International Journal of Multidisciplinary Research and Growth Evaluation.

Advanced Power Management Techniques for Automotive Electronics

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Article Info

ISSN (online): 2582-7138
Volume: 03
Issue: 05
September - October 2025
Received: 17-07-2022
Accepted: 20-08-2022
Published: 05-09-2022
Page No: 641-647

Abstract
The sophisticated current and developing automobile technology has led to the complication of power systems in current-generation automobiles. With the new trends of infotainment systems, ADAS, and EV powertrains, the harness of power management systems is more intelligent and efficient. This paper particularly assesses the different aspects of power management in automotive electronics pertaining to energy harvesting, power distribution architecture, voltage regulation, and intelligent control. This paper examines the ideas of the hardware and software management system and their relation to efficiency, battery life, and general performance. The paper also covers a comparison of various management techniques used in conventional and hybrid vehicles in addition to electric vehicles. Information on earlier and advanced power management controllers and their application cases are also included. By incorporating AI-driven power management techniques, there exists the possibility of improving car efficiency together with a decrease in energy losses. It is also noteworthy that he opens this section with an overview of power management systems' future trends and issues in automobile applications, indicating the potential course of future studies.

DOI: https://doi.org/10.54660/.IJMRGE.2022.3.5.641-647

Keywords: Automotive Electronics, Power Management, Energy Efficiency, Intelligent Power Control, Electric Vehicles, Voltage Regulation, Energy Harvesting, Hybrid Vehicles

1. Introduction

The electrification of cars, energy efficiency, and power management have triggered the development of automotive power systems [1-3] Today, the mechanisms of cars have advanced from basic mechanical systems to sophisticated electrical systems comprising ECUs and Sensors and AI conquering the management of power. Six major stages of the evolution are as follows:

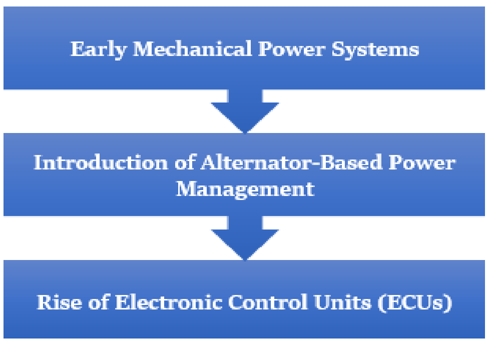

Fig 1: Evolution of Automotive Power Systems

- **Early Mechanical Power Systems:** In the early automobiles, the energy was transmitted mechanically, and the power was directly supplied to drive elements from ICEs. There were no regular power stream administrations, and all car performances, including lighting and ignition controls, were mechanical. It is important also to note that although the dynamo generator resulted in the early form of electrical systems, the regulation of power was relatively poor.
- **Introduction of Alternator-Based Power Management:** Hence, starting with the mid of the mid-20th century, powers in vehicles started being regulated by an alternator system. The dynamo generator was replaced by the alternators, which enhanced power generation efficiency. To be able to handle these loads, especially the headlights, ignition systems and radios, these systems offered stable voltage and current. Nevertheless, the control of power distribution was still very basic; there was no complex computerized energy control and management system.
- **Rise of Electronic Control Units (ECUs):** The growing application of Electronic Control Units towards managing the running of the engine, injection of fuel, vehicle transmission, and safety features came in the later part of the 20th century. With the increasing complexity of vehicles, there are numerous ECUS for certain operations which include Anti-lock Brake Systems (ABS), air bag and climate control. This change forced an enhancement of the power distribution network to supply power to various electronic subsystems in the most efficient way possible.

1.1. Need for Advanced Power Management

The growth and advancement of autonomous driving technologies, electric vehicles and also the ecosystem of connected vehicles have created the need for better power management solutions. The current and future vehicles have numerous ECUs, sensors, actuators, and AI-based computing systems of various types and sizes, and a conventional power management methodology that is only focused on alternators and simple power distribution will no longer be useful. [4-6] With the development of new vehicles, intensification of energy consumption, power loss, and, in particular, the life of batteries and motors has become a strategic problem for car manufacturers and producers. The other reason for using advanced power management is due to the increased energy management in vehicles such as EVs and hybrid vehicles. While ICE vehicles have auxiliary systems that create power constantly, EVs have high-cap lithium-ion batteries that require charging, discharging, and thermal management for durability and safety.

BMS needs to track SoC, SoH, and temperature to avoid degradations of the battery and ensure maximized performance. Moreover, with the advent of AVs, it is equipped with new power-consuming subsystems and components like sensors, including LiDAR, Radar, high-definition digital computers, real-time AI processors, etc. These systems need to be regulated in the manner that they use power that is available within the vehicle without getting it drained. Smart power management systems make use of artificial intelligence to monitor vehicle usage and analyze the data to determine the number of watts required at every instant, depending on the road and traffic conditions. Regenerative energy harvesting like regenerative braking, Thermoelectric Generators (TEGs), and charging with the help of solar panels are also incorporated to increase energy efficiency. Smart grids, together with wireless charging systems, also support smart charging techniques that allow vehicles to be charged with less dependence on conventional charging points such as power stations. As the automotive sector develops towards more self-driving, electric, and intelligent vehicles, the power control demand is also on the rise. AI, IoT, and fourth-generation batteries have been found to provide significant support in future car designs for sustainable, efficient, and high-performance automotive systems.

