

ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM SEE YOUR DEALER

ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER – A COMPREHENSIVE GUIDE

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UNDERSTANDING THE “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGE

THE DREADED “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGE ON YOUR VEHICLE’S DASHBOARD SIGNIFIES A MALFUNCTION WITHIN YOUR CAR’S ADAPTIVE CRUISE CONTROL (ACC) SYSTEM. THIS ADVANCED DRIVER-ASSISTANCE SYSTEM USES RADAR AND/OR CAMERAS TO MAINTAIN A SET SPEED AND DISTANCE FROM THE VEHICLE AHEAD, AUTOMATICALLY ADJUSTING SPEED TO PREVENT COLLISIONS. WHEN THIS SYSTEM MALFUNCTIONS, IT’S CRUCIAL TO UNDERSTAND THE POTENTIAL CAUSES AND HOW TO ADDRESS THE ISSUE EFFECTIVELY. IGNORING THE WARNING CAN LEAD TO UNSAFE DRIVING CONDITIONS AND POTENTIAL ACCIDENTS.

COMMON CAUSES OF ADAPTIVE CRUISE CONTROL SYSTEM PROBLEMS

SEVERAL FACTORS CAN CONTRIBUTE TO THE “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” WARNING. THESE INCLUDE:

1. SENSOR ISSUES:

RADAR SENSOR MALFUNCTION: THE PRIMARY SENSOR IN MOST ACC SYSTEMS IS A RADAR UNIT LOCATED BEHIND THE FRONT GRILLE OR BUMPER. DIRT, DEBRIS, ICE, OR DAMAGE TO THIS SENSOR CAN SIGNIFICANTLY IMPEDE ITS FUNCTIONALITY, LEADING TO INACCURATE DISTANCE READINGS AND TRIGGERING THE ERROR MESSAGE. THIS IS A COMMON CAUSE OF “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGES.

CAMERA SENSOR MALFUNCTION (FOR CAMERA-BASED SYSTEMS): SOME ACC SYSTEMS UTILIZE CAMERAS IN ADDITION TO OR INSTEAD OF RADAR. OBSTRUCTIONS, DAMAGE, OR MISCALIBRATION OF THESE CAMERAS CAN CAUSE SIMILAR PROBLEMS. AGAIN, THIS OFTEN RESULTS IN THE “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGE.

1. SOFTWARE GLITCHES:

SYSTEM SOFTWARE ERRORS: THE ACC SYSTEM'S COMPLEX SOFTWARE CAN EXPERIENCE GLITCHES OR BUGS, POTENTIALLY LEADING TO MALFUNCTIONS. SOFTWARE UPDATES PROVIDED BY THE DEALER CAN OFTEN RESOLVE THESE ISSUES.

CONTROL UNIT PROBLEMS: THE ELECTRONIC CONTROL UNIT (ECU) THAT MANAGES THE ACC SYSTEM CAN MALFUNCTION DUE TO VARIOUS REASONS, INCLUDING ELECTRICAL FAULTS OR INTERNAL FAILURES. THIS REQUIRES PROFESSIONAL DIAGNOSIS AND OFTEN REPLACEMENT OF THE FAULTY UNIT.

1. ELECTRICAL PROBLEMS:

WIRING HARNESS DAMAGE: DAMAGED OR CORRODED WIRING WITHIN THE ACC SYSTEM'S ELECTRICAL HARNESS CAN DISRUPT COMMUNICATION BETWEEN THE SENSORS AND THE CONTROL UNIT, RESULTING IN THE ERROR MESSAGE.

POWER SUPPLY ISSUES: INSUFFICIENT POWER SUPPLY TO THE ACC SYSTEM CAN ALSO LEAD TO MALFUNCTIONS. THIS COULD STEM FROM A FAULTY BATTERY OR ALTERNATOR.

1. MECHANICAL ISSUES (LESS COMMON):

ACTUATOR PROBLEMS: THE ACTUATORS RESPONSIBLE FOR CONTROLLING THE THROTTLE AND BRAKES IN RESPONSE TO THE ACC SYSTEM'S COMMANDS CAN MALFUNCTION, AFFECTING THE SYSTEM'S ABILITY TO MAINTAIN SPEED AND DISTANCE.

METHODOLOGIES FOR DIAGNOSING AND RESOLVING ACC PROBLEMS

WHEN FACED WITH AN "ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER" MESSAGE, SEVERAL METHODOLOGIES CAN HELP DIAGNOSE THE ROOT CAUSE:

1. **DEALER DIAGNOSIS:** THE MOST EFFECTIVE APPROACH IS OFTEN TO TAKE YOUR VEHICLE TO A DEALERSHIP. DEALERSHIPS POSSESS THE NECESSARY DIAGNOSTIC TOOLS (LIKE OEM SCAN TOOLS) AND TRAINED TECHNICIANS TO ACCURATELY DIAGNOSE THE PROBLEM. THEY CAN ACCESS YOUR VEHICLE'S SPECIFIC SYSTEM DATA AND PINPOINT THE MALFUNCTIONING COMPONENT.

1. **PRE-DEALER TROUBLESHOOTING (LIMITED):** BEFORE VISITING THE DEALER, YOU CAN ATTEMPT SOME BASIC TROUBLESHOOTING STEPS SUCH AS:

CLEANING SENSORS: CAREFULLY CLEAN THE RADAR AND CAMERA SENSORS (IF APPLICABLE) WITH COMPRESSED AIR AND A SOFT CLOTH TO REMOVE ANY DEBRIS OR OBSTRUCTIONS.

CHECKING FOR OBSTRUCTIONS: ENSURE THERE ARE NO OBSTACLES BLOCKING THE SENSORS' VIEW.

