Computing and Interdisciplinary Science
eISSN: 3120-3639
https://cis.cultechpub.com/index.php/cis

Leveraging LSTM Networks for Vehicle Stability Prediction: A Comparative Analysis with Traditional Models under Dynamic Load Conditions

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Abstract

Vehicle stability, particularly under dynamic vertical load conditions, is a critical factor in automotive safety and performance. Traditional methods, primarily based on vehicle dynamics and physical modeling, often fail to address the non-linearities and complexities inherent in real-world driving conditions. This paper explores the application of Long Short-Term Memory (LSTM) networks, a deep learning model designed for time-series data, to predict vehicle stability under varying loading conditions. LSTM's ability to capture temporal dependencies and non-linear relationships makes it a promising tool for modeling stability in dynamic environments. By comparing the performance of LSTM with traditional vehicle dynamics models, this study highlights the advantages of deep learning in handling the complexities of real-time stability prediction. Using a comprehensive dataset that includes variables such as load, vehicle speed, and road conditions, the results indicate that LSTM models outperform traditional methods in capturing the intricate dynamics of vehicle behavior, particularly under fluctuating loads and changing road conditions. However, challenges related to model interpretability, computational demands, and data quality persist, suggesting that further research is needed to optimize LSTM's application in real-time stability systems. This study contributes to the growing body of research on the application of machine learning in automotive safety, providing insights into how LSTM can be integrated into predictive models for improved vehicle control. Future work could focus on refining model accuracy and expanding its applicability to a broader range of driving conditions and vehicles.

Keywords

Vehicle Stability, LSTM, Deep Learning, Time-Series Analysis, Load Variability, Machine Learning, Dynamic Driving Conditions, Vehicle Dynamics, Predictive Modeling, Real-time Systems

1. Introduction

Vehicle stability, particularly under dynamic vertical load conditions, is a critical factor in ensuring both safety and performance in automotive systems. Traditional approaches to vehicle stability, primarily grounded in physical modeling and vehicle dynamics, have served as the foundation for understanding the forces at play during different driving conditions. However, these methods, while effective in controlled environments, often fail to account for the complexities and non-linearities of real-world driving scenarios. Recent studies have highlighted that modern AI-driven sensing and inference systems are increasingly capable of capturing such complex and dynamic patterns in ways traditional models cannot. For instance, Sun and Ortiz (2024)[1] demonstrate how AI-based frameworks integrating IoT-enabled ambient sensors and large language models can effectively track intricate, real-world activities characterized by fluctuating conditions and non-linear interactions, underscoring the importance of data-driven methods in environments with high uncertainty. This suggests that vehicle stability modeling can similarly benefit from AI-enabled analytical approaches capable of adapting to fluctuating loads, changing road conditions, and unpredictable external forces.

Recent advancements in machine learning, especially deep learning techniques such as Long Short-Term Memory (LSTM) networks, offer promising alternatives to these conventional models. LSTM networks, designed to process time-series data, are particularly well-suited for predicting vehicle stability under varying conditions. These networks excel at capturing temporal dependencies and non-linear relationships, which allows them to model stability in dynamic and evolving environments more effectively than traditional approaches. Recent research further emphasizes the value of advanced AI frameworks in handling complex, real-world patterns. For example, Ren (2025) [2]demonstrates how large language model–based systems can successfully detect and forecast anomaly events in highly dynamic financial environments, highlighting the broader capability of modern AI systems to manage non-linear, data-driven prediction tasks. This underscores the adaptability of LSTM-based methods, which, by learning directly from large datasets, do not require rigid assumptions about underlying physical relationships and are thus well-suited to real-world vehicle stability challenges.[3]

Although machine learning methods have been applied in various domains, their use in vehicle stability analysis remains relatively underexplored. [4]A few studies have examined the application of neural networks to vehicle-related problems, but the potential of LSTM networks to capture the time-dependent dynamics of vehicle stability under fluctuating loads and road conditions is yet to be fully realized.[5] This study aims to explore whether LSTM networks can significantly improve predictions of vehicle stability, particularly in situations involving fluctuating vertical loads. [6]By comparing the performance of LSTM with traditional vehicle dynamics models, this paper seeks to identify the strengths of deep learning techniques in modeling real-world conditions.[7]

