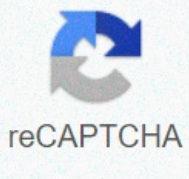




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Correct answer: Correct answer: Correct answer: Correct answer: Correct answer: Correct answer: JHM CareLink is a web-based application to connect JHM member organizations to community practices. With JHM CareLink, community users can securely access selected patient information in the community. JHM EMR data repository and improve continuity of support. This continuity offers many benefits to our patients, including the following: Provides a more transparent flow of information between doctors. It makes it easier for outside doctors to make referrals and orders to JHM. It connects JHM doctors with specialists using e-visits, providing care to a wider group of patients. It allows JHM to electronically transmit the releases of information to community clinics. It allows community clinics to consult the patient's medical record for coding and follow-up of requests. Allows the coordination of social services outside JHM. JHM CareLink is not an EMR solution, but a read-only application with some service-oriented features, such as the submission of procedural orders and the co-signing of home health orders. JHM CareLink provides referral physicians with access to their patients' medical records for 90 days after a medical consultation, lab exams or imaging exams, outpatient visits or hospitalization at Johns Hopkins Hospital, Johns Hopkins Bayview Medical Center, Howard County General Hospital, Sibley Memorial Hospital, Johns Hopkins All Children's and medical doctors This is Johns Hopkins. It is also possible to order a specialist consultation to be scheduled by the patient. Community users outside of JHM who need to review the clinical and administrative information of patients seen within the member organizations of Johns Hopkins Medicine. Users of the community may include: Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Reference doctors Contract doctors Community doctors and their support staff Legal offices or agencies requiring documentation through HIM Healthcare organizations Access to the Internet using a commercial browser such as Chrome (recommended) or Safari. The use of Internet Explorer is not recommended. You can apply for JHM CareLink access for clinical staff, non-clinical staff, and office administrators in your practice. Each staff member must register with Johns Hopkins CareLink, electronically sign the terms and conditions, and comply with patient privacy policy. You and your clinical staff, including medical assistants, nurses, administrative staff and in the office, you will have access to your patients' medical records. At least one person on your site must be designated as the site administrator, who will have additional administrative responsibilities. Reset self-service password (available 24 hours) Can my site administrator reset my password?Yes, your site administrator can reset your password.I forgot the password and/or the challenge questions. challenge. Desk, available 24 hours a day, 7 days a week to 855-284-5465, and ask to open a Carelink ticket to password reset. Please allow up to 48 hours for processing your request. We encourage you to configure challenge questions so you can automatically reset the password via self-service. Since you have access to the full version of EPIC when you are in the hospital, please use the basketball supplied on that version. Contact your local technical support. The printing functional is not controlled by Carelink. You need to check if the local computer has the correct drivers and the network configuration or local printer. The doctor needs to grant access to the nurse before. Once this is done, the nurse can stick to the desired basketball. Please ask the search coordinator to add the patient to the group. Please refer to page 20 of the following guide. Please refer to this flagship sheet. If you can't find the patient, contact recording at 410-955-5000 to check the patient's complete demographic information. Contact the site administrator, which is your first point of contact for any questions / problems. If the site administrator is not able to assist you, please call the help desk, available 24 hours a day, 7 days a week to 855-284-5465, and ask for help with Carelink. Contact the JHM CARELINK team at hopkinscarelink@jhm.edu. This is not for urgent problems, and the CareLink team will reply within 48 hours. Instructions are a community for people who love doing things. Come and explore, share and make your next project with us! Instructions are a community for people who love doing things. Come and explore, share and make your next project with us! Instructions are a community for people who love doing things. Come and explore, share and make your next project with us! Instructions are a community for people who love doing things. Come and explore, share and make your next project with us! Instructions are a community for people who love doing things. Come and explore, share and make your next project with us! See all 1 fotoCT 2, 1995No speed limits! Interesting article "Virtual Velocity" (July '95). Here is a rare nostalgic machine for honorable mention: a '57 Plymouth Fury with a 318 V-8, two four-barrel carb, automatic torque-flite button, and 831/44 inches differential Sure-Grip. How does 150-plus mph with four people in the sound of the car? Jeff Hoelzel Allentown, PA.it seems difficult to believe. Although Motor Trend He tested that exact model in 1958, it is safe to say that the maximum speed of the car was limited to ben below 150 mph from the transmission to three speeds and the engine is maximum RPM. The Fury was available with a 150 mph odometer, which could have been more than an optimistic tad, as the actual maximum speed was probably higher than 120 mph. For his time, however, the most powerful Fury was among a full-size lite group, full-size, Production cars. -And, I would be willing to bet my speed limiter that most readers MT find events on stage, such as the high speed article in July, to be just convenient excuses for hot-rod tread out a group of performance cars. Steve Dejaciomolaighlin, Nev. And because no? Every excuse to drive a performance car is good. The positive response to our cover story has been overwhelming, which led us to think of other ways to whip the most recent production machinery. -Decause the Porsche 968 and the Dodge Stealth have not been included in the test to end all the tests (à á á á á «Virtual Velocity»? Mark WilsonCambridge, mass.Sfortunatly, both the 968 and the stealth were not available at the time of the test. But both would surely reach respectable numbers. In the past, we have recorded