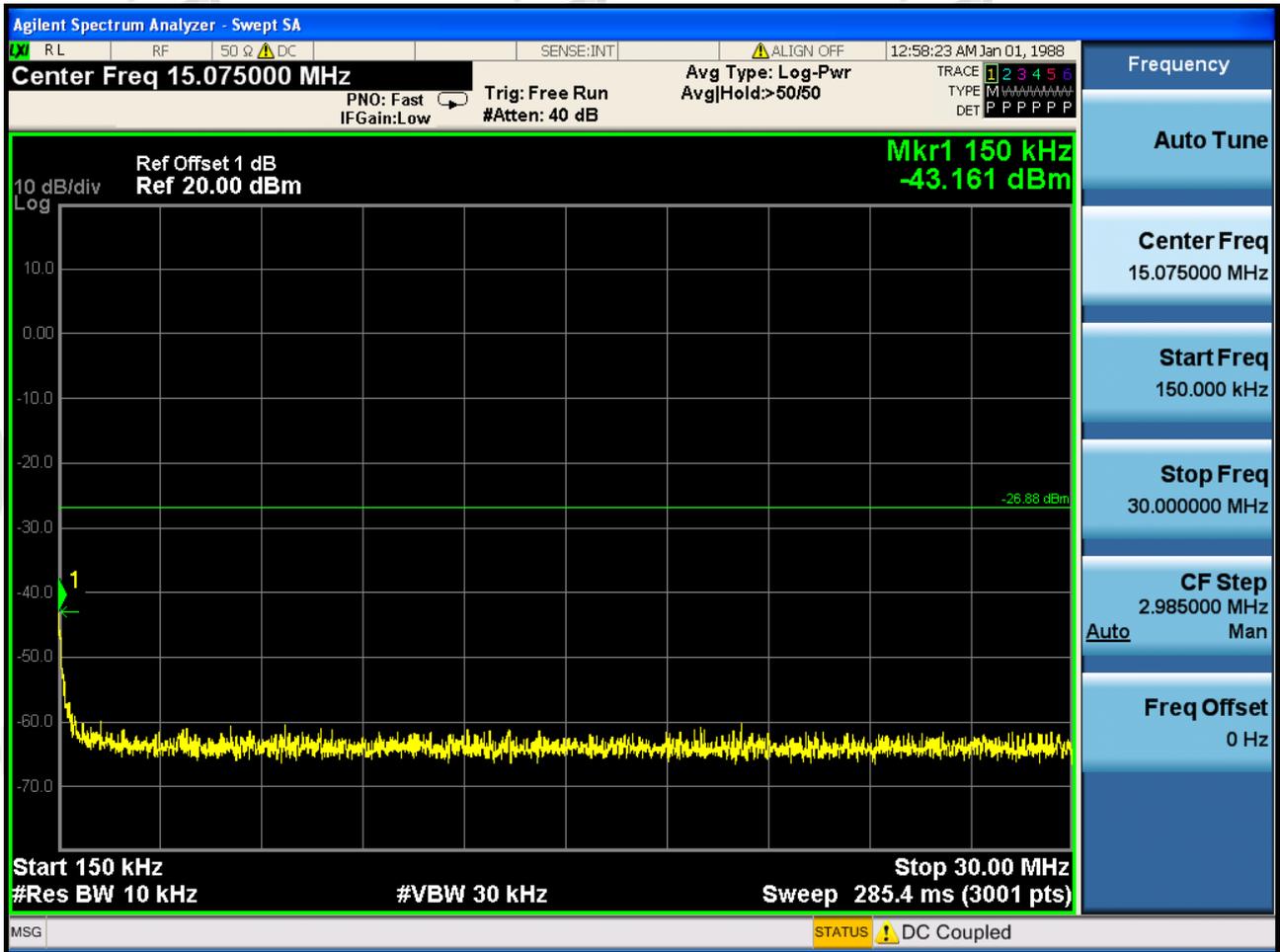


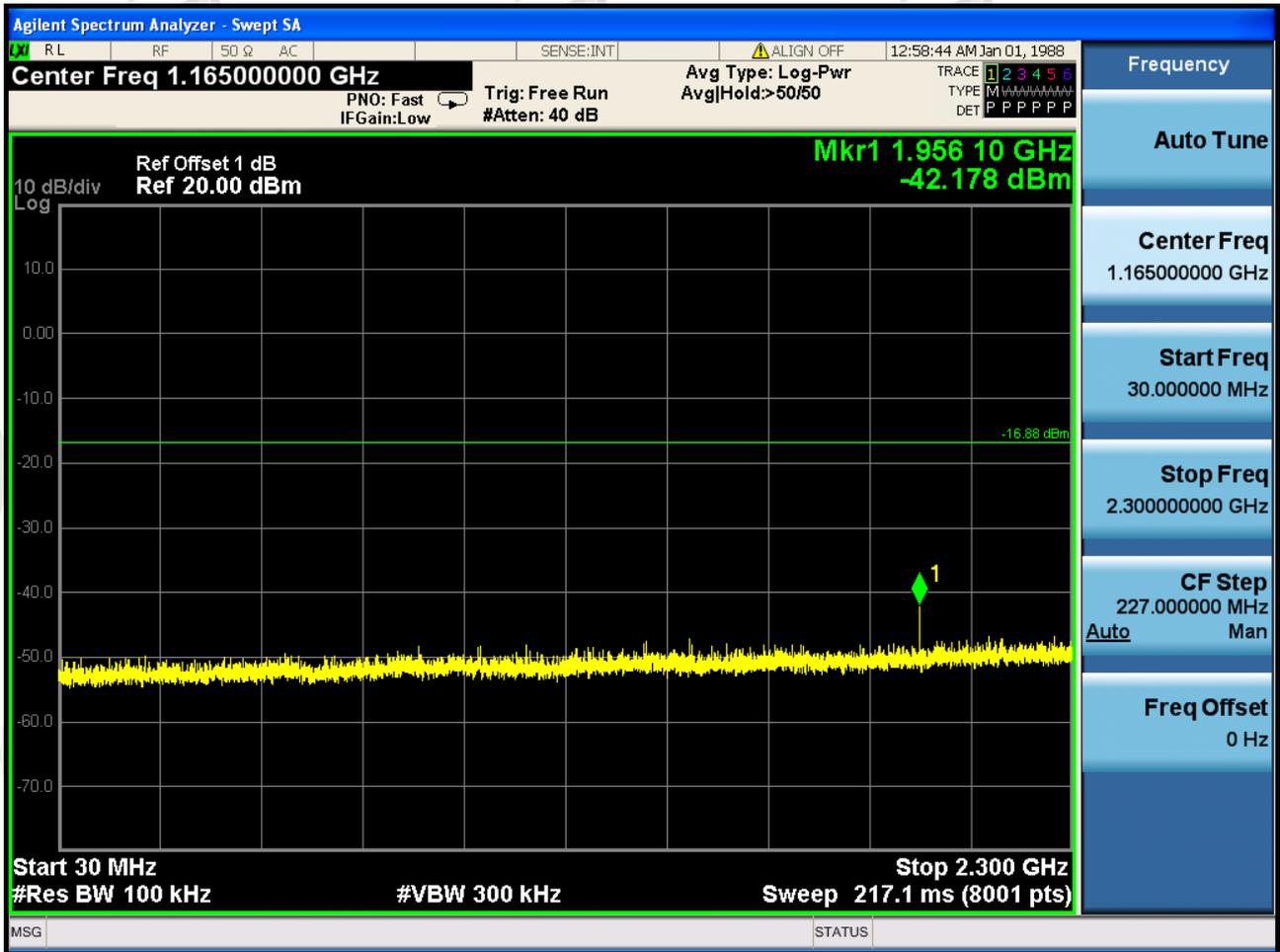


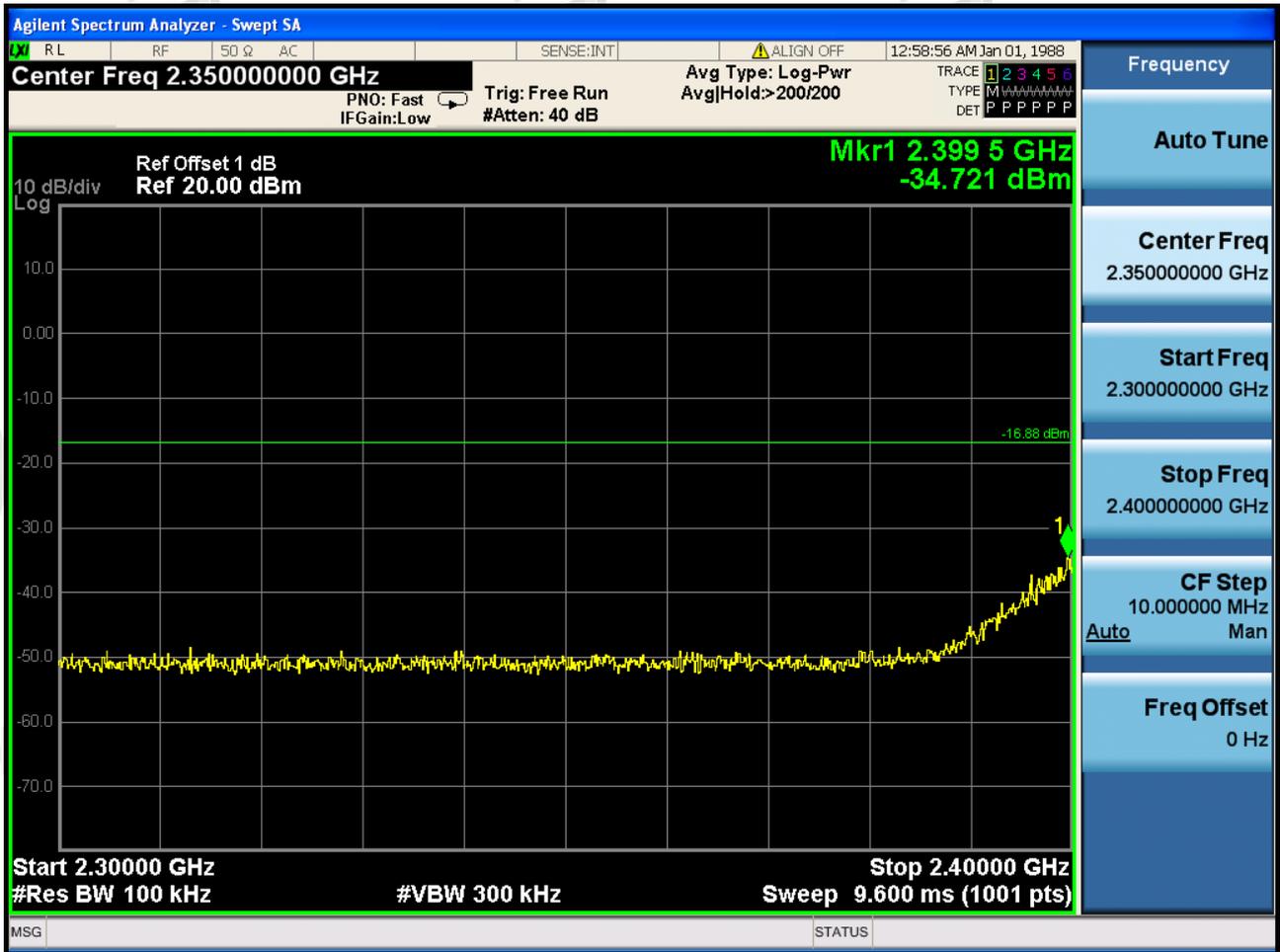
