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Field artillery battalion field trains. Maneuver battalion task force field trains. The FSB commander expects a number of corps elements to operate in the brigade area. Examples are a corps artillery unit and chemical and nondivisional engineer units. Examples are the division MI elements and the decontamination platoon. Balance the advantages of dispersion reduced destruction from a single enemy strike with the disadvantages C2 constraints and extended perimeter. Make supply points accessible to both customers and transportation assets replenishing the supply points. Locate supply points near drop zones or landing zones. This reduces the requirement for surface movement to distribute supplies. Keep the Class III point away from other supplies to prevent contamination. Locate it downstream from the water point or as far away as possible from a water point on a lake. Ensure that spill containment plans adequately protect the local environment and any necessary cleanup is accomplished rapidly. This helps maximize backhaul missions of transportation assets. It also provides a quick turnaround for corps vehicles. Salvage points should also be relocated as far away from water sources as possible. Salvage point managers must pay particular attention to safeguarding against leakage, seepage, and spills from damaged equipment. However, they should be near evacuation routes and an open area for landing air ambulances. Locate maintenance sites so they are on firm ground and accessible to customers and recovery and evacuation vehicles and downstream from water sources. Maintenance managers must pay particular attention to safeguarding against leakage, seepage, and spills from equipment. They must also plan for proper storage and disposal of waste petroleum, oil, and lubricants POL products and other hazardous materials; for example, batteries. Position units with heaviest firepower along the most threatening avenues of approach. All ground units entering or moving through the division rear area coordinate with the division rear CP. All ground units entering or moving through the brigade rear area coordinate with the brigade rear CP. They coordinate movement routes, positioning, communications requirements and procedures, and security responsibilities. Base commanders notify the BCOC of all support vehicle arrivals and departures. Movement of displaced and local civilians is also controlled. Special considerations apply to locating a clearing station. There are three possibilities. There, surrounding bases can protect it. Medical personnel can carry individual small arms for their own defense and the defense of patients in their charge. However, the duty of medical personnel is to care for the sick, wounded, and injured. They may not operate crew-served weapons. Any defense sector assigned to the medical company could have no such weapons. Regardless of the option chosen, security plans do not require medical personnel to take offensive action against the enemy. The Geneva Convention states that captured medical personnel exclusively engaged in caring for the sick and wounded or administering medical units are classified as retained personnel. Determination of the enemy intent through intelligence gathering determines whether or not to employ the Red Cross. If the enemy respects the Red Cross, establishment of a clearing station within the BSA and adjacent to lucrative, legitimate targets is a hazard to the medical facility. It is more prudent to move the forward support medical company some distance from the BSA, fly the Red Cross, and openly declare its presence. When operating in a lodgment area, displaying the Red Cross is a standard procedure. Under these conditions, the medical company operates in stealth. At times, the intent of the enemy toward the Red Cross is unknown or is known to be one of no respect. Then hiding the medical company within the BSA is the best course of action. Personnel do not mark medical treatment facilities MTFs and use camouflage concurrently. FM has a detailed discussion of camouflaging medical facilities, vehicles, and aircraft on the ground. He is responsible for ADC plans and activities to reduce the effects of enemy attack or natural disaster on units within the division rear. When ADC assets are available, the division rear CP provides each base with external support to overcome an attack and return to its primary mission. Effective planning, setting specific