The primary objective of this research is to assess the applicability of LSTM networks to real-time vehicle stability prediction and to compare its performance with that of traditional methods. This study will contribute to the growing body of knowledge on the use of machine learning in automotive safety and control systems. Further research is needed to refine the model, address challenges related to model interpretability, and improve its integration into real-time stability systems.[8]

2. Literature Review

The application of machine learning, and particularly deep learning techniques such as Long Short-Term Memory (LSTM) networks, in vehicle stability analysis has gained significant attention in recent years. This section reviews existing literature on traditional vehicle stability models, the emerging role of machine learning in predicting vehicle behavior, and the specific use of LSTM networks in related domains.[9]

2.1 Traditional Vehicle Stability Models

Traditional methods of vehicle stability analysis primarily rely on mathematical models grounded in classical mechanics and vehicle dynamics. These models often involve complex equations of motion that describe the forces acting on a vehicle during driving, accounting for factors such as vehicle speed, road conditions, and load distribution. [10]While effective in certain controlled scenarios, these methods are limited in their ability to address the dynamic and non-linear interactions inherent in real-world driving conditions. For example, vehicle dynamics models, including those based on tire-road friction, often assume idealized conditions such as constant road surfaces and uniform load distributions, which are rarely found in practice (Pacejka, 2002). Moreover, these models often lack the capacity to adapt to rapidly changing or uncertain environments, such as fluctuating load or road conditions, which are critical in predicting stability during typical driving situations.[11]

Despite these limitations, traditional models continue to be widely used in vehicle stability control systems. The linearized bicycle model, for instance, has been foundational in understanding vehicle handling and stability, allowing engineers to predict vehicle response to steering inputs under steady conditions.[12] However, such models typically struggle when dealing with non-linear dynamics that occur under more challenging conditions, such as sudden changes in road surfaces or extreme weather events. These issues underscore the need for more flexible, adaptable methods that can handle the full spectrum of dynamic interactions experienced by vehicles during real-world driving.[13]

2.2 Machine Learning in Vehicle Stability Prediction

As computational power and data availability have increased, machine learning techniques have emerged as a potential solution to the limitations of traditional vehicle dynamics models. Machine learning models can handle large datasets and capture complex, non-linear patterns that are difficult to model explicitly in classical physics-based approaches. [14]Several studies have explored the use of Artificial Neural Networks (ANNs) and Support Vector Machines (SVMs) in predicting vehicle stability, particularly in the context of driver assistance systems and autonomous vehicles (Gong et al., 2017). These models are trained on historical data and can adapt to new, unseen driving conditions, making them particularly well-suited for real-time applications.[15]

However, while these methods show promise, they often lack the ability to account for temporal dependencies, a key factor in vehicle behavior. This is where LSTM networks offer a distinct advantage. LSTMs, as a specialized form of Recurrent Neural Networks (RNNs), are designed to process sequences of data over time, making them highly suitable for problems where the temporal evolution of inputs significantly influences the output. This feature is especially important for vehicle stability analysis, where the history of load changes, vehicle speed, and road conditions can affect the vehicle's behavior in the future.[16]

2.3 LSTM Networks in Related Applications

LSTM networks have been successfully applied in various domains requiring time-series prediction, such as financial forecasting, climate modeling, and energy consumption prediction. [17]In the automotive industry, a few studies have begun to explore the use of LSTM for predicting aspects of vehicle performance and driver behavior. For example, LSTMs have been employed to predict traffic flow and congestion, demonstrating their ability to model the temporal dynamics of systems subject to constant change (Zhang et al., 2019). Furthermore, LSTM-based models have shown success in predicting vehicle fuel consumption and emissions under different driving conditions (Tan et al., 2018). However, the direct application of LSTM networks for predicting vehicle stability, particularly under varying dynamic loads and road conditions, remains relatively unexplored, highlighting a significant gap in the literature.[18]

One of the major advantages of LSTMs over traditional models is their ability to handle long-term dependencies in data.[19]In vehicle stability, this means that the model could potentially learn from long sequences of past driving behavior, such as changes in road surface or load distribution, and make predictions about future stability in complex and unpredictable scenarios. This capability is particularly crucial for real-time stability control systems, where quick adjustments must be made based on current vehicle dynamics.[20]

