

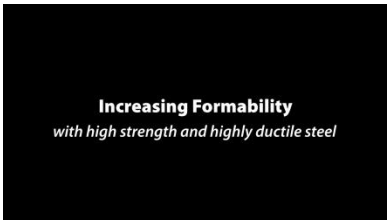
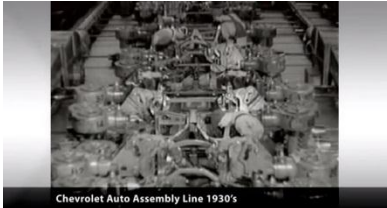







SEGMENT: NANOSTEEL	Length: 1:25
TITLE: Increasing Formability with NanoSteel	

<p>OPENING</p> <p>TIME :07</p>	<p>STEEL HAS BEEN ABLE TO ACHIEVE HIGH STRENGTH. BUT THE ISSUE IS THAT IT CAN'T ACHIEVE DUCTILITY WITH THAT HIGH STRENGTH, THE ABILITY TO FORM THE PARTS.</p> 
<p>TITLE</p> <p>TIME :05</p>	<p>TITLE - REDEFINING STEEL® SUBHEAD - FOR THE AUTOMOTIVE INDUSTRY</p> 
<p>TITLE</p> <p>TIME :05</p>	<p>TITLE - INCREASING FORMABILITY SUBHEAD - WITH HIGH STRENGTH AND HIGHLY DUCTILE STEEL</p> 
<p>DAVE PARATORE - CEO</p> <p>TIME :03</p> <p>B-ROLL: Chevrolet 1930s assembly line – shot 1</p>	<p>STEEL HAS DONE A FABULOUS JOB OVER THE LAST 100 YEARS OF CONTINUING</p> 

<p>DAVE PARATORE - CEO</p> <p>TIME :04</p> <p>B-ROLL: Chevrolet 1930s assembly line – shot 2</p>	<p>TO EVOLVE SO THAT YOU CAN USE LESS STEEL AND MAINTAIN</p>  <p>Chevrolet Auto Assembly Line 1930's</p>
<p>DAVE PARATORE - CEO</p> <p>TIME :04</p> <p>B-ROLL: Chevrolet 1930s assembly line – shot 3</p>	<p>SAFETY AND THEREFORE MAKE IT LIGHTER. THE PROBLEM IS</p>  <p>Chevrolet Auto Assembly Line 1930's</p>
<p>DAVE PARATORE - CEO</p> <p>TIME :01</p> <p>B-ROLL: Modern Chevrolet assembly line – shot 1</p>	<p>THAT AS STEEL HAS CONTINUED TO</p>  <p>Chevrolet Auto Assembly Line 2000's</p>
<p>DAVE PARATORE - CEO</p> <p>TIME :03</p> <p>B-ROLL: Modern Chevrolet assembly line – shot 2</p>	<p>EVOLVE, IT'S REACHING A LIMIT. AND THAT LIMIT</p>  <p>Chevrolet Auto Assembly Line 2000's</p>
<p>DAVE PARATORE - CEO</p> <p>TIME :03</p> <p>B-ROLL: Modern Chevrolet assembly line – shot 3</p>	<p>IS THE ABILITY TO FORM THESE REALLY STRONG STEELS.</p>  <p>Chevrolet Auto Assembly Line 2000's</p>

<p>DAVE PARATORE - CEO</p> <p>TIME :09</p>	<p>SO THE CHALLENGE THAT STEEL HAS HAD FOR THE LAST CALL IT FIVE YEARS IS WE CAN MAKE HIGH STRENGTH BUT WE CAN'T MAKE HIGH STRENGTH AND EASILY FORMABLE MATERIAL.</p> 
<p>B-ROLL: aluminum part</p> <p>TIME :02</p>	<p>AND THAT IS GIVING THINGS LIKE ALUMINUM</p>  <p>Utilizes Aluminum Structural Parts <i>Lotus Evija</i></p>
<p>B-ROLL: carbon fiber part</p> <p>TIME :04</p>	<p>OR CARBON FIBER A LARGE OPPORTUNITY TO COME INTO THE AUTOMOTIVE SPACE</p>  <p>Utilizes Carbon Fiber Structural Parts <i>Lamborghini Aventador</i></p>
<p>DAVE PARATORE - CEO</p> <p>TIME :04</p>	<p>AND SAY HEY WE CAN DO THAT AND MAKE YOUR CARS LIGHTER AT THE SAME TIME</p> 

<p>DAN BRANAGAN - CTO</p> <p>TIME :08</p>	<p>IN MANY CASES, THESE NEW HIGH STRENGTH MATERIALS HAVE VERY LIMITED DUCTILITY, THEY ARE VERY DIFFICULT TO FORM, THEY ARE VERY DIFFICULT TO HANDLE AND PROCESS.</p> 
<p>DAVE PARATORE - CEO</p> <p>TIME :13</p>	<p>SO WHAT NANOSTEEL DOES, IS ACTUALLY GIVE YOU THE CHANCE TO INCREASE THAT FORMABILITY AND THEREFORE USE THAT HIGH STRENGTH AND HIGHLY DUCTILE MATERIAL CALLED NANOSTEEL AND SUBSEQUENTLY KEEP STEEL IN THE GAME.</p> 
<p>CLOSING TITLE</p> <p>TIME :07</p>	<p>MUSIC SCORE ANIMATED NANOSTEEL LOGO</p> 