responsibilities, and using all available assets to conduct ADC help restore operations and provide continuous support. ADC assets are limited; in emergencies, they are diverted from other missions. In most cases, bases use local assets to deal with the situation. Effective damage control is decentralized and executed at the lowest level. Assets include medical evacuation and treatment elements, equipment evacuation and repair, critical supply, and explosive ordnance disposal EOD teams. They implement ideas and initiatives to minimize damage. Commanders coordinate with host nation assets, MPs, and engineer units through the division rear CP. It ensures ADC plans are adequate and compatible. In accordance with ADC guidelines, bases in the rear area complete the following tasks before an incident occurs: Designating specific individuals and units to perform ADC operations. Designating alternate operational sites or alert areas; ensuring a distribution of support exists in the rear area when possible; reporting facilities or supply points that are sole-source facilities. Bases in the rear area complete the following tasks during and after an incident: Conducting an immediate assessment of damage; ensuring the information is reported to the ROC; simultaneously initiating actions to isolate danger areas and to prevent extension or continuation of the damage for example, fighting fires, stopping gas leaks, minimizing flooding. Preventing fires by bunkering and isolating flammable material and explosives; fighting existing fires with stored water or identified water sources. Fire fighting is primarily a unit responsibility with support from engineer fire fighter teams where available. Local fire fighting capabilities, such as HNS or the acquisition of commercial material to support ad hoc fire fighting teams, are options. If possible, medical personnel and vehicles are used to evacuate patients. The use of nonmedical vehicles is required in mass casualty situations. If possible, medical personnel accompany those patients being transported in nonmedical vehicles and provide patient care en route. Coordinating with the military police to provide traffic control; ensuring fire fighting equipment gains access to the area and ambulances and evacuation vehicles clear the area. MPs notify the nearest base cluster commander of blocked routes. They divert traffic as necessary to ensure forward support is maintained and evacuation routes remain open and uncluttered with traffic. The MPs also provide refugee control, straggler control, and some local security. Coordinating with the engineers to support critical facilities. They construct fortifications and barriers and clear debris and rubble in support of the base ADC mission. Engineer units do not expend ADC resources to remove rubble and debris that have no bearing on mission accomplishment. Rubble and debris not affecting mission support remain as battle damage. Civil affairs units are advised of battle damage not cleared. Three to ten subordinate EOD detachments are allocated to each corps. Coordinating for decontamination support. Contaminated units evacuate along specific routes not the MSR assigned by the MCO to the appointed decontamination sites. The MPs provide route control. Successful ADC operations require detailed planning, training, and rehearsals. The base is the cornerstone of this system.

Chapter 2 : How does the Ford Terrain Management System work? : Ford

Taking on the great outdoors with efficiency and professionalism. When it is outdoors and out of control, Myron Terrain Management is the only call you need to make.

This brilliant pick-up truck is unstoppable in virtually any terrain and has technology that helps it go farther and faster than any other off-road truck. While remarkable technological advances place the pick-up truck firmly ahead of the competition, two deserve special attention. This truck is so powerful that we at Mainland Ford wanted to explore what propelled this truck into new and even more impressive territories. Unlike anything currently on the market, this monster transmission will be in at least 10 carsâ€™ from both companiesâ€™ in the next few years. While it may seem like a shock, this is not the first time the two auto giants have come together to work on transmissions. In the early s, the companies co-created a six-speed automatic transmission for transverse-engine cars and crossovers. This six-speed transmission was found in a number of cars across both lineups. The venture was a success, and in the two companies came back together to develop two new automatic transmissions: The companies foresaw the need for a tough transmission that could haul anything yet was cheap enough to be produced by the millions. Now, the new speed transmission is here and sports some impressive specs. The new system gains about 10 horsepower hp over the system, reaching hp and an impressive pound-feet of torque. This combination of technology and power means that the Ford Raptor can easily haul between 2, and 3, kilograms without strain. Starting with mode selection from the steering wheel, the terrain management system offers drivers six driving options that ensure the Ford Raptor can handle any terrain imaginable. Drivers can also choose to control traction and stability systems separately, allowing experienced drivers more control over their trucks than ever before. The first, and perhaps most traditional, mode is aptly called Normal mode. This mode allows the truck to behave like a standard F, as opposed to the unbelievable monster it really is. When engaged, the steering gets slightly heavier, and the Raptor increases its throttle response so that the pick-up can shift gears more quickly, as well as hold gears longer. This provides the driver with full power at each step. This driving mode is best suited for well paved, winding roads. Just be prepared for your knuckles to go white while driving. Regardless of whether there is rain, snow, or even just a bit of moisture, Weather mode keeps your wheels firmly on the ground. When enabled, the system automatically engages 4WD Auto, reducing the AdvanceTrac electronic stability control system, while throttle response and shift schedule are optimized on the fly to provide maximum grip. Meanwhile, AdvanceTrac kicks in and to keep you firmly planted on the ground, despite less-than-firm conditions. Even power steering is adjusted to provide the driver with maximum steering assistance without detracting from the thrill of powering through road conditions that would paralyze a lesser pick-up. When the going gets tough, switch to this driving mode, which drops the vehicle in 4 Low and automatically engages the electronic locking differential and sets AdvanceTrac to its least intrusive settings. At the same time, Rock Crawl mode automatically optimizes transmission response and throttle modulation to provide greater control. This mode is built exclusively for fun. It makes for an absolutely terrifying, but thrilling, off-road driving experience. When originally announced, it absolutely decimated the Baja course, as seen in the video below. If you think you can handle the more-powerful-than-ever Ford Raptor, contact Mainland Ford in Surrey, BC, today to test drive this incredible piece of machinery.