2.4 Gaps and Contributions of the Current Research

While the application of LSTM networks in vehicle performance modeling holds great potential, several challenges remain. The first challenge is the interpretability of deep learning models. Unlike traditional vehicle dynamics models, which are based on well-understood physical principles, LSTMs operate as "black boxes," making it difficult to understand the internal decision-making process. This is a critical issue for automotive safety applications, where engineers and decision-makers require explanations of the model's predictions.[21]

Another challenge is the availability and quality of data. LSTMs require large volumes of high-quality, annotated data to train effectively, which may not always be available, especially for specific or rare driving conditions. In particular, the variation in environmental factors such as road conditions and weather makes it difficult to create sufficiently diverse training datasets. Furthermore, real-time applications require fast computation and low-latency predictions, which can be difficult to achieve with deep learning models, particularly on embedded systems in vehicles.[22]

Given these challenges, further research is needed to refine the use of LSTM networks for vehicle stability prediction. Future work should focus on improving model interpretability through techniques like attention mechanisms, which can provide insight into which factors influence predictions the most. Additionally, exploring transfer learning or data augmentation methods could help overcome data scarcity and improve the generalization of LSTM models to a wider range of driving conditions.[23]

The literature highlights the potential of machine learning, and particularly LSTM networks, in advancing vehicle stability prediction beyond the limitations of traditional models. However, substantial challenges remain, particularly regarding model interpretability, data quality, and real-time application. [24]This research aims to address these gaps by applying LSTM networks to vehicle stability under dynamic conditions, comparing their performance to traditional models, and contributing to the evolving field of machine learning in automotive safety. The next section will outline the methodology used in this study, detailing the experimental setup and data analysis procedures.[25]

3. Methodology

The methodology section outlines the experimental framework and steps taken to evaluate the performance of an LSTM-based model for predicting vehicle stability under varying dynamic load conditions. This includes data collection and preprocessing, model architecture design, evaluation metrics, and the challenges encountered throughout the research. The ultimate aim is to present a clear, reproducible process that ensures the robustness of the results while addressing real-world complexities in vehicle dynamics prediction. Each component of the methodology is interlinked, and careful attention is given to the logical flow from data acquisition to model evaluation.

3.1 Dataset

The dataset used in this study was constructed from both real-world driving scenarios and simulated conditions, with data spanning from January 2020 to December 2025. This time span was chosen to ensure that the model is trained on diverse driving conditions, which is critical for developing a robust vehicle stability prediction model. The data includes key vehicle-related features such as vehicle speed, load variations, road conditions, steering angles, and tire pressure, all of which have been shown to influence vehicle stability under varying conditions. To ensure the dataset's relevance to real-world scenarios, data were collected from vehicles equipped with GPS and sensor systems that measure acceleration, gyroscopic movements, and tire pressure across various driving conditions. Additionally, driving simulators were used to simulate controlled load scenarios and diverse road conditions, providing more comprehensive data on extreme driving behaviors and rare events.

This dataset consists of 50,000 data points captured across 500 unique driving conditions, ensuring a wide range of environmental and operational variables. The dataset was divided into training, validation, and test sets with proportions of 70%, 15%, and 15%, respectively. Data preprocessing, discussed in detail in the next section, addressed challenges such as missing values, outliers, and sensor noise, all of which could undermine the model's effectiveness.

3.2 Data Preprocessing

Given the complexity of the vehicle stability problem, data preprocessing was a critical component of the methodology to ensure that the data were ready for analysis. The following steps were taken:

1.Min-Max Scaling: To ensure that no single feature dominated the learning process due to differences in scale, all features were scaled using the Min-Max scaling method. This transformation normalized the values of each feature to the range [0, 1], ensuring the model could learn from all features equally. The formula 1 used for this scaling process is:

$$x_{\text{scaled}} = \frac{x - \min(x)}{\max(x) - \min(x)} \quad (1)$$

Where x represents the raw feature values, $\min(x)$ and $\max(x)$ are the minimum and maximum values for that feature, and x_{scaled} is the normalized feature.

2.Time-Series Sequence Generation: Since LSTM models are designed to capture temporal dependencies in sequential data, the dataset was transformed into a time-series format. Using a sliding window approach, sequences of 30 consecutive time steps were extracted from the original dataset, with the subsequent time step serving as the target for the model. This setup allows the LSTM to learn how previous time steps influence future predictions, particularly under fluctuating load conditions.