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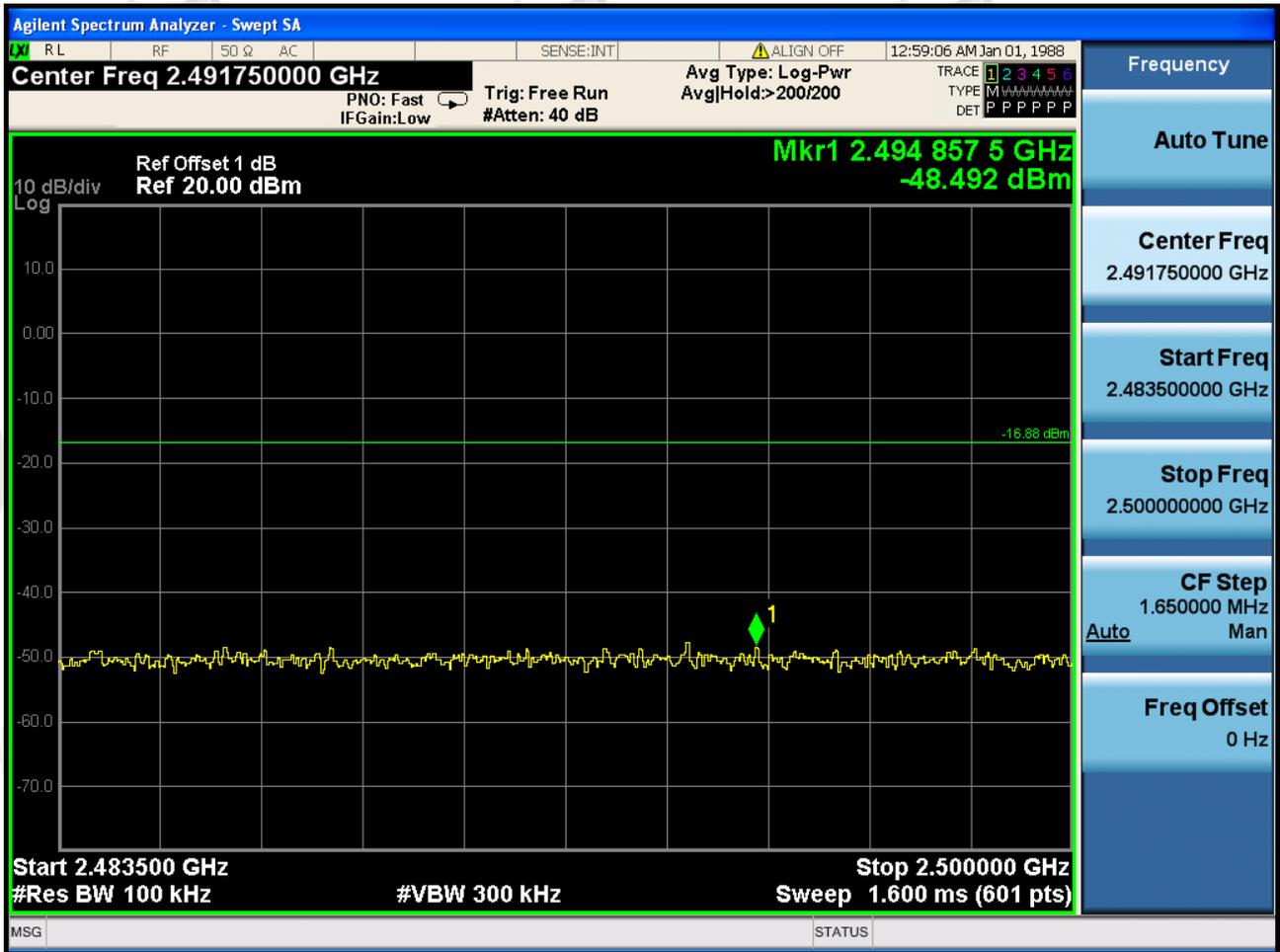