a maximum speed of 154.6 miles in the Stealth Twin-Turbo. And even if we did not have the opportunity to push a 968 to its limit, the Porsche publishes a maximum speed of 156 km / h for the 968 equipped with six-speed gearbox. -And, The Ford Probe GT has not made your list of competitors in «Virtual Veltime» high speed shooter, even with the secret of speed \$ 1.98 applied. I wondered, how close to the 140-mph limit came? C. Martinpittsburgh, PA. We recorded a maximum speed of 133 mph with a Ford Probe GT during our test á á á á «Bang for the buck» of 1994 (August á € '94). Near, but no cigar. -And, As for this old driver, your July issue was useless. With radar, Radio CB and mobile phones, what makes us a car at 100 km / h on the highway? Tool truck drivers and funeral pumps are quite busy. JB Maasskankakee, Ill.Viper GTS Uncoverednel your July issue was another of those Dodge Announcements (pages 58-59) with a car under a tarpaulin. What is there underneath? A Chrysler Atlantic? Brad Hansennuscini, Iowa car covered is a teaser tasting of the next á € '™ Viper GTS CoupÁ © scheduled to start production next spring. -And, What year is it? I have editorial of July of C. Van Tune Á «Large self-but what year is it? Á» With particular interest. Being born over the years á € '™ 40, I grew up with the evolution of the car. I loved the style and design of the 50s cars. I remember hidden a peak under new vehicles can be sitting on a car support. It was exciting or what? Someone said that today if a particular project is successful, then the other producers will follow him. I would just like to put a pair of wheels and an engine on a boiled egg and guide it á € œThe at least one egg looks like an egg. I believe the car manufacturers and designers should take a while of risk occasionally. I know that it is their perception of the future, but lately it seems that the future stopped. Gary Lutherlas Vegas, Nev.se One dollar for every time I can't identify the year of a car, I could 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 La 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 Of An AgeChevrolet Caprice, Buick Roadmaster and Cadillac Fleetwood: These models are part of our automotive culture. Now I'm at risk of becoming part of the automotive history if GM carries out its plan to eliminate its last three full-size cars, V-8-powered, retro-drive. GM is voluntarily giving the market completely to Ford. FoMoCo will have total control of the traditional full-size markets, limo, taxi, police, heard and bus. In addition, people who drive boats or trailers will have to buy Ford or buy trucks. Ford people have to make front wheels to the market that GM is delivering them on a silver plate. Dale StaffordLeavenworth, Kan. Sad but true. After the year of the model '96, the production structure for these great GM berlines will be passed to the construction of trucks. -Ed. Dreams of electric sheep It is disappointing that your Washington report of May '95 on the report of the U. S. Government Accounting Office (GAO) at Congress only covers the most negative results of the study on electric vehicles (EV). There is a wealth of information in the study of 137 pages, including: "The EV produce practically no carpenter emissions and the net effect on air quality-saving from reduction of tail emissions minus additional smoke emissions associated with a greater generation of electricity-is generally considered significantly lower than that of [internal-combustion-engine cars]. "As regards costs, the EVs are still largely in the demonstration phase. As production volumes increase, costs will decrease proportionally. The EV industry is preparing to meet the needs of consumers. Contrary to your perspective, after a thorough reading of the GAO report, the EV industry finds its overall support tone. Robert T. HaydenExecutive DirectorElectric Vehicle Association of the Americas San Francisco, Calif. The corner of the questions I have seen many cars that are lowered, similar to racing cars, and I heard that engineers specifically designed vehicles to be some height off the ground. Lowering your car influences engineer design? If so, is change significant? What are the advantages and disadvantages ofYour car?Jodonn P. DiazLemon Grove, Calif. An unknowable owner can easily get into trouble by lowering a car. As with many other aspects of a vehicle, the height of the lap of action is the judgment of the engineers of the optimal balance between many factors, including the clearance of the ground, the quality of the lap, the angle the angle and inputs/exits. Lowering the suspension also lowers the car's center of gravity, reducing body roll and improving angle, but the improved handling comes at the expense of lap quality and clearance of the terrain. Bumps, springs, wheels and tires can be changed as part of the package; these components can also be upgraded to improve handling without lowering. Have the job done in a professional store specializing in aftermarket performance; you will get the look and feel you want the first time around. Driving the musicBeing someone who loves listening to music out loud while driving, I would like to know what kind of music, if any, your staff listens to while testing cars. Eric Rivera Naperville, Ill. During testing of vehicles: none. We focus on engine sounds, interior noise levels, wind leaks and many other aspects of every car. But when test day is over and it's time to relax, our tastes run the range from Executive Director Bob Nagy's 24-hour talk radio station to Senior Road Test Editor Mac DeMere's all-country format, and Managing Editor Suzanne Perreault's Nine Inch Nails CD collection to C. Van's Steely Dan library One. Best driving song of all time? Golden Earring 1974 hit "Radar Love" votes a lot of votes. -Ed. Letters: Motor Trend6420 Wilshire Blvd.Los Angeles CA 90 048-5515. Contributions: Unsolicited materials must be accompanied by a return shipment. This magazine will not assume any responsibility for loss or damage in it. Any accepted material is subject to such revision as is necessary in our sole discretion to meet the requirements of this publication. Upon publication, payment will be made at our current rate, which covers the right, title and interest of the author and the submitted material, including but not limited to manuscripts, photographs, drawings, graphics and drawings, which will be considered as text. The act of sending a manuscript and/or material constitutes an express guarantee by the taxpayer that it is original and in no way infringes the rights of others. THE LATEST IN CAR NEWS Share on FacebookShare on Twitter

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