The sliding window approach ensures that the model can learn patterns not only from individual time steps but also from the temporal relationships between them. A window size of 30 time steps (representing 30 seconds of driving data) was empirically chosen based on preliminary experiments. Future work could explore different window sizes to assess their impact on model performance.

3.Handling Missing Data: Missing values were handled using linear interpolation. This method is particularly effective when dealing with time-series data as it fills in gaps between existing data points based on the surrounding values. Though interpolation is a common technique, it may introduce some uncertainty, which was acknowledged and addressed in the analysis.

4.Outlier Detection and Removal: Sensor noise and anomalies in the data were detected using statistical methods, including the Z-score method and IQR (Interquartile Range), to identify and remove outliers. This ensures that the model learns from valid data, improving its generalization capabilities.

The final dataset, after preprocessing, contained time-series data with 5 features (vehicle speed, load, road conditions, tire pressure, steering angle) for each sequence, ready to be fed into the LSTM model for training.

3.3 LSTM Model Architecture

The Long Short-Term Memory (LSTM) network, a type of recurrent neural network, was selected for this study due to its ability to capture long-term dependencies in time-series data, which is crucial for modeling vehicle stability under dynamic conditions. The architecture of the LSTM network is composed of the following layers:

1.Input Layer: The input layer receives the normalized time-series data for each sequence (30 time steps per sequence).

2.LSTM Layers: The model includes two LSTM layers, each with 128 units. The LSTM layers are responsible for capturing the temporal dependencies in the data, allowing the model to understand how the past driving behaviors influence future vehicle stability.

3.Dropout Layers: To prevent overfitting, Dropout layers were added after each LSTM layer with a rate of 0.2. This regularization technique randomly disables a fraction of neurons during training, forcing the model to generalize better.

4.Dense Output Layer: The output layer is a Dense layer with a single neuron, which predicts the vehicle stability at the next time step. The activation function used is linear, as we are predicting a continuous value (vehicle stability).

The optimizer used during training is Adam, with a learning rate of 0.001, and the batch size is set to 64. Training continued for 50 epochs, with early stopping applied to prevent overfitting if the validation loss did not improve for 10 consecutive epochs.

A significant challenge during model design was the balance between model complexity and training time. Although deeper models with more LSTM layers may capture more complex patterns, they also increase computational costs. Thus, a relatively simple architecture was chosen for this study, with the possibility of future work exploring deeper architectures.

3.4 Evaluation Metrics

The performance of the LSTM model was evaluated using multiple metrics, chosen for their ability to provide a comprehensive assessment of the model's predictive accuracy. These metrics include:

1.Root Mean Squared Error (RMSE): RMSE is a commonly used metric in regression tasks that penalizes large errors. It is calculated as formula 2:

$$\text{RMSE} = \sqrt{\frac{1}{N} \sum_{t=1}^{N} \left(y_t - \hat{y}_t \right)^2} \quad (2)$$

Where y_t and $\hat{y}_t$ represent the true and predicted values, respectively, and NNN is the number of test samples.

2.Mean Absolute Error (MAE): MAE gives the average magnitude of errors in predictions, without considering their direction. It is defined as formula 3:

$$\mathrm{MAE} = \frac{1}{N}\sum_{t=1}^{N}\left|y_t - \hat{y}_t\right| \quad (3)$$

3.R-squared (R^2): R^2 measures how well the model explains the variance in the data. It is given as formula 4:

$$R^2 = 1 - \frac{\sum_{t=1}^{N}\left(y_t - \hat{y}_t\right)^2}{\sum_{t=1}^{N}\left(y_t - \hat{y}\right)^2} \quad (4)$$

Where $\overline{y}$ is the mean of the true values.

These evaluation metrics allow for a comprehensive comparison of the LSTM model's performance against traditional vehicle dynamics models, which often assume simplified, linear relationships. By providing these metrics, we can objectively assess whether LSTM offers significant advantages in real-world vehicle stability prediction.

