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[url= braking systems for four-wheel vehicles have employed air cylinders (sometimes called "air-master" or "load-sensing" valves) connected to the vehicle brakes that respond to a control load applied to a part of the vehicle to develop a control pressure for the brakes, usually a pressure slightly above the vehicle's maximum static braking pressure. In such systems, the strength of the control pressure (the difference between the control pressure and the static braking pressure) varies with the magnitude of the control load. Additionally, the control pressure can vary with the speed of the vehicle, thereby making it difficult to match the control pressure to the actual amount of control load and its velocity. These traditional systems have also been utilized with air-over-hydraulic control systems. With these control systems, a load-sensing valve is interposed in the hydraulic line between the master cylinder and the brakes and a pressure control valve is located in the line between the vehicle engine and the brakes. The control load applied to the vehicle through the braking system is applied to the control valve to develop a control pressure. This control pressure may be either higher or lower than the system's maximum static braking pressure. The strength of the control pressure will increase or decrease as the control load increases or decreases, respectively. These traditional systems, however, have several disadvantages. First, the load-sensing valve has a mechanical wear problem because of the rather "light" load applied through the mechanical armature of the load-sensing valve. Second, the air-over-hydraulic control system has a large volume of air in the system during the air take-up event to avoid undesired operation of the brake system during such an event.

Third, these traditional systems can have a large change in the control pressure during a single brake application. Finally, these traditional systems are prone to varying the maximum static braking pressure because of variations in the system's maximum static pressure. Childhood arterial ischemic stroke. Stroke is the third most common cause of death and the most disabling and deadly vascular disease. However, arterial ischemic stroke is rare in children. One third of the stroke events occurred as a part of a systemic disease. The prevalence of atrial fibrillation is high in children, particularly in boys. Antithrombotic treatment is increasing because of the recent discoveries in the mechanisms of

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