1. **THIRD-PARTY DIAGNOSTICS:** SOME INDEPENDENT REPAIR SHOPS POSSESS THE EXPERTISE AND DIAGNOSTIC EQUIPMENT TO WORK ON ACC SYSTEMS, POTENTIALLY OFFERING A LESS EXPENSIVE ALTERNATIVE TO THE DEALER. HOWEVER, IT'S ESSENTIAL TO ENSURE THAT THE SHOP HAS THE NECESSARY EXPERIENCE AND SPECIALIZED TOOLS FOR THIS TASK.

WHY “SEE YOUR DEALER” IS OFTEN THE BEST ADVICE

WHILE SOME MINOR ISSUES MIGHT BE RESOLVED THROUGH BASIC TROUBLESHOOTING, THE COMPLEXITY OF THE ACC SYSTEM OFTEN NECESSITATES A DEALER VISIT. DEALERS HAVE ACCESS TO:

OEM DIAGNOSTIC SOFTWARE: THIS SPECIALIZED SOFTWARE ALLOWS FOR IN-DEPTH ANALYSIS OF THE ACC SYSTEM’S PARAMETERS, ACCURATELY IDENTIFYING THE SOURCE OF THE PROBLEM.

FACTORY-TRAINED TECHNICIANS: DEALERS EMPLOY TECHNICIANS WITH EXTENSIVE TRAINING AND EXPERIENCE IN DIAGNOSING AND REPAIRING COMPLEX ADAS SYSTEMS LIKE ACC.

GENUINE PARTS: IF REPLACEMENT PARTS ARE REQUIRED, DEALERS ENSURE THAT YOU RECEIVE GENUINE OEM COMPONENTS, GUARANTEEING OPTIMAL PERFORMANCE AND RELIABILITY.

CONCLUSION

THE “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGE INDICATES A CRITICAL MALFUNCTION REQUIRING PROFESSIONAL ATTENTION. WHILE BASIC TROUBLESHOOTING CAN SOMETIMES RESOLVE MINOR ISSUES, THE COMPLEXITY OF THE ACC SYSTEM FREQUENTLY NECESSITATES THE EXPERTISE AND RESOURCES OF A DEALERSHIP. VISITING YOUR DEALER ENSURES ACCURATE DIAGNOSIS USING SPECIALIZED EQUIPMENT, ACCESS TO GENUINE PARTS, AND REPAIRS PERFORMED BY FACTORY-TRAINED TECHNICIANS, LEADING TO A SAFE AND RELIABLE RESTORATION OF YOUR ADAPTIVE CRUISE CONTROL FUNCTIONALITY.

FAQs

1. CAN I DRIVE SAFELY WITH THE ACC MALFUNCTION WARNING? NO, IT’S BEST TO AVOID USING THE ACC SYSTEM AND POTENTIALLY DRIVE MORE CAUTIOUSLY UNTIL THE ISSUE IS RESOLVED.
2. HOW MUCH WILL IT COST TO FIX MY ACC SYSTEM? THE COST DEPENDS ON THE SPECIFIC PROBLEM AND MAY RANGE FROM A SIMPLE SENSOR CLEANING TO A MAJOR COMPONENT REPLACEMENT.
3. WILL MY WARRANTY COVER THE ACC REPAIR? THIS DEPENDS ON THE CAUSE OF THE MALFUNCTION AND THE TERMS OF YOUR WARRANTY.
4. HOW LONG DOES IT TAKE TO REPAIR AN ACC SYSTEM? REPAIR TIME DEPENDS ON THE COMPLEXITY OF THE PROBLEM; IT COULD RANGE FROM A FEW HOURS TO SEVERAL DAYS.
5. CAN I TEMPORARILY DISABLE THE ACC SYSTEM? YES, MOST VEHICLES ALLOW YOU TO DISABLE THE ACC THROUGH A BUTTON OR MENU SETTING.
6. WHAT IF MY DEALER MISDIAGNOSES THE PROBLEM? YOU SHOULD SEEK A SECOND OPINION FROM ANOTHER DEALER OR A TRUSTED INDEPENDENT REPAIR SHOP.
7. ARE THERE ANY PREVENTATIVE MEASURES I CAN TAKE TO AVOID ACC PROBLEMS? REGULAR VEHICLE MAINTENANCE AND KEEPING SENSORS CLEAN CAN HELP PREVENT ISSUES.
8. DOES THE TYPE OF VEHICLE AFFECT THE LIKELIHOOD OF ACC PROBLEMS? DIFFERENT MAKES AND MODELS MAY HAVE VARYING RELIABILITY RATES FOR THEIR ACC SYSTEMS.
9. WHAT HAPPENS IF I IGNORE THE “ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM: SEE YOUR DEALER” MESSAGE? CONTINUING TO DRIVE WITH A MALFUNCTIONING ACC SYSTEM COULD BE UNSAFE AND MAY LEAD TO FURTHER DAMAGE.

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7. WARRANTY COVERAGE FOR ADVANCED DRIVER-ASSISTANCE SYSTEMS: A DISCUSSION OF WARRANTY COVERAGE FOR ACC SYSTEMS AND RELATED COMPONENTS.
8. PREVENTATIVE MAINTENANCE FOR ADAPTIVE CRUISE CONTROL SYSTEMS: GUIDANCE ON PREVENTATIVE MEASURES TO ENSURE THE LONGEVITY OF YOUR ACC SYSTEM.
9. DRIVING SAFELY WITH AND WITHOUT ADAPTIVE CRUISE CONTROL: TIPS FOR SAFE DRIVING PRACTICES, INCLUDING THE APPROPRIATE USE OF ACC AND ALTERNATIVES WHEN IT MALFUNCTIONS.