3.5 Challenges and Adjustments

Several challenges arose during the research process, particularly with data quality and model complexity. One key issue was the sensor noise in the real-world data, which required extensive preprocessing to ensure that the model could learn from valid patterns. Another challenge was the computational cost associated with training deep learning models on large datasets. To mitigate this, we utilized high-performance computing resources, but training time remained substantial, with each iteration taking several hours. Model interpretability also posed challenges, as LSTM models are often viewed as “black-box” models. Future research may explore techniques like attention mechanisms or SHAP values to improve model transparency and explainability.

4. Experimental Design and Data Analysis

In this section, we provide a comprehensive description of the experimental setup, the data analysis methods used, and the evaluation of model performance. The primary objective of this study is to compare the performance of an LSTM-based model in predicting vehicle stability under fluctuating dynamic loads with traditional vehicle dynamics models. To ensure a robust and transparent evaluation, a variety of performance metrics, statistical tests, and model comparisons were employed.

4.1 Experimental Setup

In this section, we delve into the experimental framework used to evaluate the performance of an LSTM-based model in predicting vehicle stability under fluctuating dynamic load conditions. The primary objective was to investigate whether the LSTM model, with its ability to learn from complex historical data, could provide more accurate and reliable stability predictions compared to the traditional linearized bicycle model. The study takes into account the inherent complexity and non-linearity of vehicle stability dynamics, which traditional models often oversimplify. Thus, the comparison between these models provides valuable insights into the efficacy of modern machine learning techniques for predicting real-world, dynamic vehicle behavior.

The dataset utilized for this analysis comprises 50,000 time-series data points, covering 500 unique driving conditions, collected over a period from January 2020 to December 2025. These conditions included varying road surfaces, load variations, tire pressures, and steering behaviors, creating a broad spectrum of driving scenarios to ensure the model’s robustness. The data was divided into training (70%), validation (15%), and testing (15%) sets to allow for effective training and unbiased evaluation of the model’s performance. By providing both common and rare scenarios, the dataset offers a comprehensive representation of the driving conditions that a vehicle might encounter in real-world situations.

The focus on an LSTM model stemmed from its ability to handle non-linear time-series data, a critical feature for modeling the dynamics of vehicle stability under fluctuating loads. The LSTM architecture chosen for this experiment consisted of two LSTM layers, each with 128 units. These were followed by Dropout layers to prevent overfitting, with the output layer being a single neuron using a linear activation function. This architecture is intended to capture the intricate relationships between input features (such as vehicle speed, load, and road conditions) and the target variable, vehicle stability, which varies over time. The optimizer used for training was Adam, with a learning rate of 0.001 and a batch size of 64. The model was trained for 50 epochs, with early stopping employed to avoid overfitting by halting training if the validation loss did not improve for 10 consecutive epochs.

To evaluate the model, three performance metrics were chosen: Root Mean Squared Error (RMSE), Mean Absolute Error (MAE), and R-squared (R^2). These metrics offer a multi-faceted view of model performance, capturing both the magnitude of error (RMSE and MAE) and the explanatory power of the model (R^2). The following equations were used to compute these metrics:

1. RMSE (Root Mean Squared Error):

$$\text{RMSE} = \sqrt{\frac{1}{N}\sum_{t=1}^{N}\left(y_t - \hat{y}_t\right)^2}$$

Where y_t and $\hat{y}_t$ represent the actual and predicted values, respectively, and NNN is the number of test samples.

2. MAE (Mean Absolute Error):

$$\text{MAE} = \frac{1}{N}\sum_{t=1}^{N}\left|y_t - \hat{y}_t\right|$$

The goal of these evaluations was to determine whether the LSTM model could outperform the linearized bicycle model, particularly in terms of non-linear dynamics, which are common in real-world vehicle stability scenarios.

4.2 Experimental Results

The results showed a clear performance advantage of the LSTM model over the traditional vehicle dynamics model. As shown in the table below, the LSTM model demonstrated a substantial improvement across all evaluation metrics, indicating its superior capacity to predict vehicle stability under dynamic and fluctuating conditions.

Metric	LSTM Model	Traditional Model	Improvement (%)
RMSE	0.075	0.145	48.28%
MAE	0.054	0.097	44.33%
R^2	0.91	0.83	9.64%

These findings suggest that the LSTM model is significantly better at predicting vehicle stability, as evidenced by its lower RMSE (48.28% improvement), lower MAE (44.33% improvement), and higher R^2 (9.64% improvement). The improved performance of the LSTM model can likely be attributed to its ability to capture complex, non-linear relationships between the input features and vehicle stability, which traditional models fail to fully account for.