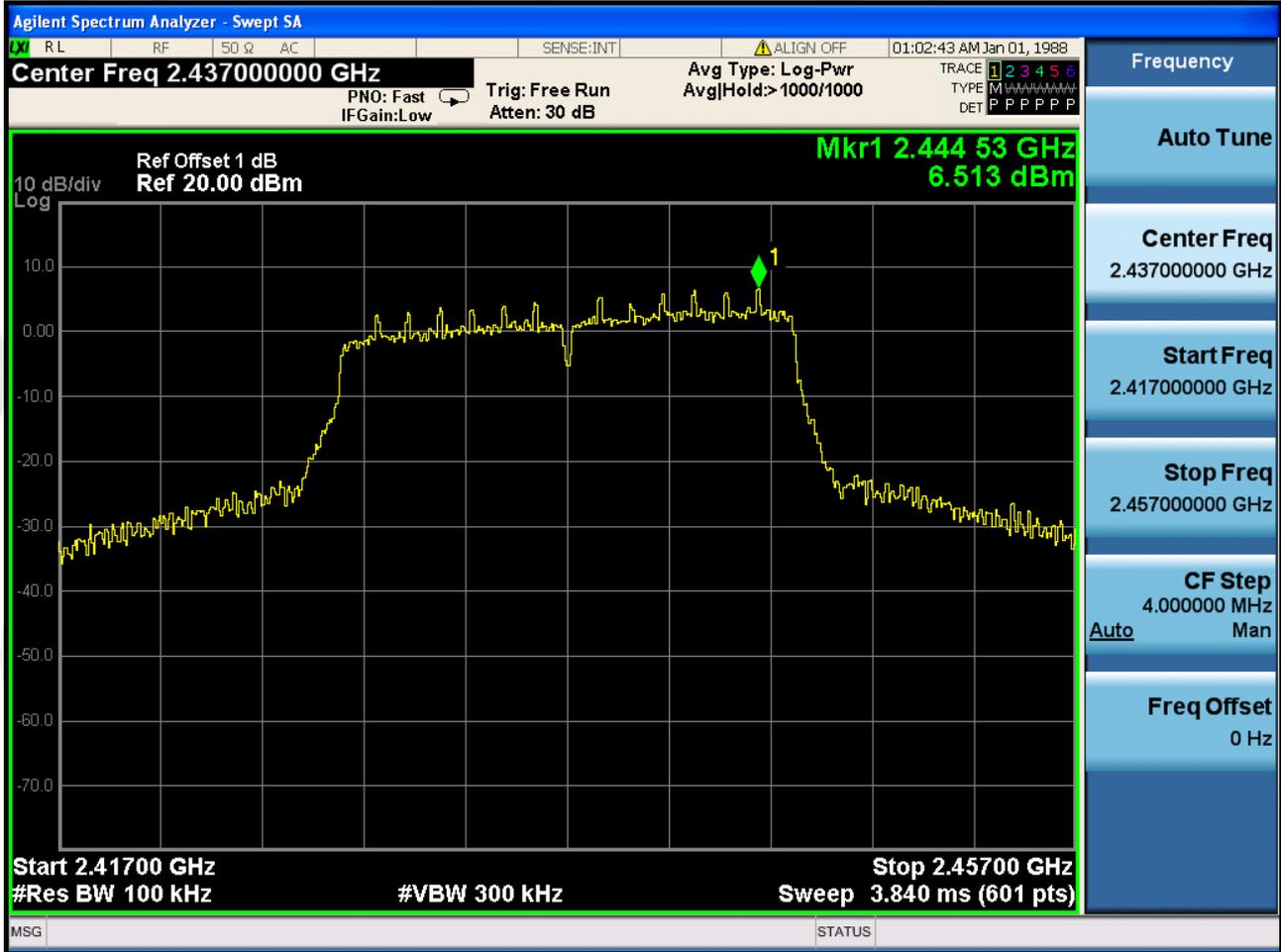




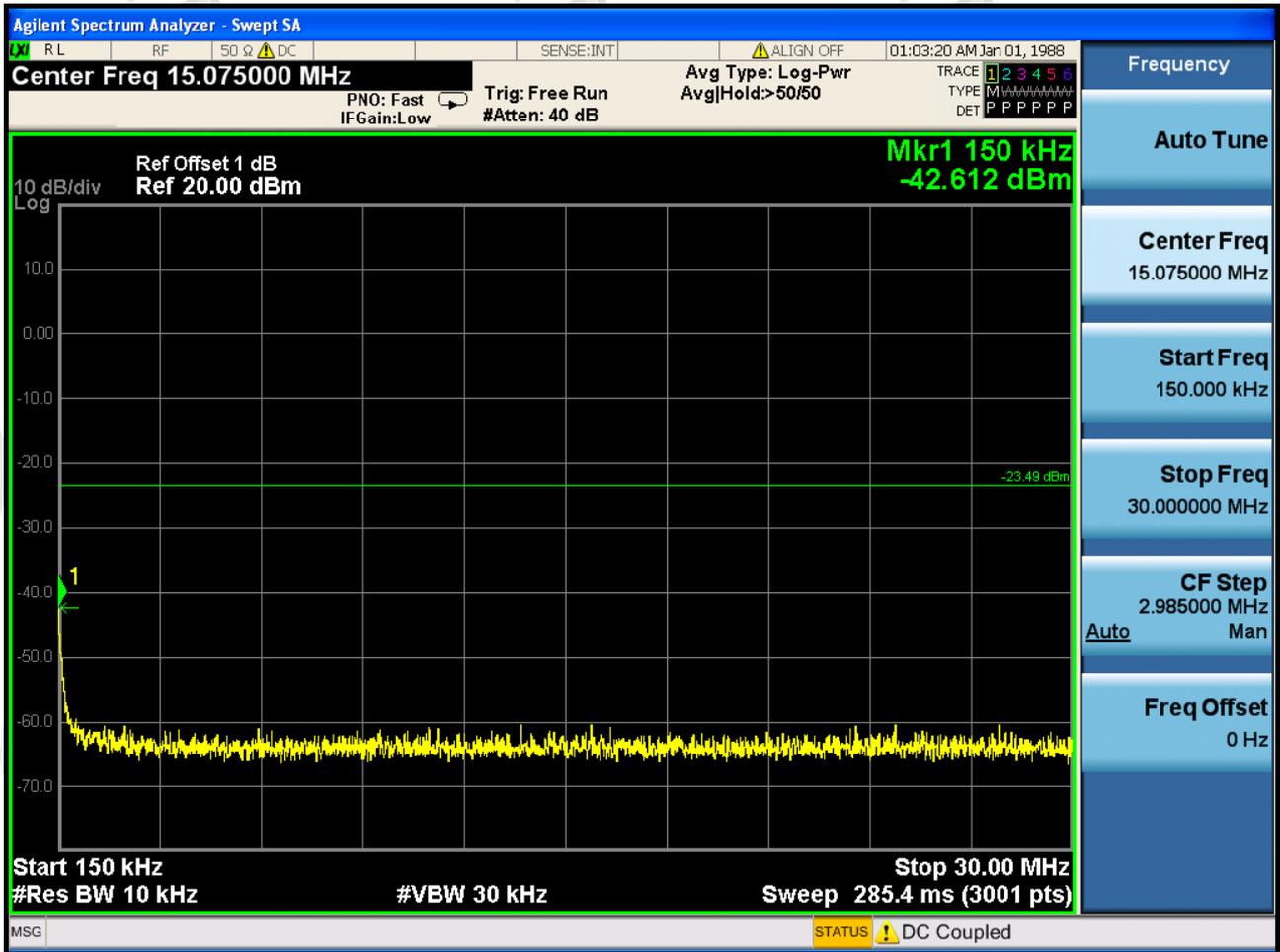


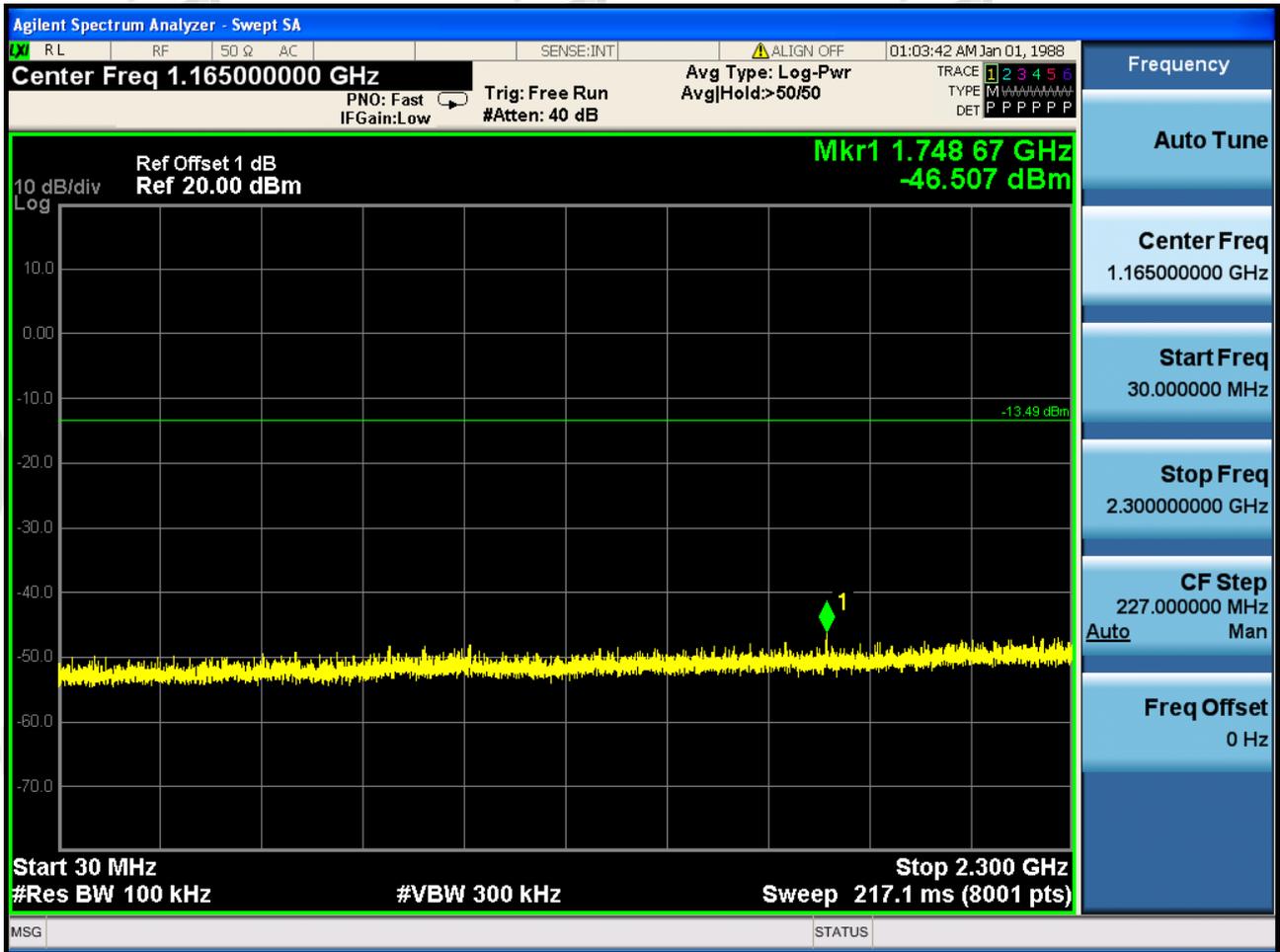


