FIG. 1A

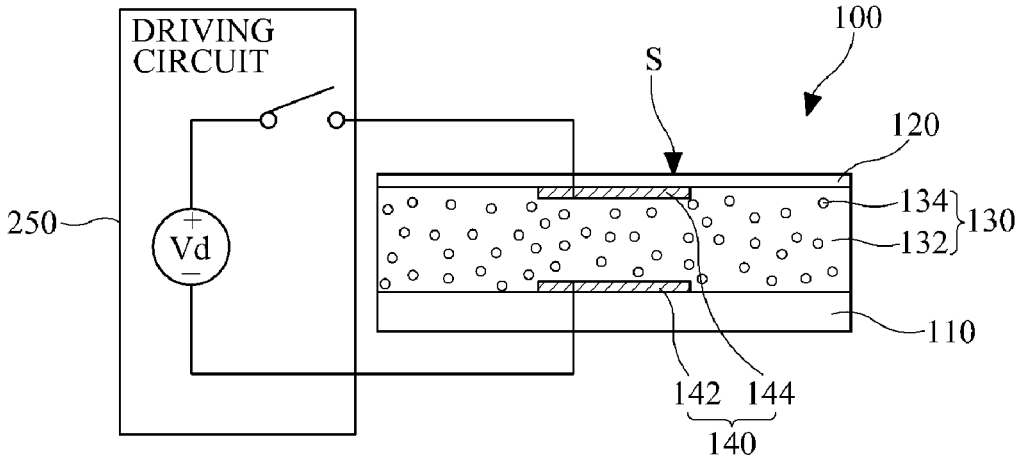
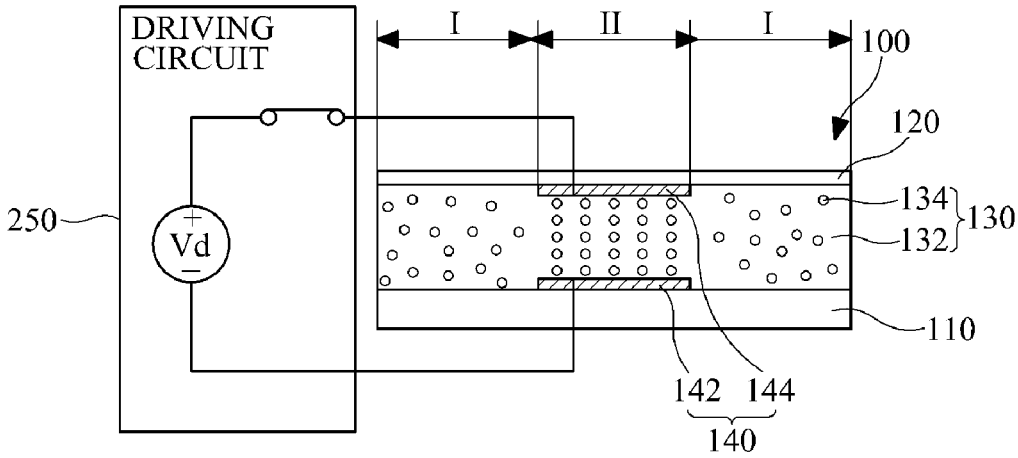

DRIVING
CIRCUIT
100
S
120
250
Vd
134
130
132
110
142
144
140

FIG. 1B


DRIVING
CIRCUIT
I
II
I
100
120
250
Vd
134
130
132
110
142
144
140