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Correct answer: correct answer: correct answer: correct answer: correct answer: answer answer: jhm carelelink is a web-based web application for the link of JHM membership organizations to community practices. Through JHM Carelink, community users can get secure access to select patient information in the EMR JHM data repository and improve the continuity of care. 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 place referrals and orders to JHM. It connects doctors at JHM with specialists who use e-visits, providing assistance to a larger group of patients. Let JHM sends releases of electronically information to community clinics. Give your community clinic access to review the patient's graph for coding and follow-up on claims. Allows coordination of social services outside JHM. JHM CARELELINK is not an EMR solution; It is an application for more read-only with some service-oriented characteristics, such as entering the order order and the health orders of the co-signature home. JHM CARELKINK provides reference doctors with access to their patients à "€ à" € Medical records for 90 days after a medical consultation, laboratories or imaging tests, outpatient visits or hospitalization at the Johns Hopkins hospital, Johns Hopkins Bayview Medical Center , Howard County General Hospital, Sibley Memorial Hospital, Johns Hopkins All the ambulatory services of the Children's Hospital and Johns Hopkins Hopkins. It is also possible to order a specialized consultation to be programmed by the patient. Community users outside JHM that need to review the clinical and administrative information of patients observed within Johns Hopkins's medicine memberships organizations. Users of the Community could include the following: the reference doctors referring to medical doctors in doctors The doctors of the Community of the doctors and their staff supporting legal offices or agencies that require documentation through his healthcare organizations based on the community and public health 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 access JHM Carelink for clinical staff, non-collection staff and office administrators in your practice. Every staff member will have to enroll in Johns Hopkins Carelink, electronically sign terms and conditions and respect the patient's privacy rules. You and your clinical staff, including doctor's assistants, nurses, staff and the office manager, they will have access to the medical records of your patients. At least one person on your site must be designated as site administrator, who will have additional administrative responsibility. Self-service password reset (available 24 hours a day) Can the site administrator reset my password? Yes, the site administrator can reset the password. I forgot my password and/or my challenge questions. Please call theDesk, available 24 hours a day at 855-284-5465, and ask to open a Ticket Carelink to reset the password. Please wait up to 48 hours to process the request. We invite you to set the challenge questions so you can automatically reset the password via self-service. Since you already have access to the full version of Epic when you are in the hospital, please use the basketball supplied in 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 configuration for the network or local printer. The doctor must first give in basketball on the nurse access. Once this is done, the nurse can attach to the desired basketball. Ask the search coordinator to add the patient to the group. Please refer to page 20 of the following guide. Please refer to this card. If you can't find the patient, contact registration at 410-955-5000 to check the patient's complete demographic information. Contact your site administrator, which is your first point of contact for any questions / problems. If the site administrator is not able to assist you, call the help desk, available 24 hours a day at 855-284-5465, and ask for help to Carelink. Contact the JHM CARELELINK team at the address hopkinscarelelink@jhmi.edu. These are not urgent issues and the CARELELINK team will answer within 48 hours. See all 1 photos2 Oct 1995 No speed limit! Interesting article À «Virtual Velity» (July à € ~ 95). Here is a rare nostalgic car for a mention of honor: a Plymouth Fury of the à € ~ 57 with a 318 V-8, two four-cylinder carbohydrates, torque-llite automatic three-speed buttons, and a Sure-Grip differential from 831/44 inches. How to play 150-plus mph with four people in the car? Jeff Hoeszellallentown, PA.Suonta difficult to believe. Although Motor Trend did not test that model in à € 58, it can be said that the maximum speed of the car was limited below the 150 mph from the three-speed transmission and the maximum engine speed. The Fury was available with a 150 km / h speedometer, which may have been more than a bit optimistic, since the actual speed was probably no more than 120 mph. For its time, however, the most powerful Fury was between a group of full-size and high performance series 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 Dejacimolaughlin, Nev. And because no? Every excuse to drive a performance car is good. The positive answer to our history of It was overwhelming, which led us to think of other ways to whip up the latest production machinery. -EdWhy weren't the Porsche 968 and Dodge Stealth included in the test to complete all the tests ("Virtual Velocity")?Mark WilsonCambridge, Mass.Unfortunately, both the 968 and the Stealth were not available at the time of the test, but both would definitely have shot respectable numbers. In the past, we recorded a top 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 top speed of 156 mph for the 968 when equipped with the six-speed transmission. -Ed. The Ford Probe GT didn't make your list of competitors in the "Virtual Velocity" high-speed snap, even with the speed secret of \$1.98 applied. I was wondering, how close was it to the 140 mph cut? C. MartinPittsburgh, Pa.We recorded a top 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 issue was worthless. With radar, CB