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Smith, 2016-03-01 Modern cars are more computerized than ever. Infotainment and navigation systems, Wi-Fi, automatic software updates, and other innovations aim to make driving more convenient. But vehicle technologies haven't kept pace with today's more hostile security environment, leaving millions vulnerable to attack. The Car Hacker's Handbook will give you a deeper understanding of the computer systems and embedded software in modern vehicles. It begins by examining vulnerabilities and providing detailed explanations of communications over the CAN bus and between devices and systems. Then, once you have an understanding of a vehicle's communication network, you'll learn how to intercept data and perform specific hacks to track vehicles, unlock doors, glitch engines, flood communication, and more. With a focus on low-cost, open source hacking tools such as Metasploit, Wireshark, Kayak, can-utils, and ChipWhisperer, The Car Hacker's Handbook will show you how to:

- Build an accurate threat model for your vehicle
- Reverse engineer the CAN bus to fake engine signals
- Exploit vulnerabilities in diagnostic and data-logging systems
- Hack the ECU and other firmware and embedded systems
- Feed exploits through infotainment and vehicle-to-vehicle communication systems
- Override factory settings with performance-tuning techniques
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If you're curious about automotive security and have the urge to hack a two-ton computer, make The Car Hacker's Handbook your first stop.

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recalls-driven media storm of 2010. But what looked to some to be a sinking ship is once again running under a full head of steam. Perhaps the Toyota culture had weakened, but lean leadership was the beacon that showed the way back. In fact, writes Liker, the company is “as good and perhaps a better model for lean leadership than it ever has been.” of innovation and growth. Yet, Industry Week reports that just 2 percent of companies using lean processes can likewise claim to have had long-term success. What the other 98 percent lack is unified leadership with a common method and philosophy. If you want to get lean, you have to take it to the leadership level. The Toyota Way to Lean Leadership shows you how.

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investigated the inside story of how Toyota faced the challenges of the recession and the recall crisis of 2009-2010. In both cases, the company was caught off guard—and found that a root cause of the challenges it faced was its failure to live up to its own principles. But the fundamentals were still there, and the company has ultimately come out of the most challenging years of its postwar existence even stronger than before. *Toyota Under Fire* chronicles all the events of the recession and the recall crisis in detail, providing valuable lessons any business leader can use to survive and thrive in a crisis, no matter how large: Crisis response must start by building a strong culture long before the crisis hits. Culture matters far more than decisions made by top executives. Investing in people, even in the depths of a recession, is the surest path to long-term profitability. Because it had founded its culture on such principles, Toyota didn't need to amass an army of public relations, marketing, and legal experts to put out the fire; instead, it redoubled efforts to live up to its founding tenet, going back to basics. Toyota began solving this crisis more than 70 years ago, when its organizational culture was first established. Apply the lessons of *Toyota Under Fire* to your company, and you'll meet any future management challenge calmly, responsibly, and effectively—the Toyota Way.

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Sam Nutt's *Damned Nations* and James Maskayk's *Life on the Ground Floor*. Dr. Bonnie Henry has been called one of the most effective public health figures in the world by The New York Times. She has been called a calming voice in a sea of coronavirus madness, and our hero in national newspapers. But in the waning days of 2019, when the first rumours of a strange respiratory ailment in Wuhan, China began to trickle into her office in British Columbia, these accolades lay in a barely imaginable future. Only weeks later, the whole world would look back on the previous year with the kind of nostalgia usually reserved for the distant past. With a staggering suddenness, our livelihoods, our closest relationships, our habits and our homes had all been transformed. In a moment when half-truths threatened to drown out the truth, when recklessness all too often exposed those around us to very real danger, and when it was difficult to tell paranoia from healthy respect for an invisible threat, Dr. Henry's transparency, humility, and humanity became a beacon for millions of Canadians. And her trademark enjoinder to be kind, be calm, and be safe became words for us all to live by. Coincidentally, Dr. Henry's sister, Lynn, arrived in BC for a long-planned visit on March 12, just as the virus revealed itself as a pandemic. For the four ensuing weeks, Lynn had rare insight into the whirlwind of Bonnie's daily life, with its moments of agony and gravity as well as its occasional episodes of levity and grace. Both a global story and a family story, *Be Kind, Be Calm, Be Safe* combines Lynn's observations and knowledge of Bonnie's personal and professional background with Bonnie's recollections of how and why decisions were made, to tell in a vivid way the dramatic tale of the four weeks that changed all our lives. *Be Kind, Be Calm, Be Safe* is about communication, leadership, and public trust; about the balance between politics and policy; and, at heart, about what and who we value, as individuals and a society. The authors' advance from the publisher has been donated to charities with a focus on alleviating communities hit particularly hard by the pandemic: True North Aid with its Covid-19 response in Northern Indigenous communities, and First Book Canada, with its focus on reading and literacy for underserved, marginalized youth.

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adaptive cruise control system problem see your dealer: Using the Phone Book Patricia Parrott Gundlach, Keenan Colton Kelsey, 1980

adaptive cruise control system problem see your dealer: **Mycroft Holmes and the Apocalypse Handbook #2** Kareem Abdul-Jabbar, Raymond Obstfeld, 2016-09-21 Mycroft Holmes: rake, adventurer, intellectual; deductive mind without peer! Thrust into the greatest quest of his young life, Mycroft is forced to battle a monstrous abomination in the bowels of Buckingham Palace, as a courtly conspiracy threatens the world with steampunk weapons of mass destruction! With only his wits to aid him, Mycroft is soon set on a globe-trotting mission to reclaim the plans for the weapons "C before they fall into more nefarious hands!