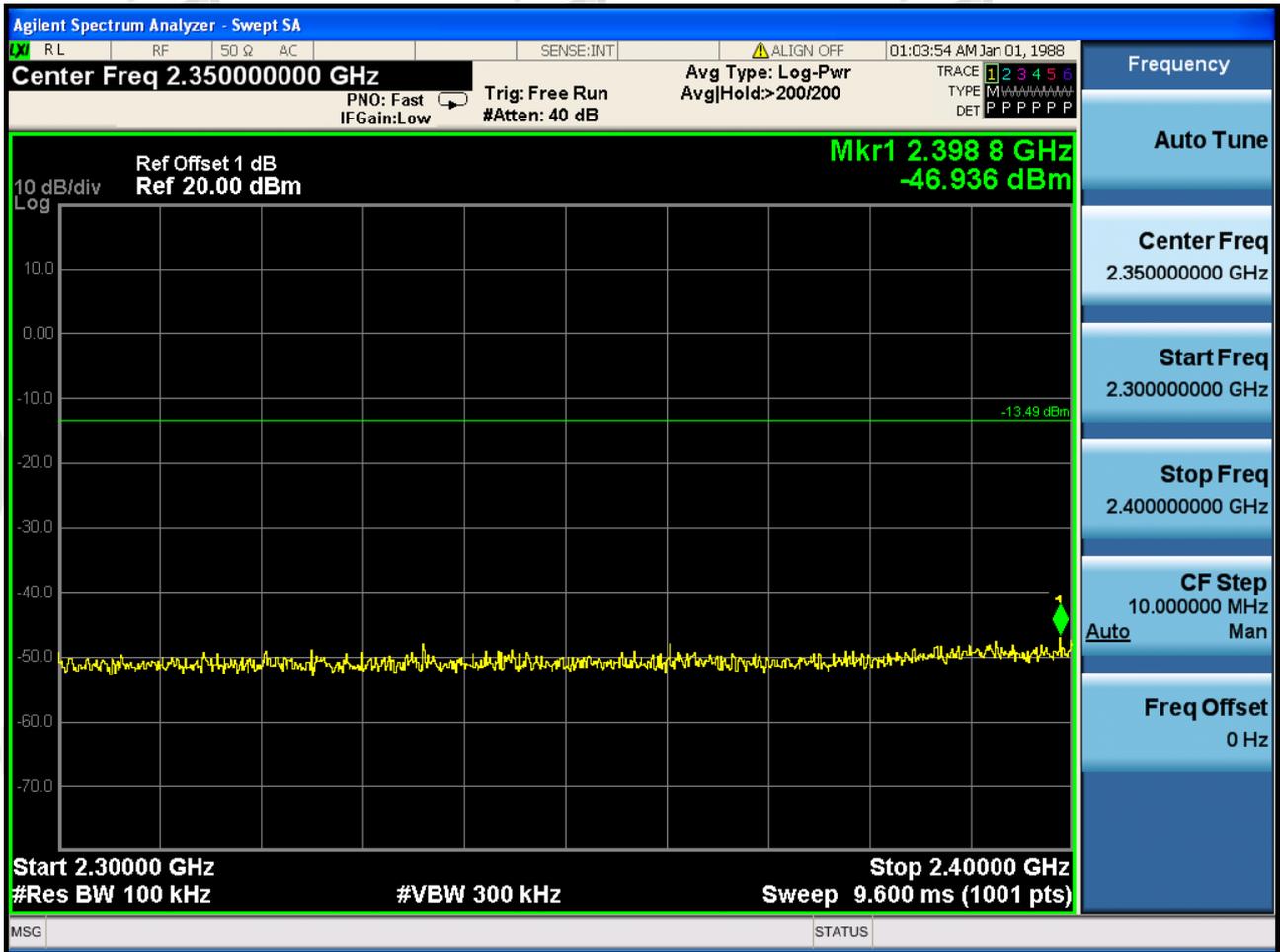
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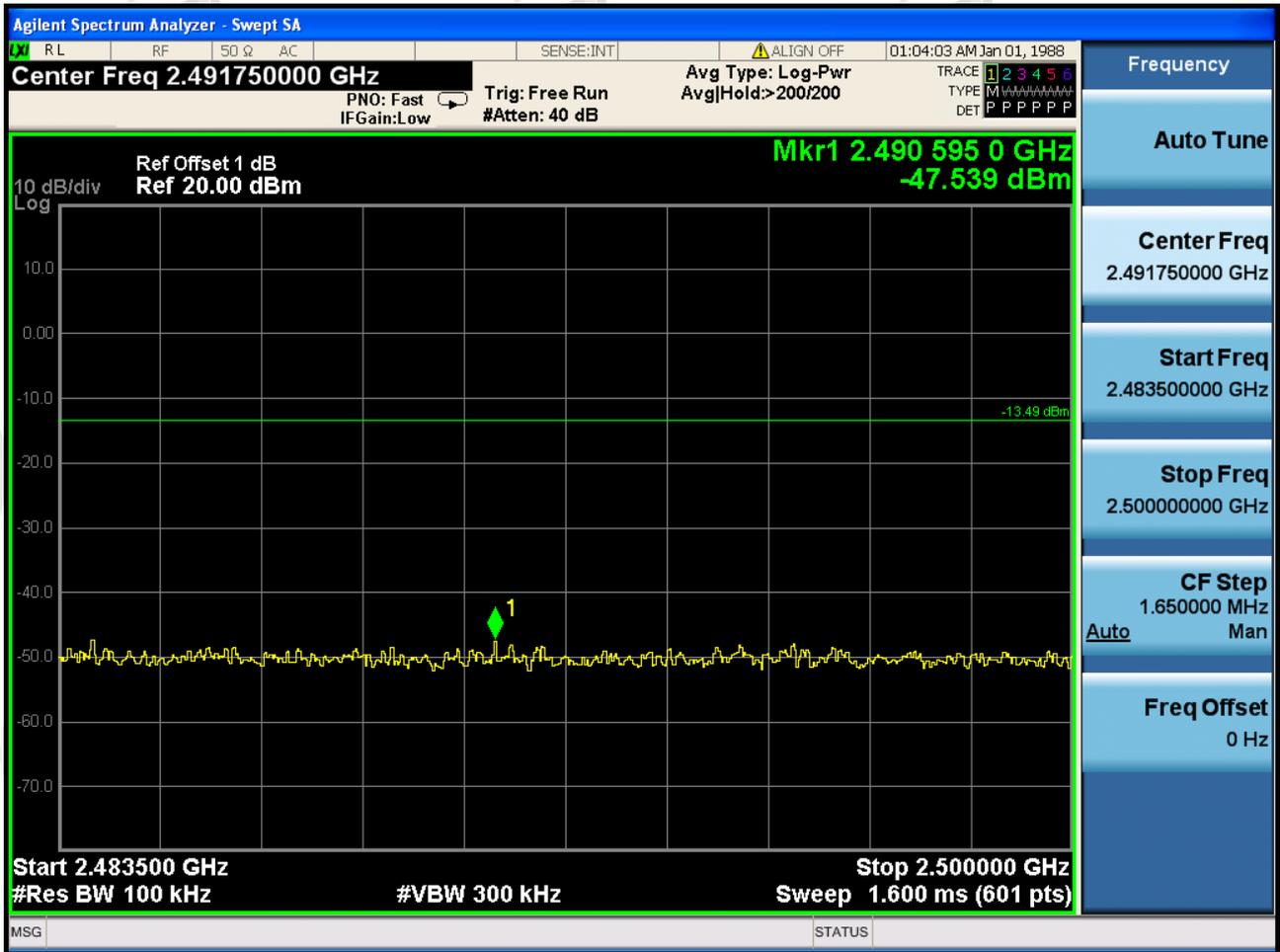