While the LSTM model showed marked improvements, it is important to consider the potential for overfitting, particularly when training with large datasets. To mitigate this risk, Dropout layers were incorporated into the model, and early stopping was implemented to halt training when the validation loss plateaued. These adjustments helped to maintain model generalization and prevent the model from fitting too closely to the training data.

4.3 Statistical Significance

To assess the statistical significance of the improvements in performance, a paired t-test was conducted. The null hypothesis (H_0) stated that there would be no significant difference between the LSTM and traditional models, while the alternative hypothesis (H_1) posited that the LSTM model would perform better. The p-value obtained from the t-test was 0.002, which is well below the 0.05 significance level, thus confirming that the observed performance improvements were statistically significant. This supports the hypothesis that the LSTM model is indeed a more effective predictor of vehicle stability than the traditional model.

4.4 Challenges and Adjustments

During the research, several challenges were encountered that required careful attention and adjustments:

Data Imbalance: The dataset contained an imbalance in the frequency of certain driving conditions, which could have biased the model. To address this, data augmentation techniques such as time warping and noise injection were applied to simulate rare driving scenarios. This ensured that the model was trained on a more balanced dataset, improving its generalization capabilities.

Overfitting: As previously mentioned, the LSTM model exhibited a tendency to overfit, particularly due to the large number of parameters involved in the deep architecture. To counter this, Dropout layers were added, and the early stopping criterion was utilized to prevent the model from memorizing the training data and performing poorly on unseen test data.

Computational Efficiency: Training deep neural networks, especially with large datasets, is computationally intensive. While GPU acceleration was used to speed up the training process, it still required several hours per iteration. This highlights a significant trade-off between model complexity and computational efficiency, which could be optimized in future studies. This issue, if addressed, could allow for real-time applications of the model in vehicle safety systems.

Interpretability: One of the challenges of using LSTM models, or any deep learning model, is their lack of interpretability. While the model demonstrates high predictive accuracy, understanding how the model arrives at its predictions remains challenging due to its "black-box" nature. Techniques like attention mechanisms or SHAP values could be explored in future research to improve the interpretability of LSTM-based predictions.[26]

The results of this experiment clearly demonstrate that the LSTM model offers substantial improvements in predicting vehicle stability under dynamic load conditions when compared to traditional vehicle dynamics models. [27]The

LSTM's ability to learn non-linear temporal dependencies in the data allows it to model vehicle behavior more accurately, particularly in challenging conditions where traditional models struggle. The statistically significant improvements in RMSE, MAE, and R^2 provide strong evidence of the model's superior performance.[28]

However, challenges related to data imbalance, model interpretability, and computational efficiency remain, and further research is needed to address these issues.[29] Exploring advanced techniques for data augmentation, improving model transparency, and optimizing the computational performance of LSTM models will be key to their deployment in real-time systems. Future work could also explore more efficient architectures or hybrid models that combine the strengths of traditional physics-based models with the flexibility of machine learning approaches, offering potential for even more robust vehicle stability prediction systems.[30]

5. Conclusion

This study has demonstrated the promising potential of Long Short-Term Memory (LSTM) networks for predicting vehicle stability under dynamic load conditions. By comparing the performance of the LSTM model with the traditional linearized bicycle model, it became evident that the LSTM's ability to model non-linear, time-dependent relationships offers a substantial advantage, especially in real-world driving scenarios that involve complex load variations, road conditions, and vehicle behaviors. The improvements in RMSE, MAE, and R^2 metrics underscore the effectiveness of LSTM models in capturing the intricate dynamics of vehicle stability, a task that traditional models struggle to address adequately.

Despite these promising results, challenges such as model interpretability, computational efficiency, and data imbalance remain areas of concern. Further work is needed to explore methods that enhance the transparency of deep learning models, such as the integration of attention mechanisms or explanation techniques like SHAP values. Additionally, optimizing computational performance and ensuring generalization across a broader range of driving conditions will be critical for practical deployment in real-time systems. Nevertheless, the findings from this study highlight the potential of LSTM-based approaches to revolutionize vehicle stability prediction and improve automotive safety systems.

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