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AND USE OF IPVÓ IN HYPER V AND VIRTUAL NETWORKING ENVIRONMENTS YOU LL FIND PRACTICAL EXAMPLES SHOWING HOW IPVÓ INTEGRATES WITH ALL THE STANDARD TOOLS YOU USE FOR IPVÁ TODAY TOOLS LIKE DNS AND DHCP YOU LL ALSO FIND INSIDER KNOWLEDGE ON IPVÓ THAT CAN HELP AVERT STUMBLING POINTS ON THE ROAD TO DEPLOYMENT PROVIDES A QUICK PATH FROM IPVÁ EXPERTISE TO IPVÓ IMPLEMENTATION GIVES BEST PRACTICES SPECIFIC TO WINDOWS ON IPVÓ AND DUAL STACK NETWORKS IS CHOCK FULL OF PRACTICAL EXAMPLES SHOWING HOW TO MANAGE IPVÓ ON WINDOWS WHAT YOU LL LEARN UNDERSTAND IPVÓ ADDRESSING AND HOW IT WORKS IN WINDOWS IMPLEMENT BEST PRACTICES INVOLVING IPVÓ FOR EXCHANGE IIS AND SHAREPOINT MANAGE IPVÓ FROM POWERSHELL AND THE WINDOWS ADVANCED FIREWALL DEPLOY IPVÓ FROM VIRTUAL NETWORKING ENVIRONMENTS SUCH AS IN HYPER V INTEGRATE IPVÓ INTO WINDOWS SERVER FUNCTIONS SUCH AS DNS DHC AND ACTIVE DIRECTORY TAKE ADVANTAGE OF IPVÓ TRANSITION TECHNOLOGIES THAT ARE SUPPORTED IN WINDOWS WHO THIS BOOK IS FOR PRACTICAL IPVÓ FOR WINDOWS ADMINISTRATORS IS IDEAL FOR THOSE WORKING WITH MICROSOFT WINDOWS OPERATING SYSTEMS WHO NEED TO IMPLEMENT IPVÓ THE BOOK IS IS DESIGNED FOR MICROSOFT WINDOWS ADMINISTRATORS BUT IS ALSO USEFUL FOR DEVELOPERS NETWORK ENGINEERS AND STORAGE ADMINISTRATORS WHO ARE INVOLVED IN THE ARCHITECTURE OF WINDOWS SOLUTIONS TABLE OF CONTENTS IPVÓ THE BIG PICTURE IPVÓ SUPPORT IN WINDOWS IPVÓ ADDRESSING IPVÓ BEST PRACTICES IN WINDOWS IPVÓ AND POWERSHELL IPVÓ AND ADVANCED FIREWALL IPVÓ IN HYPER V AND VIRTUAL NETWORKING IPVÓ AND DNS IPVÓ AND DHCP MISCELLANEOUS IPVÓ ITEMS

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A STUDY WAS CONDUCTED TO A OBTAIN EXPERIMENTAL RIDE SHOCK AND SPEED DATA FOR 10 COMMERCIAL 1 4 TO 3 4 TON VEHICLES WITH 800 LB PAYLOADS AND WITH RATED PAYLOADS B USE THE EXPERIMENTAL DATA TO DEVELOP RIDE AND SHOCK RELATIONS FOR USE IN THE ARMY MOBILITY MODEL AMM C COMPARE THE RELATIVE RIDE PERFORMANCES OF THE CANDIDATE COMMERCIAL VEHICLES WITH THAT OF THE MILITARY M 15 1 A 2 UTILITY TRUCK AND D USE THE EXPERIMENTAL RIDE AND SHOCK DATA AND THE MEASURED TRAVERSE SPEED DATA TO VALIDATE THE AMM IN RELATION TO THESE VEHICLES RIDE SHOCK AND TRAVERSE TESTS WERE CONDUCTED WITH EACH VEHICLE CONFIGURATION AT FORT HOOD TEXAS THESE DATA WERE USED TO DEVELOP RIDE AND SHOCK RELATIONS FOR EACH VEHICLE AND LOAD CONFIGURATION SPEED LIMITATIONS DUE TO STEERING AND HANDLING WERE IDENTIFIED AND RELATED TO SURFACE ROUGHNESS FOR EACH CONFIGURATION VEHICLE CONFIGURATIONS WERE RANKED ACCORDING TO RELATIVE RIDE QUALITY CARGO RESPONSES OBSTACLE SHOCK TRAVERSE SPEED AND ABSORBED ENERGY PER MILE OF TRAVERSE TRAVERSE SPEED PREDICTED WITH THE AMM WAS COMPARED TO THE MEASURED TRAVERSE SPEED FOR EACH CONFIGURATION AMM WAS DETERMINED TO BE ADEQUATE FOR PREDICTING SPEED PERFORMANCE ON THE SHORT TEST TRAVERSE PROVIDED THE MAXIMUM CONTROL SPEED DUE TO STEERING AND HANDLING SURFACE ROUGHNESS RELATION IS USED IN PREDICTING SPEED IN PLACE OF THE 6 WATT DRIVER

ABSORBED POWER LIMIT WHICH IS MORE APPROPRIATE FOR MISSIONS OF LONGER DURATION APPENDIX A CONTAINS THE DETAILED DYNAMICS DATA FOR RIDE AND OBSTACLE TESTS AND APPENDIX B CONTAINS THE DETAILED SPEED AND DYNAMICS DATA FOR THE TRAVERSE TESTS

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