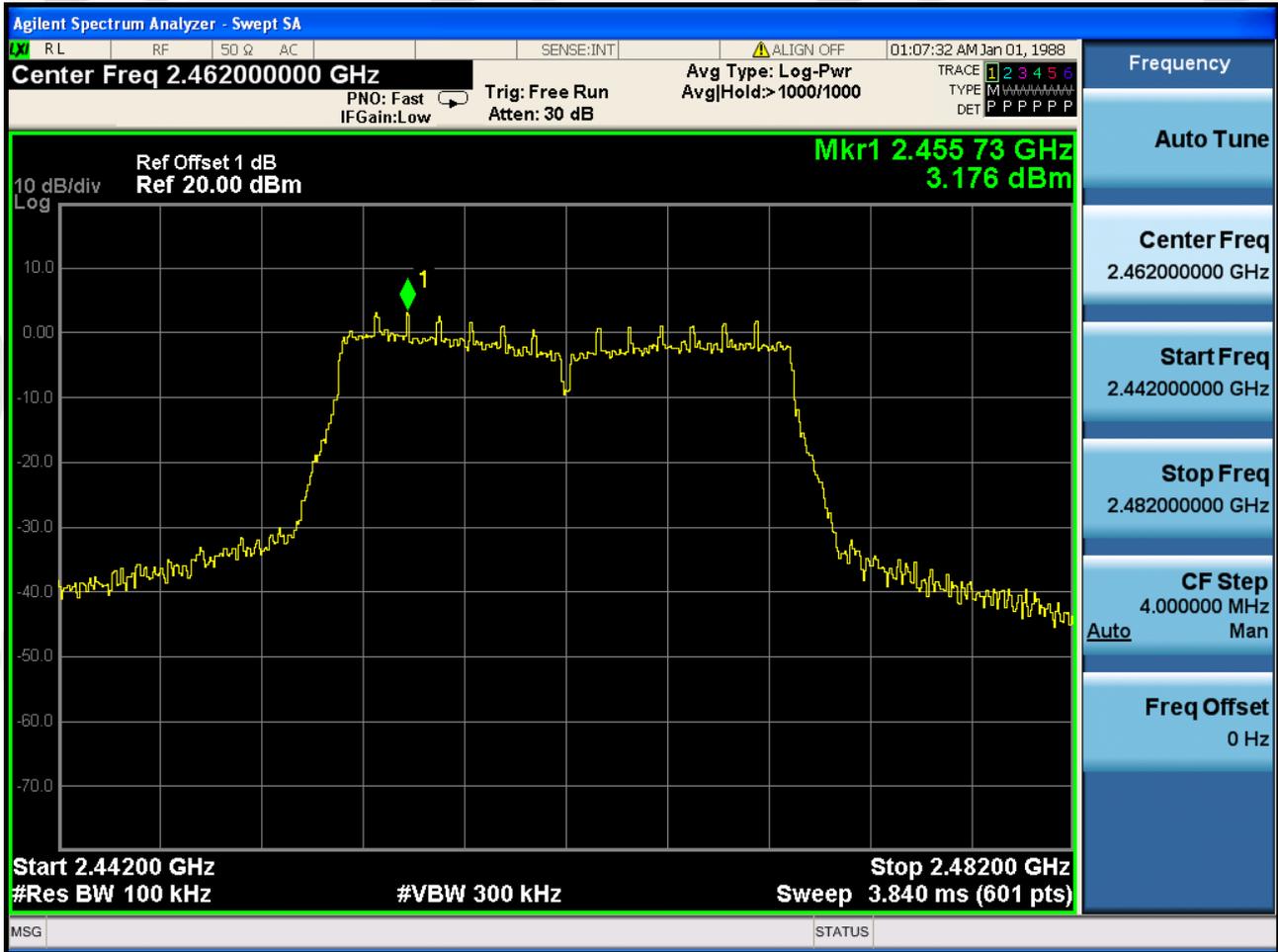




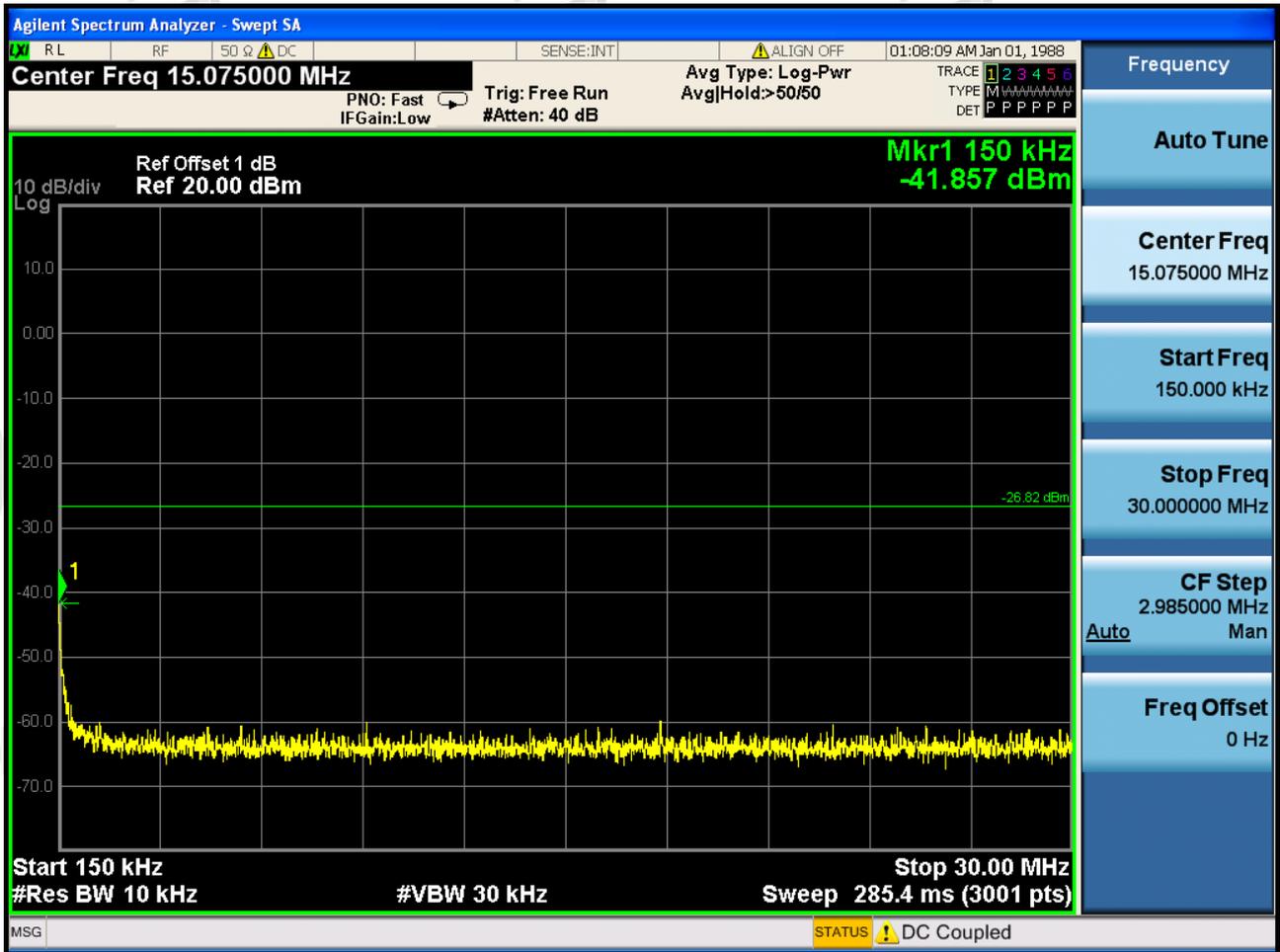


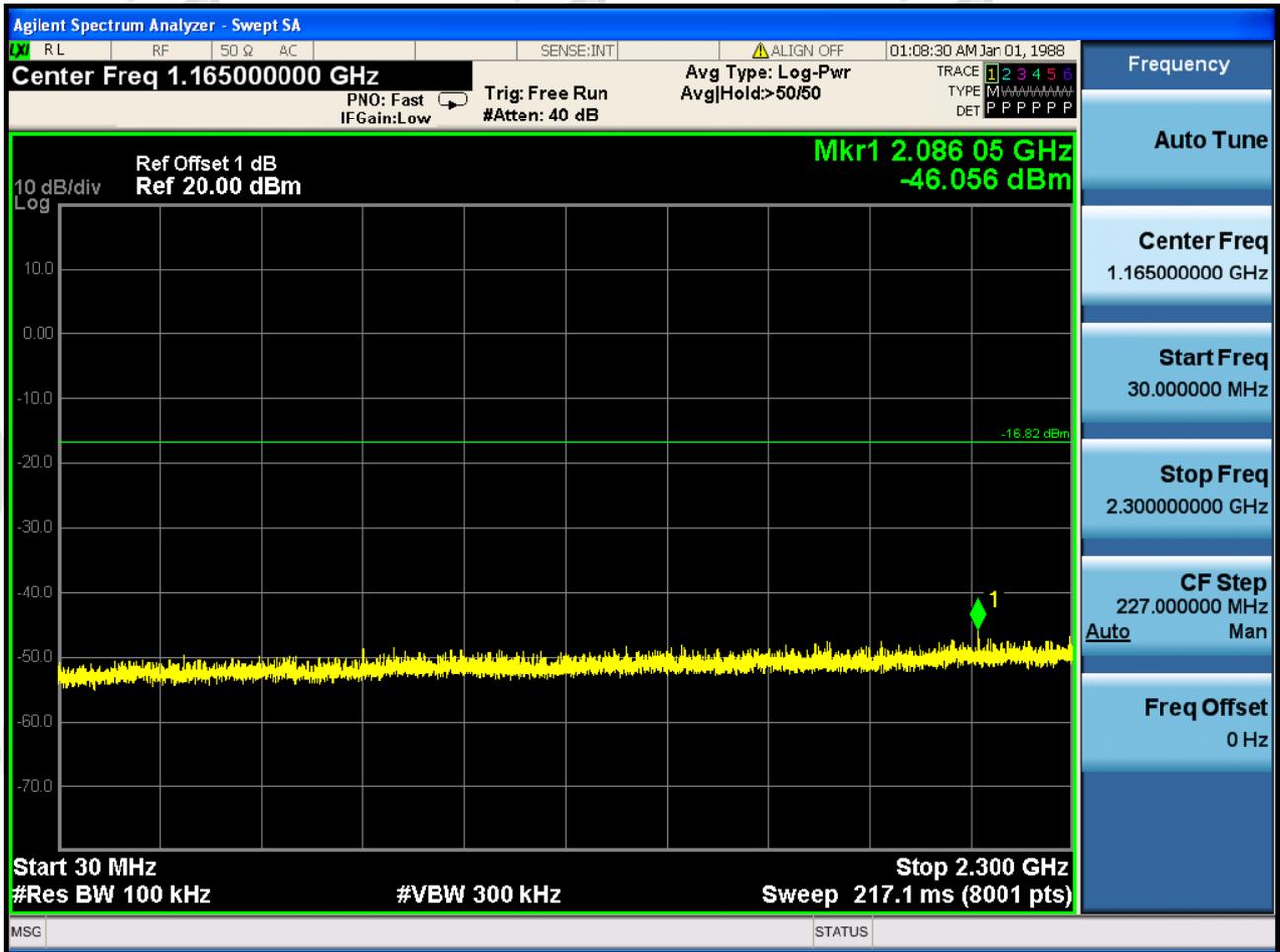