adaptive cruise control system problem see your dealer: Automated Vehicles are Probably Legal in the United States Bryant Walker Smith, 2012 Note: This is the original 2012 report. An updated 2014 law review article is available as 1 Tex. A&M. L. Rev. 411. This report provides the most comprehensive discussion to date of whether so-called automated, autonomous, self-driving, or driverless vehicles can be lawfully sold and used on public roads in the United States. The short answer is that the computer direction of a motor vehicle's steering, braking, and accelerating without real-time human input is probably legal. The long answer, contained in the report, provides a foundation for tailoring regulations and understanding liability issues related to these vehicles. The report's largely descriptive analysis, which begins with the principle that everything is permitted unless prohibited, covers three key legal regimes: the 1949 Geneva Convention on Road Traffic, regulations enacted by the National Highway Traffic Safety Administration (NHTSA), and the vehicle codes of all fifty US states. The Geneva Convention, to which the United States is a party, probably does not prohibit automated driving. The treaty promotes road safety by establishing uniform rules, one of which requires every vehicle or combination thereof to have a driver who is at all times ... able to control it. However, this requirement is likely satisfied if a human is able to intervene in the automated vehicle's operation. NHTSA's regulations, which include the Federal Motor Vehicle Safety Standards to which new vehicles must be certified, do not generally prohibit or uniquely burden automated vehicles, with the possible exception of one rule regarding emergency flashers. State vehicle codes probably do not prohibit-but may complicate-automated driving. These codes assume the presence of licensed human drivers who are able to exercise human judgment, and particular rules may functionally require that presence. New York somewhat uniquely directs a driver to keep one hand on the wheel at all times. In addition, far more common rules mandating reasonable, prudent, practicable, and safe driving have uncertain application to automated vehicles and their users. Following distance requirements may also restrict the lawful operation of tightly spaced vehicle platoons. Many of these issues arise even in the three states that expressly regulate automated vehicles. The primary purpose of this report is to assess the current legal status of automated vehicles. However, the report includes draft language for US states that wish to clarify this status. It also recommends five near-term measures that may help increase legal certainty without producing premature regulation. First, regulators and standards organizations should develop common vocabularies and definitions that are useful in the legal, technical, and public realms. Second, the United States should closely monitor efforts to amend or interpret the 1969 Vienna Convention, which contains language similar to the Geneva Convention but does not bind the United States. Third, NHTSA should indicate the likely scope and schedule of potential regulatory action. Fourth, US states should analyze how their vehicle codes would or should apply to automated vehicles, including those that have an identifiable human operator and those that do not. Finally, additional research on laws applicable to trucks, buses, taxis, low-speed vehicles, and other specialty vehicles may be useful. This is in addition to ongoing research into the other legal aspects of vehicle automation.

adaptive cruise control system problem see your dealer: Deathbird Stories Harlan Ellison, 2014-04-29 Masterpieces of myth and terror about modern gods from technology to drugs to materialism—"fantasy at its most bizarre and unsettling" (The New York Times). As Earth approaches Armageddon, a man embarks on a quest to confront God in the Hugo Award-winning novelette, "The Deathbird." In New York City, a brutal act of violence summons a malevolent spirit and a growing congregation of desensitized worshippers in "The Whimper of Whipped Dogs," an Edgar Award winner influenced by the real-life murder of Queens resident Kitty Genovese in 1964. In "Paingod," the deity tasked with inflicting pain and suffering on every living being in the universe questions the purpose of its cruel existence. Deathbird Stories collects these and sixteen more provocative tales exploring the futility of faith in a faithless world. A legendary author of speculative fiction whose best-known works include A Boy and His Dog and I Have No Mouth, and I Must Scream—and whose major awards and nominations number in the dozens, Harlan Ellison strips away convention and hypocrisy and lays bare the human condition in modern society as ancient gods fade and new deities rise to appease the masses—gods of technology, drugs, gambling, materialism—that are as insubstantial as the beliefs of those who venerate them. In addition to his Nebula, Hugo, World Fantasy, Bram Stoker, Edgar, and other awards, Ellison was called "one of the great living American short story writers" by the Washington Post—and this collection makes it clear why he has earned such an extraordinary assortment of accolades. Stories include: "Introduction: Oblations at Alien Altars" "The Whimper of Whipped Dogs" "Along the Scenic Route" "On the Downhill Side" "O Ye of Little Faith" "Neon" "Basilisk" "Pretty Maggie Moneyeyes" "Corpse" "Shattered Like a Glass Goblin" "Delusion for a Dragon Slayer" "The Face of Helene Bournouw" "Bleeding Stones" "At the Mouse Circus" "The Place with No Name" "Paingod" "Ernest and the Machine God" "Rock God" "Adrift Just Off the Islets of Langerhans: Latitude 38° 54' N, Longitude 77° 00' 13 W" "The Deathbird"

adaptive cruise control system problem see your dealer: The Low-down on High Octane Gasoline , 1997

adaptive cruise control system problem see your dealer: Physician's Guide to Assessing and Counseling Older Drivers American Medical Association, 2010

adaptive cruise control system problem see your dealer: The Secrets of America's Greatest Body Shops Dave Luehr, Stacey Phillips, 2017-04-04 Dave Luehr believes that right now is the best time in history to be in the collision repair business, but only for those with the right mindset. The authors share insightful lessons along with real-world stories of acutal collision repairers who have discovered the secrets that have propelled them to a much higher level than their competitors.

adaptive cruise control system problem see your dealer: U.S. Marines in Afghanistan, 2001-2009 U S Marine Corps History Division, 2017-02-05 This volume presents a collection of 38 articles, interviews, and speeches describing many aspects of the U.S. Marine Corps' participation in Operation Enduring Freedom from 2001 to 2009. This work is intended to serve as a general overview and provisional reference to inform both Marines and the general public until the History Division completes monographs dealing with major Marine Corps operations during the campaign. The accompanying annotated bibliography provides a detailed look at selected sources that currently exist until new scholarship and archival materials become available. From the Preface - From the outset, some experts doubted that the U.S. Marines Corps would play a major role in Afghanistan given the landlocked nature of the battlefield. Naval expeditionary Task Force 58 (TF-58) commanded by then-Brigadier General James N. Mattis silenced naysayers with the farthest ranging amphibious assault in Marine Corps/Navy history. In late November 2001, Mattis' force seized what became Forward Operating Base Rhino, Afghanistan, from naval shipping some 400 miles away. The historic assault not only blazed a path for follow-on forces, it also cut off fleeing al-Qaeda and Taliban elements and aided in the seizure of Kandahar. While Corps doctrine and culture advocates Marine employment as a fully integrated Marine air-ground task force (MAGTF), deployments to Afghanistan often reflected what former Commandant General Charles C. Krulak

