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# Current affairs question and answers

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Correct answer: Correct answer: Correct answer: Correct answer: JHM CareLink is a web-based application to link JHM member organizations to community practices. Through JHM CareLink, community users can gain secure access to select patient information in the JHM EMR data repository and improve patient continuity. This continuity provides many benefits for our patients, including the following: Provides a more transparent flow of information among doctors. It makes it easier for external doctors to place references and orders at JHM. Connect JHM doctors with e-visit specialists, providing care to a wider group of patients. It allows JHM to send information electronically to community clinics. It provides community clinics with access to review the patient's chart for encoding and following on complaints. It allows the coordination of social services outside the JHM. JH CareLink is not an EMR solution; This is a read-only application with some service-oriented features, such as the entry of the procedure order and the co-distribution of domestic health orders. JH CareLink provides medical doctors with access to medical documents of their patients for 90 days after consultation of the doctor, laboratories or imaging tests, embassies or hospitalization visits at Johns Hopkins Hospital, Johns Hopkins Bayview Medical Center, Howard County General Hospital, Sibley Memorial Hospital, Johns Hopkins All Children's Hospital and Johns Hopkins medical patient services. You can also order a special consultation to be programmed by the patient. Community users outside the JHM who need to review the clinical and administrative information of patients seen within member medical organizations Johns Hopkins. Community users may include: Referring Doctors Referred-to Doctors Community Medical Contracts and their support staff Legal offices or agencies requiring documentation through HIM Community-based and public health organizations There is no cost associated with the use of JHM CareLink. Internet access using a commercial browser like Chrome (recommended) or Safari. The use of Internet Explorer is discouraged. You can request JHM CareLink access for clinical personnel, nonclinical personnel and office administrators in practice. Each member of the staff will have to sign up for Johns Hopkins CareLink, electronically sign the terms and conditions, and comply with the patient's confidentiality rules. You and your clinical staff, including medical assistants, nurses, administrative staff and office manager, will have access to medical records of your patients. At least one person on your site mustDesignated as a site administrator, which will have additional administrative responsibilities. Restoring self-service password (available 24 hours) my site administrator can reset my password? Yes, the site administrator can restore the password. I forgot my password and / or my challenge questions. Please call the IL Desk, available 24/7 at 855-284-5465, and ask to open a CareLink ticket for password resets. Please allow up to 48 hours for processing your request. We encourage you to configure challenge questions so you can automatically reset your password via self-service. Since you already have access to the full version of Epic when you are in the hospital, please use the In Basket provided on that version. Contact your local technical support. The print feature is not controlled by CareLink. You need to check if the local computer has the correct drivers and configuration for the network or local printer. The doctor needs to grant basketball access to the nurse before. Once this is done, the nurse can attack the desired In Basket. Please ask the research coordinator to add the patient to the group. Please refer to page 20 of the following guide. Please refer to this tip sheet. If you can't find the patient, please contact registration at 410-955-5000 to verify the patient's complete demographic information. Contact the site administrator, who is your first contact point for any questions/problems. If the site administrator is unable to assist you, please call the Help Desk, available 24/7 to 855-284-5465, and ask for help with CareLink. Contact the JHM CareLink team at hopkinscarelink@jhmi.edu. This is not for urgent problems, and the CareLink team will respond within 48 hours. See all 1 photosOct 2, 1995No speed limits! Interesting article "Virtual Velocity" (July '95). Here is a rare nostalgic machine for honourable mention: a '57 Plymouth Fury with a 318 V-8, two four barrel carb, three speed Torque-Flite automatic button, and 631/44 inches Sure-Grip differential. How does 150-plus mph with four people in the sound of the car? Jeff Hoelzel Allentown, Pa.It seems hard to believe. Although Motor Trend did not test that exact model in '58, it is sure to say that the maximum speed of the car was limited to well below 150 mph from the three-speed transmission and the motor is maximum rpm. The Fury was available with a 150 mph odometer, which could have been more than an optimistic tad, since the actual maximum speed was probably not higher than 120 mph. For its time, however, the most powerful Fury was among a group of full-size production elite machines and hot-performing. -Ed. I would be willing to bet my speed limiter that most MT readers find events on stage, such as the July high speed article, to be only convenient excuses for hot-rod the tread out a group of car performances. Steve DeJacimoLaughlin, Nev. Any excuse forA performance machine is a good one. The positive response to our hedge history has been overwhelming, which occurs more ways to float the latest production machines. -Decause they were not the Porsche 968 and Dodge Stealth included in the test to finish all the tests ("Virtual Velocity")? Mark Wilson Cambridge, mass. Unfortunately, both 968 and the stealth were not available at the time of the test, but both certainly would be transformed respectable numbers. In the past, we have recorded a maximum speed of 154.6 mph in the double-turbo Stealth. And although we did not have the opportunity to push a 968 to its limit, Porsche publishes a maximum speed of 156 mph for 968 when equipped with the six-speed transmission. -Ed. The Ford Probe GT did not make your list of competitors in the "Virtual Velocity" high-speed snap, even with the \$1.98 speed secret applied. I was wondering, how close was the 140 mph cut? C. MartinPittsburgh, Pa.We recorded a maximum speed of 133 mph with a Ford Probe GT during our 1994 test "Bang for the Buck" (Aug. '94). Close, but no cigar. As for this old driver, the July number was