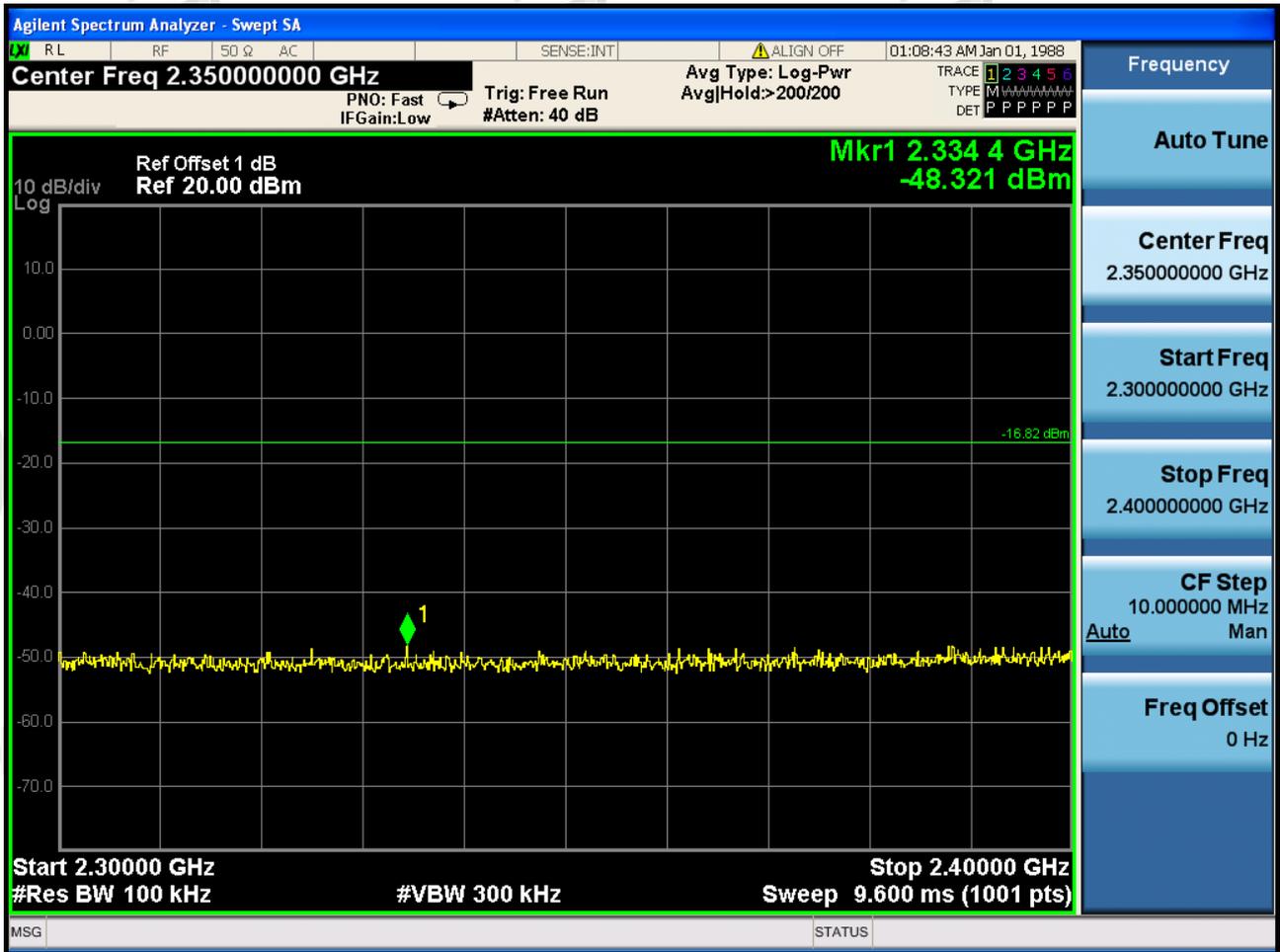
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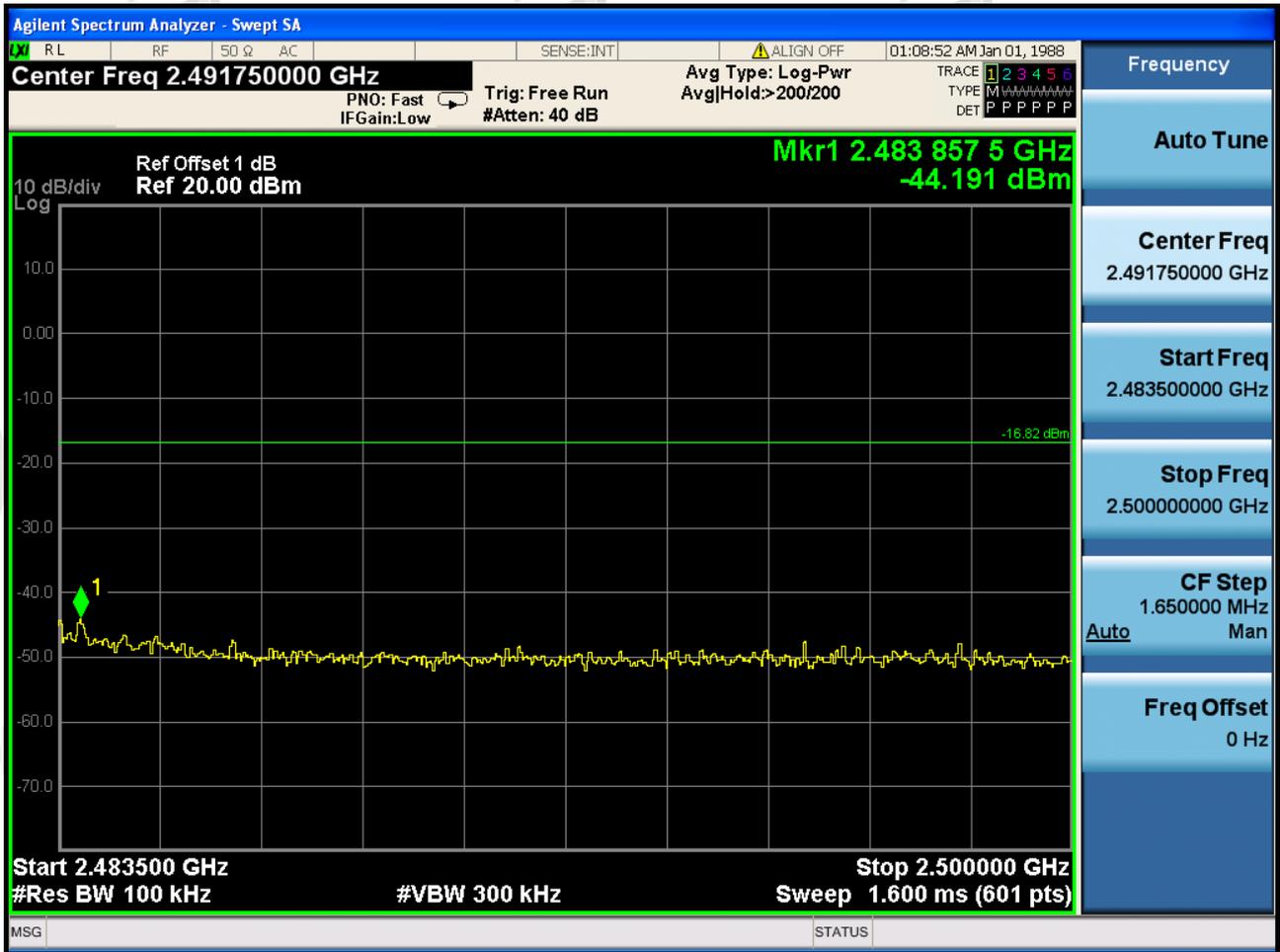