coined as the three-block war. Following TF-58's deployment during the initial take down of the Taliban regime, the MAGTF made few appearances in Afghanistan until 2008. Before then, subsequent Marine units often deployed as a single battalion under the command of the U.S. Army Combined Joint Task Force (CJTF) to provide security for provincial reconstruction teams. The Marine Corps also provided embedded training teams to train and mentor the fledgling Afghan National Army and Police. Aviation assets sporadically deployed to support the U.S.-led coalition mostly to conduct a specific mission or to bridge a gap in capability, such as close air support or electronic warfare to counter the improvised explosive device threat. From 2003 to late 2007, the national preoccupation with stabilizing Iraq focused most Marine Corps assets on stemming the insurgency, largely centered in the restive al-Anbar Province. As a result of the North Atlantic Treaty Organization (NATO) taking over command of Afghan operations and Marine Corps' commitments in Iraq, relatively few Marine units operated in Afghanistan from late 2006 to 2007. Although Marines first advocated shifting resources from al-Anbar to southern Afghanistan in early 2007, the George W. Bush administration delayed the Marine proposal for fear of losing the gains made as a result of Army General David H. Petraeus' surge strategy in Iraq. By late 2007, the situation in Afghanistan had deteriorated to the point that it inspired Rolling Stone to later publish the story *How We Lost the War We Won*. In recognition of the shifting tides in both Iraq and Afghanistan, the Bush administration began to transfer additional resources to Afghanistan in early 2008. The shift prompted senior Marines to again push for a more prominent role in the Afghan campaign, even proposing to take over the Afghan mission from the Army. . . .

adaptive cruise control system problem see your dealer: You're Bigfoot Ryan

Montgomery, 2019-10-28 This is an interactive toddler/children's book that is sure to peak your children's interest. The title, *You're Bigfoot*, implies that the reader (you and your children, are Bigfoot) and are performing all the funny simple movements. Bigfoot is sure not to get caught by a crafty hunter that is on the lookout and very suspicious about what he sees. This is an interactive children's book that your kids will want to read again and again. The elusive Bigfoot has way too much fun hiding and getting around. Your kids get to learn movements and act them out as you read them this fun bedtime story. This is the first book of many to come. Enjoy!

adaptive cruise control system problem see your dealer: Multi-object Adaptive Cruise

Control Rainer Möbus, 2008 In this thesis the development and implementation of a multi-object adaptive cruise control (ACC) system is presented. A sensor fusion configuration as well as object tracking and sensor fusion algorithms are presented to obtain a thorough representation of the traffic scene ahead of an ACC-controlled vehicle. The sensor fusion configuration includes a 77GHz radar sensor and an IR laser sensor for object detection. A monocular CCD camera system is employed for lane recognition and the lane assignment of the detected objects. Experimental results of all presented algorithms are given. The control model and the control objectives of a multi-object ACC system are presented. The multi-object ACC problem is looked at as a constrained optimal control problem incorporating the dynamics of the traffic scene, the driver's desire to cruise at a certain velocity, the lane assignment of the other road users, the objective of respecting certain minimum distances to other road users and to adapt the velocity to the flow of the other road users. Additionally, overtaking a preceding vehicle on the right can be avoided. The choice of the relevant object is implicitly determined by the cost function and the optimization criteria. Constraints imposed by physical limitations as well as by comfort and safety considerations can be included and a receding horizon control strategy is applied. The multi-object ACC problem is looked at as a constrained finite time optimal control (CFTOC) problem with a mixed logical dynamical (MLD) system description. With an efficient way to represent and evaluate the explicit solution to the corresponding multi-parametric mixed integer quadratic program, it is possible to include all desired control objectives in the problem formulation and still obtain an explicit solution suitable for real-time operation. Simulation results of this multi-object ACC control approach are presented and the controller is compared to a reference ACC controller. With the efficient controller representation the multi-object ACC controller is implemented on the ECU of a standard production platform

vehicle to confirm the simulation results in real traffic.

ADDITIONAL RESOURCES

LOGIN - ADAPTIVE INSIGHTS

PROPRIETARY AND CONFIDENTIAL. WORKDAY IS POWERED BY 100% RENEWABLE ENERGY.

ADAPTIVE DEFINITION & MEANING - MERRIAM-WEBSTER

THE MEANING OF ADAPTIVE IS PROVIDING, CONTRIBUTING TO, OR MARKED BY ADAPTATION : ARISING AS A RESULT OF ADAPTATION; SPECIFICALLY : OF, RELATING ...

ENTERPRISE PERFORMANCE MANAGEMENT SOFTWARE / WORK...

DRIVE ENTERPRISE-WIDE BUSINESS PLANNING WITH WORKDAY ADAPTIVE PLANNING CLOUD. OUR EPM PLATFORM HELPS ORGANIZATIONS PLAN SMARTER, ...

ADAPTIVE | ENGLISH MEANING - CAMBRIDGE DICTIONARY

ADAPTIVE DEFINITION: 1. HAVING AN ABILITY TO CHANGE TO SUIT CHANGING CONDITIONS: 2. RELATING TO THE WAY THAT A LIVING.... ...

ADAPTIVE DEFINITION & MEANING / DICTIONARY.COM

SEE EXAMPLES OF ADAPTIVE USED IN A SENTENCE.

SERVICE BULLETIN 21-068 - NATIONAL HIGHWAY TRAFFIC SAFETY ...

