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Correct answer: Correct answer: Correct answer: JHM CareLink is a web-based application for connecting 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 continuity of care. This continuity provides many benefits for our patients, including the following: It provides a more transparent flow of information between physicians. Makes it easier for external physicians to place referrals and orders at JHM. It connects doctors at JHM with specialists who use E-visits, providing care to a wider group of patients. Let JHM send the releases of information electronically to the community clinics. Give your community clinic access to review the patient chart for coding and tracking claims. Allows the coordination of social services outside JHM. JHM Carelink is not an EMR solution; It is a mostly read-only application with some service-oriented features, such as the entry of the procedural order and the health orders of the co-signature home. JHM CARELINK provides referral physicians with access to their patients' medical records for 90 days after a medical consultation, labs or imaging tests, outpatient visits or hospitalization at Johns Hopkins Hospital, Johns Hopkins Bayview Medical Center, HOWARD County General Hospital, Sibley Memorial Hospital, Johns Hopkins All outpatient services at Children's Hospital and Johns Hopkins Hopkins. It is also possible to order a specialist consultation to be scheduled by the patient. Users of the community outside of JHM who need to review the clinical and administrative information of patients seen within the Johns Hopkins Medicine Members Organizations. Users of the Community could include the following: The referral physicians referred to the average physicians in the community of physicians and their support staff Legal offices or agencies that require documentation through its community-based health and public health organizations there is no cost associated with the use of JHM Carelink. Access the Internet using a commercial browser such as Chrome (recommended) or Safari. The use of Internet Explorer is discouraged. You can request JHM CARELINK access for clinical staff, non-clinical staff and office administrators in your practice. Each staff member will be required to sign up for Johns Hopkins Carelink, electronically sign the terms and conditions and abide by the patient confidentiality rules. You and your clinical staff, including doctor's assistants, nurses, administrative staff and the office manager, will have access to medical records of your patients. 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 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 the help desk, available 24 hours a day, 24, and ask to open a CareLink ticket to reset your password. 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 831/44 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 '56, 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. 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 just convenient excuses for hot-rod the tread out a group of car performances. Steve DejacimoLaughlin, Nev. Any excuse to drive a performance car is a good one. The positive responseOur history of coverage has been overwhelming, which in motifies us 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 Stealth were not available at the time of the test, but both would certainly have turned in respectable numbers. In the past, past, He recorded a maximum speed of 154.6 mph in the Twin-Turbo stealth. And even if 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. -And. The Ford Probe GT did not make your list of competitors in the high-speed "virtual velocity", even with the speed secret of \$ 1.98 applied. I wondered, how much did it arrive near the 140 mile cut? C. Martinpittsburgh, Pa.We recorded a maximum speed of 133 mph with a Ford Probe GT during our 1994 "Bang For the Buck" test (Aug. '94). Near, but no cigar. As for this old driver, the July issue was worth nothing. With radar, CB radio and mobile phones, what is a 100-plus-mph machine that does on the highway? Drivers and funerary houses are quite busy. J.B. Maasskankakee, Ill. Viper GTS discovered in your July issue was another one of those Dodge ads (pages 56-59) with a car under a tarp. What is there below? A Chrysler Atlantic? Brad Hansenmuscim, Iowa The car covered is a teaser look at the next CoupÀ © Viper GTS of '96 which should start production this next spring. What year is it? I read the publisher of July of the 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 to have slotted a peak under new vehicle canvases 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 series of wheels and a motor on a hardened egg and push it - at least one egg looks like an egg. I believe the authors and designers should run a little risk every now and then. I know it is their perception of the future, but recently it seems that the future 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 discharge and a small emblem. Since each generation produces fewer car enthusiasts, the government has a easier automobile adjustment time, centralization of emissions tests, and the crushing of old cars. Most gen-xers do not like cars as boomers did; They are more worried about stereo than horses. If my engine had the power of some of those stereo systems, I would be running Warren Johnson for the Prostock title! Being a 27-year-old gen-xer, I always thought of being grown in the wrong decade. Scott Winndle Philadelphia, Pa.end of An 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 plays its plan to eliminate your own Three rear-wheel drive, in natural size. V-8. GM is voluntarily giving the market completely to Ford. Fomoco 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 a €™ 96, the production establishment of these GM sedans will be passed to the construction of trucks. -And. Dreams of Electric SheepÀ 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 fumioli 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? Joconn 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. Have the job done in a professional shop in aftermarket performance; you'll get the look and feel you want the first time around. -Ed. Driving the music: As a person who likes to listen to loud music while driving, I would like to know what kind of music, if any, your staff listen to during car testing. Eric RiveraNaperville, Ill.During vehicle testing; none, none, focusing on engine sounds, internal noise levels, wind losses, and many other aspects of each car. but when the day of the test is over and it is time to relax, our goats manage the range from the motor station conversation of the executive director bob nagy 24 hours to the senior road test editor mac demere's all-country format, and from managing editor suzanne porreault's nine inch nails collected cd to the library steely dan of c. van tune. the 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 approx 90048-5515. 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 review, as it is necessary at our sole discretion to meet the requirements of this publication. at the time of publication, the payment will be made at our current rate, covering the right, title and interest of the author and the material sent, including but not limited to manuscripts, photographs, drawings, charts and drawings, which will be considered as text. the act of sending a manuscript and/or material constitutes a guarantee expressed by the taxpayer that it is original and in no way a violation of the rights of others. the latest in car news share on facebook share on twitter

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