Chapter 3 : Compare: Three Selectable Terrain Management Systems | RoverGuide

Terrain Management System provides six distinct terrain modes: Normal, Sport, Wet/Snow, Mud/Sand, Baja and Rock Crawl. Power distribution is handled automatically, which means you can focus more on conquering the terrain instead of fiddling with knobs and switches.

Mar 31st at The truth is that the popularity of the off-road capable SUV in general has been about size, riding height and, for many, all-wheel or 4-wheel drive for getting through snow, or through unpaved roads. But each generation Explorer has been equipped with real off-road equipment such as a two-speed transfer case as part of its four-wheel-drive system. The transfer case is additional to the transmission and provides ultra low gearing for steep, slow climbs over rocky terrain. Four-wheel-drive systems confuse SUV newbies, mostly because every system works differently. And there are dozens on the market. Some systems the driver has to select and some work automatically, changing between mostly front-wheel-drive and four-wheel-drive in a way that is invisible to the driver. The types of terrain where SUVs can be driven are even more varied. Electronic sensor technology and drive-line computers have made all of these SUVs easier for customers to choose where to drive off the pavement. But these systems are not fully automatic--they still require the driver to make some selections. And instead of mechanical differential locks, it relies on individual wheel braking to control wheelspin. The Snow setting is also the best choice for ice, water, wet grass, and gravel. In this position, the shifts are slowed to prevent abrupt torque changes that could spin a tire, and the automatic transmission upshifts at lower engine speeds. The Sand setting is for, not surprisingly, driving on the beach, but also is the best choice for loose and deep gravel. All settings utilize a Hill Descent Control system that holds low gear, and automatically applies the brakes without locking any wheels. For on-road driving, the Auto position will allow the wheels to roll freely on pavement but will limit slip on any wheel on a slick surface. In addition, the optional air springs raise the height of the Jeep, and lower gears keep engine torque at a higher output. In the Rock setting, the suspension raises the Jeep more than four inches above its normal ride height, and the differentials combine with the traction control to limit wheelspin, especially when one or more wheels are airborne, while the accelerator becomes more sensitive to small inputs from the driver. Opposite of these settings is Sport, which increases damping and lowers the Jeep for tight body control at higher speeds on pavement. Like the Jeep, the Land Rover also has air springs that vary the ride height of the LR4 to clear obstacles, but it adds a special setting that will lift its body higher to free the vehicle if it gets stuck on top of a boulder or mound of dirt. Finally, Land Rover has a special Rock Crawl setting that increases pedal travel, raises ride height, limits differential slippage, and engages special settings in traction control, hill descent and stability that keeps riders comfy on steep, cratered billy-goat trails. Special systems keep the Land Rover from rolling backwards on very steep hills, and control forward speed going down steep hills when the brakes are first released. Back when the original Explorer was introduced, it took skills such as delicate throttle movements, selecting the right gearing and differential locking, and a phobia for the brake pedal to drive off-road without damage. Today, however, not only can anyone drive a terrain-controlled SUV off-road with little risk, but it can be done with a level of passenger comfort that keeps rising.

Chapter 4 : Off-Road Tech Spotlight: Ford F Raptor Terrain Management System - Motor Trend

The DISCOM commander is responsible for security and terrain management in the DSA. All ground units entering the division area report to the division rear CP that is collocated with the DISCOM CP.

Chapter 5 : Terrain Control Explained - Autoblog

Terrain Management System (TMS) September 25, - by mechnotechs - Leave a Comment Now a days every person wants his or her car to be well automated, here comes the technology for which cars simplify four-wheel drive systems.

Chapter 6 : Raptor Terrain Management System Detailed - calendrierdelascience.com

Learn how Ford has simplified maintaining traction in four wheel drive with the Terrain Management System. Learn each configuration today.

Chapter 7 : How the Ford Explorer Can Save You This Winter Season

The system is always active and only requires the operator to select terrain. During normal operation, most of the torque is delivered to the front wheels. If wheel slip between the front and rear wheels is detected, or if the vehicle is under acceleration, the PCM commands torque delivery to the rear wheels to prevent or control wheel slip.

Chapter 8 : FM Aviation Support Battalion - Chptr 5 Security and Terrain Management

Some AWD Explorer vehicles built on or before 5/16/ may exhibit a Terrain Management pop-up warning in the instrument cluster without an accompanying diagnostic trouble code (DTC) in the all terrain control module or anti-lock brake system module.

Chapter 9 : All-New Expedition FX4 Is the Most Off-Road-Capable Expedition Ever | Ford Media Center

The Ford Explorer has 1 problems reported for terrain management warning light. Average failure mileage is miles.