BULLETIN 01-023, UPDATING CONTROL UNITS/MODULES. NOTE: IF AN UPDATED VEHICLE RETURNS WITH THE ADAPTIVE CRUISE CONTROL SYSTEM PROBLEM MESSAGE ON AND SNOW/ICE IS SUSPECTED, CONFIRM THE ...

HONDA INSIGHT OWNER'S GUIDE - HONDA OWNERS

COMES ON IF THERE IS A PROBLEM WITH THE EPS SYSTEM. ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW ... IF THE INDICATOR BLINKS, THERE IS A PROBLEM WITH THE FUEL GAUGE. SEE YOUR DEALER. ...

HONDA CIVIC SEDAN OWNER'S GUIDE - HONDA OWNERS

SEE YOUR DEALER FOR ASSISTANCE. BRAKE SYSTEM (AMBER) • COMES ON FOR A FEW SECONDS WHEN YOU TURN THE IGNITION SWITCH TO ON*1, THEN GOES OFF. ... ADAPTIVE CRUISE CONTROL (ACC) ... IF THE ...

VEHICLE STABILITY ASSIST™ (VSA), AKA ELECTRONIC STABILITY ...

WHEN THE VSA® SYSTEM IS OFF, THE TRACTION CONTROL SYSTEM IS ALSO OFF. WE DO NOT RECOMMEND DRIVING YOUR VEHICLE WITH THE VSA® AND TRACTION CONTROL SYSTEM SWITCHED OFF. WHEN YOU ...

HONDA SENSING - HONDA OWNERS

ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING INTERVAL BEHIND A VEHICLE DETECTED AHEAD OF YOURS AND, IF THE DETECTED ...

DASHBOARD AND NEARBY CONTROLS - HONDA OWNERS

OR AT ANY OTHER TIME, THERE MAY BE A PROBLEM. SEE YOUR DEALER FOR ASSISTANCE. BRAKE SYSTEM (AMBER) • COMES ON IF THERE IS A PROBLEM WITH A SYSTEM RELATED TO BRAKING OTHER THAN THE ...

INTELLIGENT CRUISE CONTROL INOPERATIVE AND ...

(SEE FIGURE 2). NOTE: IN SOME CASES THE ICC DISTANCE SENSOR MAY NEED TO BE REMOVED FROM THE VEHICLE TO SEE THE DATE CODE. IF SO, REFER TO ESM FOR ICC DISTANCE SENSOR REMOVAL: CRUISE ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

UUhONDA SENSING®*UADAPTIVE CRUISE CONTROL (ACC) DRIVING ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED ...

SERVICE BULLETIN BULLETIN No.: 23-NA-095 DATE: MAY, 2023

SUBJECT: LANE KEEP ASSIST UNAVAILABLE / ADAPTIVE CRUISE CONTROL INOP / SERVICE DRIVER ASSIST SYSTEMS / AMBER FRONT COLLISION ICON ON / DEAD BATTERY / NO CRANK / FRONT VIEW CAMERA / ...

EECS 461 FINAL PROJECT: ADAPTIVE CRUISE CONTROL - UNIVERSITY ...

ADAPTIVE CRUISE CONTROL/1 OVERVIEW MANY AUTOMOBILES MANUFACTURED TODAY INCLUDE A CRUISE CONTROL FEATURE THAT COMMANDS THE CAR TO TRAVEL AT A DESIRED SPEED SET BY THE DRIVER. IN THE ...

OWNERS MANUAL, OWNER'S MANUAL - EXPERIENCE GM

SEE DUAL AUTOMATIC CLIMATE CONTROL SYSTEM 0 192. 16. STEERING WHEEL CONTROLS 0 133. 17. HORN 0 133. 18. STEERING WHEEL ADJUSTMENT 0 132. 19. HOOD RELEASE. SEE HOOD 0 292. 20. CRUISE ...

CUSTOMER SATISFACTION PROGRAM N202301990 ADAPTIVE CRUISE ...

N202301990 ADAPTIVE CRUISE CONTROL INOPERATIVE PAGE 6 OF 6 JUNE 2020 THIS NOTICE APPLIES TO YOUR VEHICLE, VIN: _____ DEAR GENERAL MOTORS CUSTOMER: WE HAVE LEARNED THAT YOUR 2020 ...

HOW TO TROUBLESHOOT THE ADAPTIVE CRUISE CONTROL (ACC)

FEB 14, 2023 · WHEN DTCs ARE CLEARED BY THE HDS, ACC SYSTEM AUTO STOP CONTROL HISTORY IS CLEARED AS WELL. SOME OF THE FOLLOWING ACC SYSTEM AUTO STOP CONTROL CODES MAY NOT BE USED ...

ACURA ILX OWNER'S GUIDE - ACURA OWNERS

• STAYS ON CONSTANTLY OR DOES NOT COME ON AT ALL - HAVE YOUR VEHICLE CHECKED BY A DEALER. ADAPTIVE CRUISE CONTROL (ACC) • COMES ON IF THERE IS A PROBLEM WITH ACC. • COMES ON FOR A ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

UUhonda Sensing@U Adaptive Cruise Control (ACC) DRIVING ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED ...

COLLISION MITIGATION BRAKING SYSTEM™ (CMBST™ - HONDA ...

THE INDICATORS FOR THE ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW, ROAD DEPARTURE MITIGATION (RDM), VEHICLE STABILITY ASSIST™ (VSA®) SYSTEM, VEHICLE STABILITY ASSIST™ ...

VEHICLE STABILITY ASSIST™ (VSA), AKA ELECTRONIC STABILITY ...

THE MAIN FUNCTION OF THE VSA® SYSTEM IS GENERALLY KNOWN AS ELECTRONIC STABILITY CONTROL (ESC). THE SYSTEM ALSO INCLUDES A TRACTION CONTROL FUNCTION. THE VEHICLE STABILITY ASSIST™ (VSA®) ...