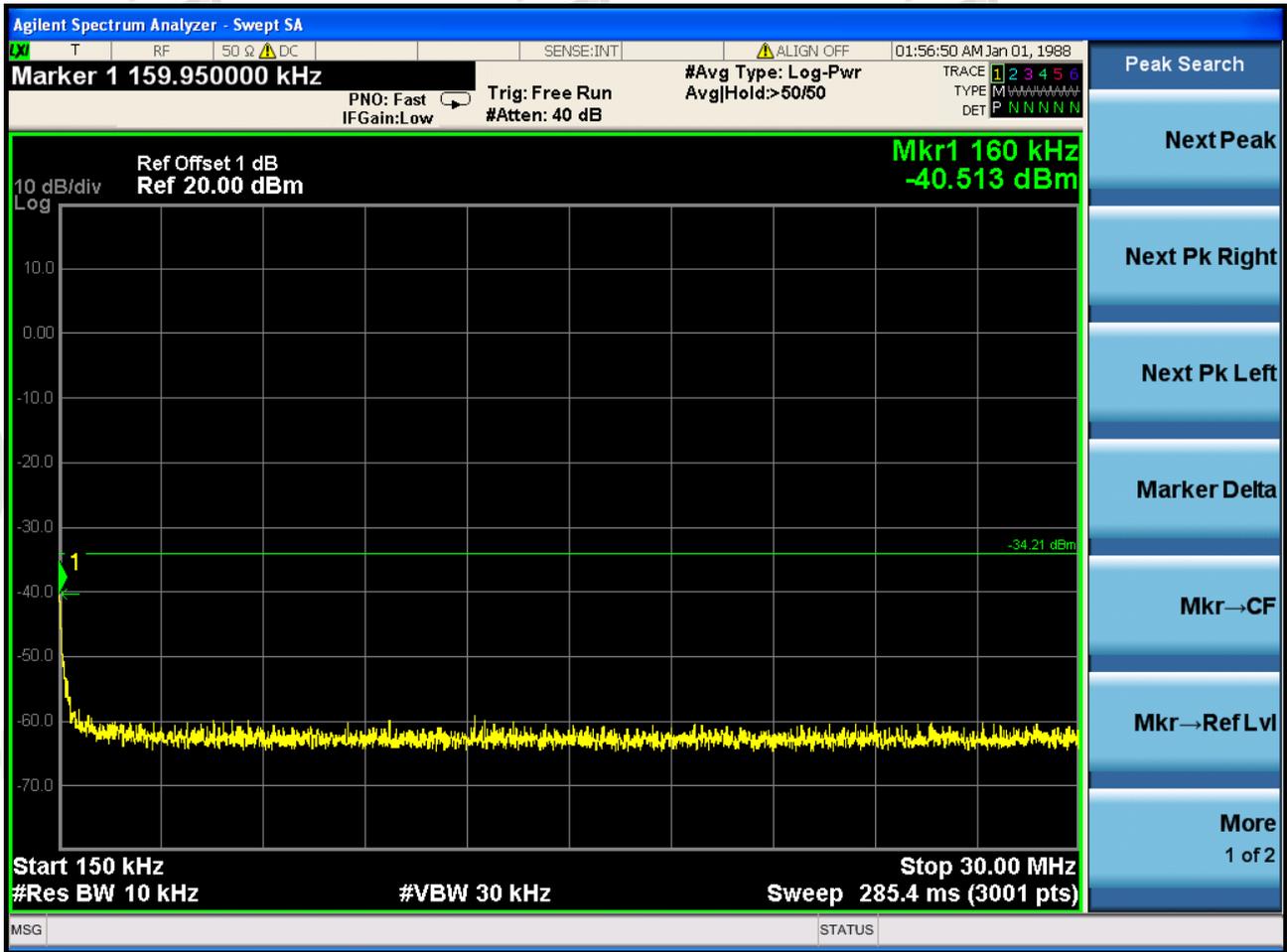


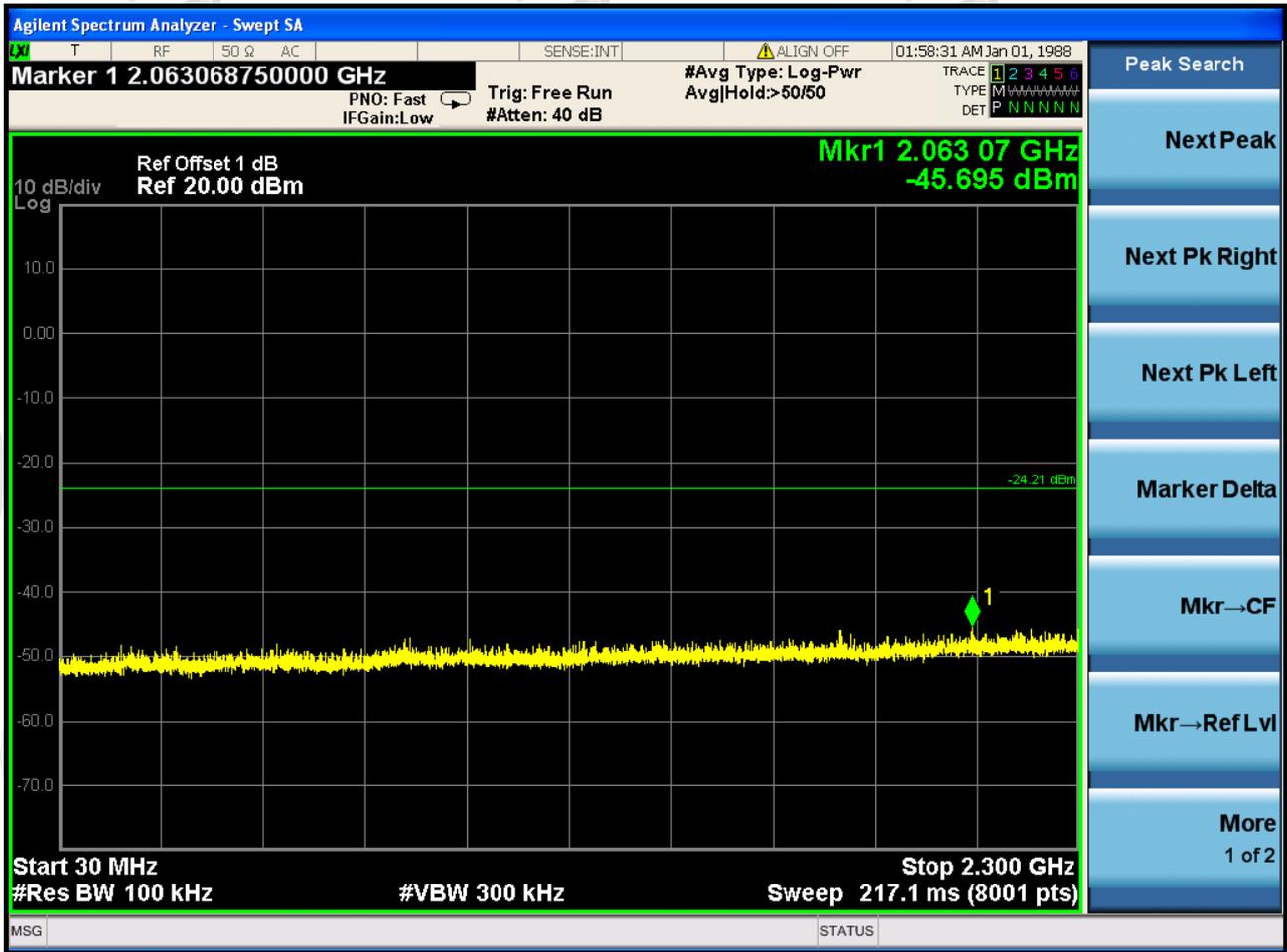


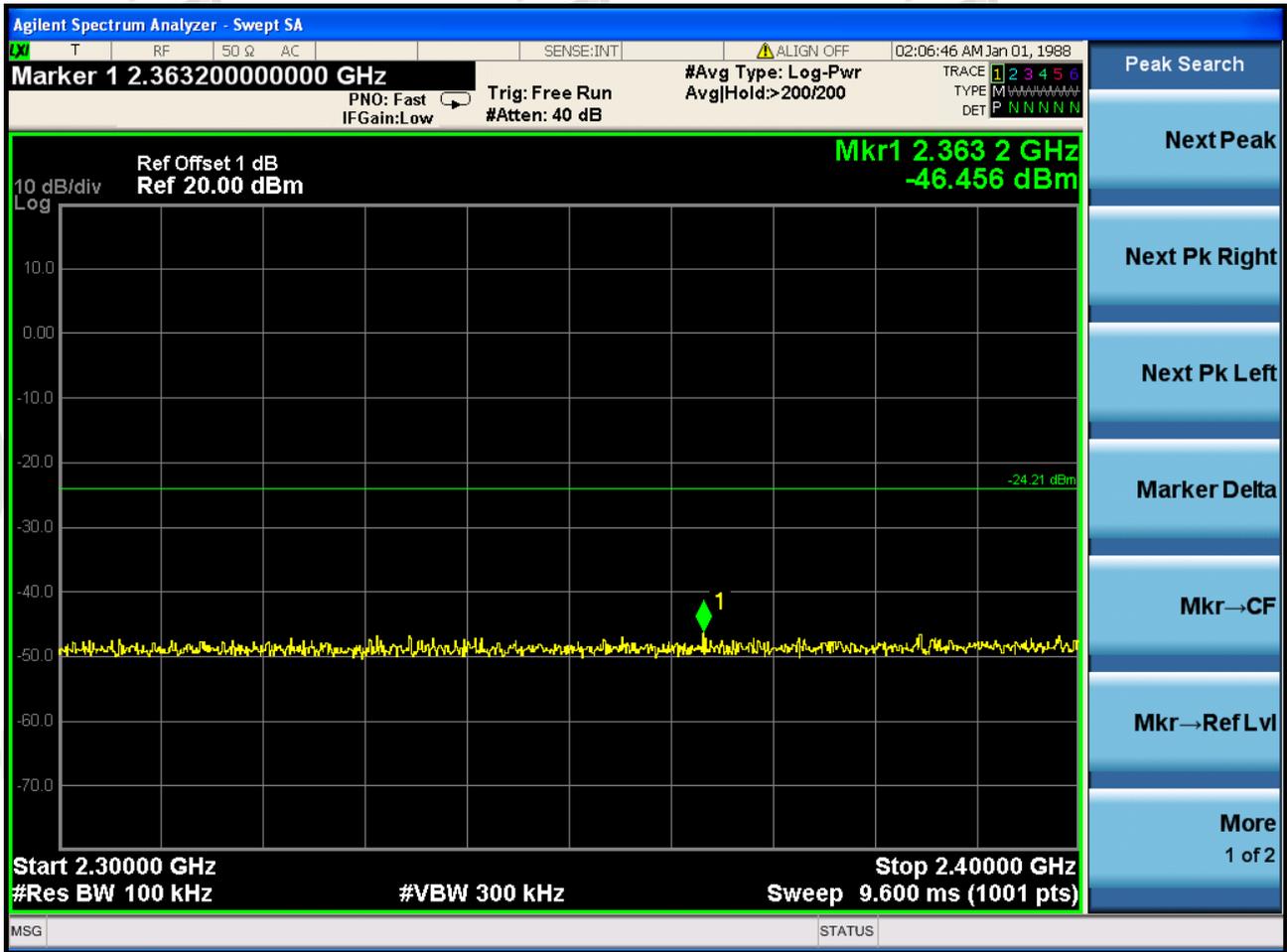
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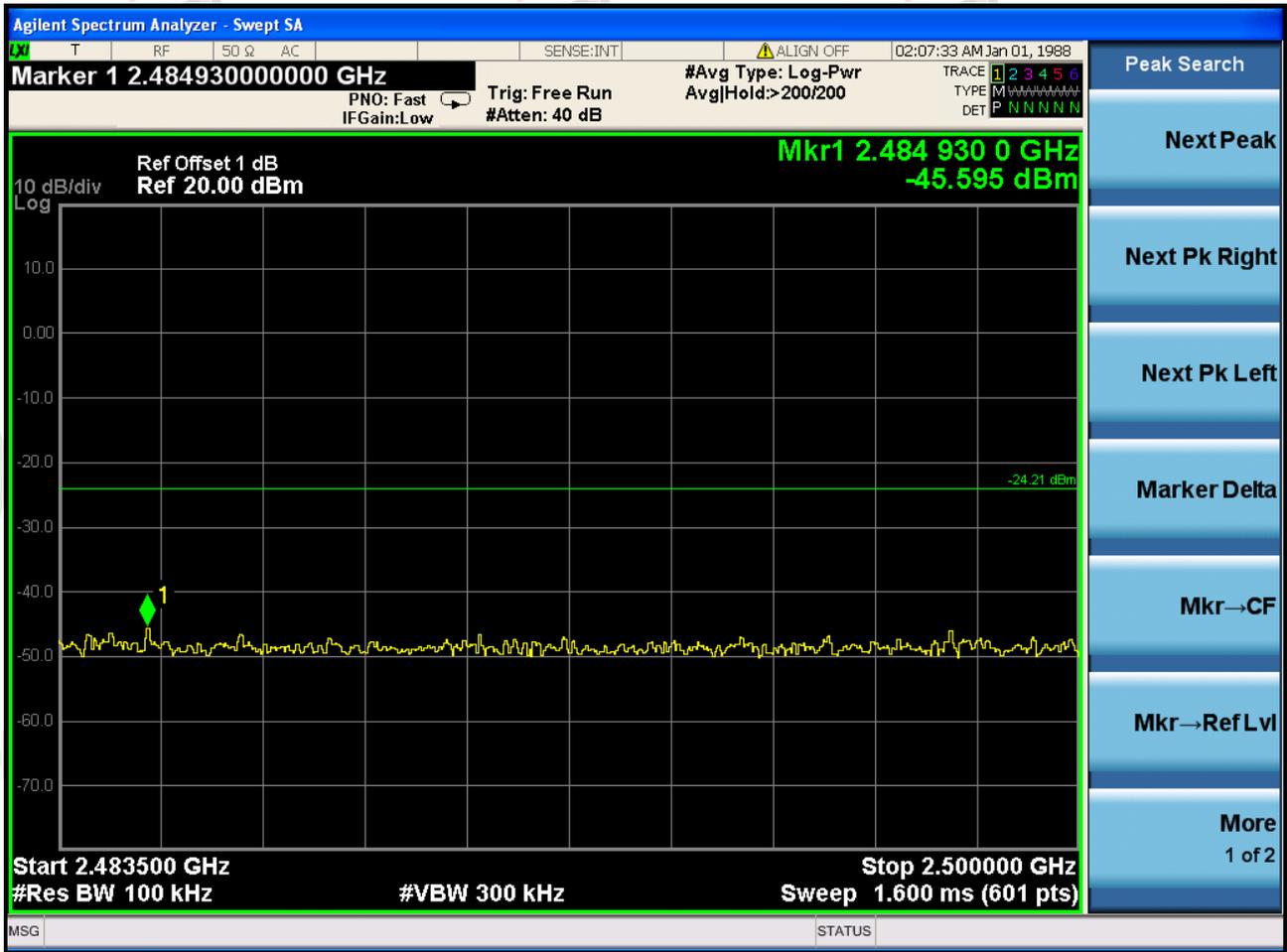














Remark:

Scan from 9kHz to 25GHz, the disturbance between 9KHz to 30MHz was very low, and the above harmonics were the CH11 point could be found when testing, The amplitude of spurious emissions from the radiator which are attenuated more than 20dB below the limit need not be reported.

The End