worth nothing. With radar, CB radio and cell phones, what is a 100-plus-mph car doing on the highway? Drivers and funeral homes are quite busy. J.B. MaassKankakee, Ill. Viper GTS Discovered In your July issue it was another of those Dodge ads (pages 58-59) with a car under a tarp. What's underneath? A Chrysler Atlantic? Brad HansenMuscatine, Iowa The car covered is a teaser look of the next '96 Viper GTS coupe that should start production this next spring. What year is it? I read the July editor of C. Van Tune "Great car but what year is it?" with particular interest. Born in the 1940s, I grew up with the evolution of the car. I loved the style and design of the 1950s cars. I remember sneaking a peak under the canvases of new vehicles while sitting on a car carrier. Was it exciting or what? Someone said that nowadays, if a particular design has succeeded, then the other producers will follow. As soon as I put a set of wheels and a motor on a hardened egg and push it-at least an egg looks like an egg. I think authors and designers should risk it every now and then. I know it's their perception of the future, but recently it seems that the future has stopped. Gary LutherLas Vegas, Nev. If I had a dollar for every time I couldn't identify the year of a car, I would be able to buy that Ferrari F355 you were driving. Not only is it difficult to identify the year, but also the model. For example, the only visual difference between a V-6 Camaro and a V-8 Z28 is the unloading and a small emblem. Since each generation produces less car enthusiasts, the government has an easier time adjusting cars, centralizing emissions tests, and crushing old cars. Most Gen-Xers don't like cars like Boomers did; are more concerned with stereo power than horses. If my engine had half the power of some of those stereo systems, I'd run Warren Johnson for ProStock! Being a 27-year-old Gen-Xer, I always thought I grew up in the wrong decade. Scott Windle Philadelphia, Pa.End OfAgeChevrolet Caprice, Buick Roadmaster and Cadillac Fleetwood: These models are part of our automotive culture. Now they are at risk of becoming part of automotive history if GM GM GM Its plan to eliminate the last three full-size, V-8-Powered, rear-wheel drive. GM is voluntarily giving the market completely to Ford. Pomoco will have the total control of the traditional full-size markets, limousines, taxis, police, funeral wagon and coach. Also, people carrying boats or trailers will have to buy Ford or buy trucks. The people of the Ford must make trolleys in anticipation of the market that the GM will take you on a silver plate. Dale StaffordLeavenworth, Kan.Trists but true. After the year of the model of the à € " '96, the production establishment of these GM sedans will be passed to the construction of trucks. -And. Dreams of Electric Sheepa disappointing that your Washington report of May 95 on the US government report (GAO) to the Congress only covers the most negative results of the study on electric vehicles (EVs). There is a great quantity of information in the study of 137 pages, including: À «Electric vehicles do not produce practically exhaust gas emissions and the net effect on the quality of the air à €" the resulting savings From the reduction of emissions from discharge minus the additional emissions of the fumaoli associated with the increase in electricity production - is generally considered significantly lower than that of the [internal combustion engine vehicles] à € »In the demonstration phase. With the increase in production volumes, costs decrease proportionately. The rapidly developing electric vehicle industry is preparing to meet consumer needs. Contrary to your perspective, after a careful reading of the Gao relationship, the EV industry finds its general support tone. Robert T. Hayden Director executiveElectric Vehicle Association of the Americas San Francisco, Calif.The Question Cornerho seen many cars lowered, similar to racing cars, and I heard that engineers have designed vehicles specifically to be at a certain height from the ground. Lower the car affects the project of engineers? If so, change is significant? What are the advantages and disadvantages of lowering your car? Jodonn P. Diazlemon Grove, Calif.A Unknown owner can get into trouble easily lowering a car. As for many other aspects of a vehicle, the travel height is the judgment of the engineers on the optimal balance between many factors, including the height from the ground, the quality of the guide, the capacity of bending and the € " entry / exit. Lower the suspension also lowers the baricenter of the car, reducing the roller of the bodywork and improving the curves, but the best maneuverability goes to the detriment of driving quality and the height from the ground. The shock absorbers, the springs, the wheels and the tires can be modified within the package. These components can also be improved to improve handling without lowering. Work In a professional shop specializing in aftermarket performance. You will get the look and feel that you want the first time around. -And. Drive music: being a person who likes to listen to high volume music while driving, I would like to know what kind of music, if there is, listen to your staff during automotive tests. Eric RiveranArerville, Riveranaperville, Vehicle test: none. We are focusing on engine sounds, interior noise levels, wind leaks and many other aspects of each car. But when the day of the test is over and it's time to relax, our tastes run the 24-hour radio station gamut from 24-hour drafting Bob Nagy to Senior Test Test Editor Mac Demere the all-walk format, and from the management of Nine Polling Suzanne Editor Perreanult CD Collection to Editor C. Van Tune's Stely Dan Library. The best driving song of all time? The 1974 of the Radar Love "of the golden earring is a lot of votes. -And. Letters: Motor Trend6420 Wilshire Blvd.los Angeles CA 90048-5515.Contribution: Not required materials must be accompanied by the return shipment. This magazine We assume no responsibility for loss or damage to it. Any material accepted is subject to this revision that is necessary for our exclusive discretion to meet the requirements of this publication. After publication, payment will be made at our rate Current, which covers the right, title, title and interest of the author and / or contributors, the title and the material shipped, including but not limited to manuscripts, photographs, drawings, graphs and drawings, which must be Considered as text. The act of sending a manuscript and / or material constitutes an expressed guarantee by the contributor that is original and in any way a violation of the rights of others. 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