FOREWORD - SUBARU

SION BRAKING SYSTEM (REFER TO PAGE 17) AND THE LANE DEPARTURE WARNING (REFER TO PAGE 17), AND STOP USING THE ADAPTIVE CRUISE CONTROL. CONTACT A SUBARU DEALER AND HAVE THE SYSTEM ...

FOREWORD - SUBARU

• THE SYSTEM WILL NOT OPERATE CORRECTLY IN THE FOLLOWING CONDITIONS. DO NOT USE ADAPTIVE CRUISE CONTROL, LANE KEEP ASSIST OR CONVENTIONAL CRUISE CONTROL. - THE WHEELS ARE OUT OF BALANCE ...

CROSSTREK - SUBARU OF AMERICA

SEE YOUR RETAILER FOR DETAILS. 6 EYESIGHT® IS A DRIVER ASSIST TECHNOLOGY, WHICH MAY NOT OPERATE OPTIMALLY UNDER ALL DRIVING CONDITIONS. THE DRIVER IS ALWAYS RESPONSIBLE FOR SAFE AND ATTENTIVE ...

EVALUATION OF ADAPTIVE CRUISE CONTROL INTERFACE ...

THE GOAL OF THIS STUDY WAS TO IMPROVE THE UNDERSTANDING OF THE RELATIONSHIP BETWEEN EXPERIENCE WITH ADAPTIVE CRUISE CONTROL (ACC) AND DRIVING PERFORMANCE. THE THREE STUDY OBJECTIVES WERE: ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

UUhonda Sensing@U Adaptive Cruise Control (ACC) DRIVING ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED ...

VEHICLE STABILITY ASSIST™ (VSA), AKA ELECTRONIC STABILITY ...

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ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW

UUhonda Sensing@U Adaptive Cruise Control (ACC) WITH LOW SPEED FOLLOW DRIVING HOW TO ACTIVATE THE SYSTEM 1 ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW WHEN THE MAIN BUTTON IS ...

2021.5 ATLAS QUICK-START GUIDE - VW.COM

FOR MORE INFORMATION, SEE OPERATING CONDITIONS IN YOUR OWNER'S MANUAL. 4. USB-C PORT A SPECIFIC MENU. USB TYPE C PORTS ALLOW YOU TO CONNECT YOUR MOBILE PHONE TO YOUR ATLAS USING THE LATEST ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

ADAPTIVE CRUISE CONTROL (ACC)* HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED AHEAD OF YOURS, WITHOUT YOU HAVING TO KEEP YOUR FOOT ON THE ...

ADAPTIVE CRUISE CONTROL (ACC) - ACURA OWNERS

ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED AHEAD OF YOURS, WITHOUT YOU HAVING TO KEEP YOUR FOOT ON THE ...

OPERATING, SERVICING AND MAINTAINING A PASSENGER VEHICLE OR ...

ADAPTIVE CRUISE CONTROL (ADVANCED) 0 231 (IF EQUIPPED). FORWARD COLLISION ALERT (FCA) SYSTEM ... SEE YOUR DEALER IF A NEW KEY IS NEEDED. CONTACT ROADSIDE ASSISTANCE IF LOCKED OUT OF ... 0 373. ...

GETTING TO KNOW YOUR 2024 COLORADO - GM...

CRUISE CONTROL/ FORWARD COLLISION ALERT BUTTONS DIGITAL DRIVER INFORMATION ... SEE THE WINDOW LABEL OR YOUR DEALER REGARDING THE FEATURES ON AN INDIVIDUAL VEHICLE. 3 ... OPTIONAL EQUIPMENT SOME ...

CT6 SUPER CRUISE CONVENIENCE & PERSONALIZATION GUIDE

THE SYSTEM WORKS WITH ADAPTIVE CRUISE CONTROL, WHICH DETECTS VEHICLES IN YOUR PATH AND ACCELERATES OR BRAKES YOUR VEHICLE BASED ON SURROUNDING TRAFFIC CONDITIONS, TO MAINTAIN A DRIVER ...

VEHICLE STABILITY ASSIST™ (VSA), AKA ELECTRONIC STABILITY ...

WHEN THE VSA ® SYSTEM INDICATOR COMES ON AND STAYS ON WHILE DRIVING, THERE MAY BE A PROBLEM WITH THE SYSTEM. WHILE THIS MAY NOT INTERFERE WITH NORMAL DRIVING, HAVE YOUR VEHICLE CHECKED BY ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

UHHONDA SENSING®UADAPTIVE CRUISE CONTROL (ACC) DRIVING ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED ...

CT6 SUPER CRUISE CONVENIENCE & PERSONALIZATION GUIDE

TO USE SUPER CRUISE, ADAPTIVE CRUISE CONTROL MUST BE ON. 1. IF AN ADAPTIVE CRUISE CONTROL SPEED WAS NOT PREVIOUSLY SET, THE PRESS THE ADAPTIVE CRUISE CONTROL BUTTON (A) ON THE STEERING WHEEL ...

SERVICE BULLETIN BULLETIN No.: 18-NA-161 DATE: MARCH, 2022

• CRUISE OR ADAPTIVE CRUISE CONTROL DROP OUT OR WON'T SET • WINDOW ROLL UP/DOWN MESSAGE, INTERMITTENT OPERATION, LOCK OPERATION ... SYSTEM DISABLED (OR HOLD THE ACCELERATOR WOT) AND ...

INDICATOR NAME ON/BLINKING EXPLANATION - HONDA OWNERS

STAYS ON CONSTANTLY - HAVE YOUR VEHICLE CHECKED BY A DEALER. ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW * INDICATOR (WHITE/GREEN) LIGHTS UP IN WHITE WHEN YOU PRESS THE BUTTON. ...