radio and cell phones, what is a 100-plus-mpg car doing on the highway? Drivers and funeral homes are quite busy. J.B. MaassKankakee, Ill. Viper GTS Discovered In your July issue 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 is a teaser look at the next Viper GTS coupA© of '96 that should start production this spring. What year is it? I read the July editor of C. Van Tune "Great cars 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 1950s cars. I remember slipping a spike under the canvases of new vehicles while they were sitting on a car carrier. Was it exciting or what? Someone said that nowadays, if a particular design is successful, then the other manufacturers will follow. I would just put a set of wheels and an engine on a hardened egg and push it-at least one egg looks like an egg. I think authors and designers should take risks every once in a while. I know it's their perception of the future, but lately it seems like 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'd be able to buy that Ferrari F355 you were driving. Not only is it difficult to identify the year, but also the pattern. For example, the only visual difference between a V-6 Camaro and a V-8 Z28 is the exhaust and a small emblem. As each generation produces fewer car enthusiasts, the government has an easier time adjusting cars, centralizing emissions testing, and shredding old cars. Most Gen-Xers don't love cars like Boomers did; they're more concerned about stereo power than about horsepower. If my engine had half the power of some of those stereo systems, I'd be running Warren Johnson for the ProStock title! Being a 27-year-old Gen-Xer, I always thought I grew up in the wrong decade. Scott Windle Philadelphia, Pa.End Of AgeChevrolet 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, car drive back. GM is voluntarily giving the market completely to Ford. FoMoCo will have total control of the traditional full-size markets, limousines, taxis, police, chariots and buses. In addition, people carrying boats or trailers will have to buy Ford or buy trucks. Ford people have to make trucks in anticipation of the market that GM will bring to them on a silver plate. Dale StaffordLeavenworth, Kan.Triste but true. After the year of the 1996 model, the production plant of these GM berlins will be passed to the construction of trucks. -Ed. Dreams of Electric SheepIt is disappointing that your Washington report of May '95 on the government report of the United States (GAO) to Congress only covers the most negative results of the study on electric vehicles (EVs). There is a great deal of information in the study of 137 pages, including: "Electric vehicles do not produce exhaust gas emissions and the net effect on air quality - the savings resulting from the reduction of emissions from the exhaust minus the additional emissions of funaioti associated with the increase in electricity production - is generally considered significantly lower than that of the [internal combustion engine vehicles]." in the demonstration phase. With the increase in production volumes, costs decrease proportionally. The rapidly developing electric vehicle industry is preparing to meet consumer needs. Contrary to your perspective, after a careful reading of the GAO report, the EV industry finds its general support tone. Robert T. HaydenExecutive DirectorElectric Vehicle Association of the Americas San Francisco, Calif.The Question CornerI saw many cars lowered, similar to racing cars, and I heard that engineers designed vehicles specially to be at a certain height from the ground. Does lowering the car affect the design of engineers? If so, is change significant? What are the advantages and disadvantages of lowering your car? Jodonn P. DiazLemon Grove, Calif.An unconscious owner can get into trouble easily by lowering a car. As with many other aspects of a vehicle, the gear height is the judgement of engineers on the optimal balance between many factors, including ground height, driving quality, bending capacity and input/output. Lowering suspensions also lowers the center of the car, reducing the body roll and improving the curves, but the best handling goes to the detriment of the driving quality and the height from the ground. Shock absorbers, springs, wheels and tires can be modified within the package; These components can also be improved to improve handling without lowering. Have the job a professional shop specialized in aftermarket performance; you will get the look and feel you want the first time around. -Ed. Driving 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 testing. Eric RiveraNaperville, RiveraNaperville.Vehicle testing: none. We are focusing on engine sounds, interior noise levels, wind leaks and many other aspects of every car. But when the test day is over and it's time to relax, our tastes run the gamut of the radio station from 24-hour executive editing Bob Nagy to Senior Test Editor Mac Demere the all-camera format, and from the Nail Management of Nine Polling Editor Suzanne Perreault CD Collection to Editor C. Van Tune's Stely Dan Library. Best driving song of all time? The 1974 "Golden Earring Radar Love" is a lot of votes. -Ed. Letters: Motor Trend6420 Wilshire Blvd.Los Angeles CA 90 048-5515.Contributions: Any unsolicited materials must be accompanied by return shipping. This journal assumes no responsibility for loss or damage to it. Any material accepted is subject to such revision which is required in our sole discretion to meet the requirements of the publication. After publication, payment will be made at our current rate, which covers the right, title, title and interest of the author and / or contributors, title and sent material, including but not limited to manuscripts, photographs, drawings, graphics and drawings, which must be considered as text. The act of sending a manuscript and / or material constitutes an express warranty by the contributor that it is original and in no way a breach of the rights of others.Last Auto NewShare on FacebookShare on Twitter Twitter

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