ADAPTIVE CRUISE CONTROL (ACC) - ACURA OWNERS

ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE DETECTED AHEAD OF YOURS, WITHOUT YOU HAVING TO KEEP YOUR FOOT ON THE ...

ADAPTIVE CRUISE CONTROL (ACC) - HONDA OWNERS

UHHONDA SENSING®*UADAPTIVE CRUISE CONTROL (ACC) CONTINUED DRIVING ADAPTIVE CRUISE CONTROL (ACC) HELPS MAINTAIN A CONSTANT VEHICLE SPEED AND A SET FOLLOWING-INTERVAL BEHIND A VEHICLE ...

91 ACC AND BRAKING GUARD WARNING MESSAGE (DTC C110BF0)

C110BF0 (ADAPTIVE CRUISE CONTROL SENSOR RESTRICTED VIEW) PAGE 2 OF 3 ... (SEE ETKA FOR PART INFORMATION) AND RECALIBRATE THE ACC SYSTEM. REPAIRS DUE TO OUTSIDE INFLUENCE CANNOT BE ...

ADAPTIVE CRUISE CONTROL SYSTEM: A LITERATURE SURVEY

Nov 23, 2023 · KEYWORDS: COOPERATIVE ADAPTIVE CRUISE CONTROL, ADAPTIVE CRUISE CONTROL, ELECTRIC VEHICLE, HYBRID ELECTRIC VEHICLE, VEHICLE'S DYNAMICS. 1. INTRODUCTION IN RECENT YEARS, THE ...

NISSAN INTELLIGENT MOBILITY MOVES YOU ONE STEP AHEAD. IN CARS ...

8INTELLIGENT CRUISE CONTROL USES LIMITED BRAKING AND IS NOT A COLLISION AVOIDANCE OR WARNING SYSTEM. DRIVER SHOULD MONITOR TRAFFIC CONDITIONS AND BRAKE AS NEEDED TO PREVENT COLLISIONS. SEE ...

ACTIVE DRIVING ASSIST - JEEP

ACTIVE DRIVING ASSIST (ADA) IS A DRIVER ASSIST FEATURE THAT CAN CONTROL THE VEHICLE'S STEERING, ACCELERATION, AND DECELERATION, BUT REQUIRES THE DRIVER TO BE FULLY RESPONSIBLE TO TAKE CONTROL AT ...

ADAPTIVE CRUISE CONTROL SYSTEM

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>/ProcSet[/PDF/Text/ImageB/ImageC/ImageI] >>/Annots[11 0 R] /MediaBox[0 0 595.32 841. ...

HONDA SENSING (P 447) - HONDA OWNERS

THE CAMERA, USED IN SYSTEMS SUCH AS LANE KEEPING ASSIST SYSTEM, ROAD DEPARTURE MITIGATION, ADAPTIVE CRUISE CONTROL WITH LOW SPEED FOLLOW, COLLISION MITIGATION BRAKING SYSTEM™, AND ...

05 08 16 20 57 45 31SJA610 0250 ...

TIME, THERE IS A PROBLEM IN THE ACC SYSTEM. IF THIS HAPPENS, TAKE THE VEHICLE TO YOUR DEALER TO HAVE IT CHECKED. THE ACC SYSTEM CANNOT BE USED WHILE THIS INDICATOR IS ON. WHEN ACC IS ...

ADAPTIVE CRUISE CONTROL (ACC) WITH LOW SPEED FOLLOW ...

BUTTON AND TAKE YOUR VEHICLE TO A DEALER. HAVE YOUR VEHICLE CHECKED BY A DEALER IF YOU FIND ANY UNUSUAL BEHAVIOR OF THE SYSTEM (E.G., THE WARNING MESSAGE APPEARS TOO FREQUENTLY). IF THE FRONT ...

SERVICE BULLETIN 17-064 - NATIONAL HIGHWAY TRAFFIC SAFETY ...

DRIVER SUPPORT SYSTEM [MISALIGNMENT MILLIMETER WAVE RADAR]]. • FRONT RADAR BLINDNESS DUE TO SEVERE WEATHER CONDITIONS (RAIN, SNOW, FOG, ETC.) MAY TRIGGER A SPORADIC FALSE RADAR OBSTRUCTED ...

INSTRUMENT PANEL - HONDA OWNERS

INDICATOR - HAVE YOUR VEHICLE CHECKED BY A DEALER. PARKING BRAKE AND BRAKE SYSTEM INDICATOR (AMBER) • COMES ON FOR A FEW SECONDS WHEN YOU SET THE POWER MODE TO ON, THEN GOES OFF. • ...

SD-13-4962 BENDIX WINGMAN ADVANCED - BENDIXVRC.COM

• ADAPTIVE CRUISE CONTROL WITH BRAKING, • ALERTS (THREE TYPES OF ALERTS), AND • COLLISION MITIGATION TECHNOLOGY. PART ONE: ADAPTIVE CRUISE CONTROL WITH BRAKING THE ADAPTIVE CRUISE ...

ROAD DEPARTURE MITIGATION SYSTEM - HONDA OWNERS

ROAD DEPARTURE MITIGATION SYSTEM ON AND OFF 1Road DEPARTURE MITIGATION SYSTEM ON AND OFF WHEN YOU HAVE SELECTED WARNING ONLY*1/WARNING ONLY*2, THE SYSTEM DOES NOT OPERATE THE ...

FILE IN SECTION: - SERVICE BULLETIN BULLETIN No.: 17-NA-329 ...

• ADAPTIVE CRUISE CONTROL DROPS OUT IN BARREN LANDSCAPE AREAS. ADAPTIVE CRUISE CONTROL ... SYSTEM VOLTAGE. IF NOT AVAILABLE, CONNECT A FULLY CHARGED 12V JUMPER OR BOOSTER PACK DISCONNECTED ...

[Adaptive Cruise Control System Problem See Your Dealer](#)

Adaptive Cruise Control System Problem See Your Dealer

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