1.2. Challenges in Automotive Power Management

- **Energy Efficiency:** One of the major problems in designing automotive power management is the losses in power circuits of contemporary vehicle electronics. This is given by the fact that with the current advancement in the number of Electronic Control Units (ECUs), sensors, and infotainment systems, as well as intelligent and autonomous technologies, energy appetite becomes overly excessive. There is inefficiency in power conversion, transmission loss and inefficient energy distribution, which results in a reduction of range and performance of a vehicle. To this end, there is current work done on advanced power electronics, DVS, and AI-aided power optimization to provide smart load management with loss variance.

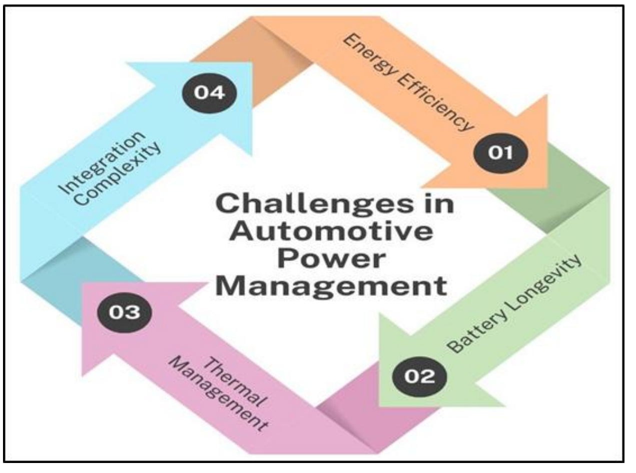

Fig 2: Challenges in Automotive Power Management

- **Battery Longevity:** Duration of battery charge is essential, especially in electric and hybrid vehicles, which use lithium-ion batteries in most of their operations. Excessive charging and discharging cycles daughter sensitive electrodes increase heat properties and are the prime cause for shortening the battery life. These include the State of Charge (SoC), State of Health (So, and also problems of overcharging, deep discharging, and cell balancing. BMS is used to determine the charging method and rate and provide ways of monitoring the battery temperature, as well as it includes methods for predicting the time when the battery will require replacement to ensure maximum functionality.
- **Thermal Management:** Consequently, when there is power up on a vehicle, there is high demand for heat to

be dissipated, especially in power management systems. Battery-powered high-performance power electronics like inverters, DC-DC converters, and onboard chargers produce much heat, which leads to efficiency drop component failure and even triggers other battery cells to go up in flames in what is referred to as thermal runaway. It is crucial to employ advanced cooling techniques like liquid cooling, phase change material and theoretical cooling systems on the basis of artificial intelligence to maintain optimum temperature and minimize heat loss due to thermal factors.

- **Integration Complexity:** In presented modern cars, there are usually several attached sources of power such as regenerative braking, thermoelectric generators or TEGs, and solar energy power. Coordinating these various power inputs and facilitating efficient power flow, storage, as well as power distribution is a tasking venture. Advanced control mechanisms and AI controllers are required in smart buildings for managing the power switch, load sharing and control and online decisions. It further complicates when other features such as wireless charging, bidirectional power transfer, and vehicle-to-grid (V2G) are incorporated because it entails matching the hardware and the software for effectiveness.

2. Literature Survey

2.1. Traditional Power Management Systems

ICE vehicles that came into the market before the emergence of electric vehicles had relatively simple power management systems with a focus on alternators. [7-11] Such alternators remained in creating electric power from the movement of the engine, supplying electricity to the electricity of the vehicle and charging the battery. However, these systems introduced into the power systems were not very refined and complex to adequately regulate and optimize, hence such vices as the use of excess fuels and energy wastage. There was no intelligent distribution where electricity was provided to be supplied in a fixed form relative to the demand requirements, which was not too suitable for modern vehicles that need efficient power control in view of enhanced electronics loads.

2.2. Modern Power Distribution Architectures

To control these systems, the vehicle itself has become rich in various electronic subsystems, and modern power distribution architectures are used to get improved results in terms of efficiency, reliability, and scalability. It involves having a single power control unit for managing power and distributing it to different systems needed for various operations, hence making the system less congested, but the wired connections become many. Decentralized power networks work with multiple smaller controllers for power management which makes lower volume of wires required and also adds extra layers of reliability. Zonal power architectures as an even greater level of efficiency as they divide the vehicle into certain zones, where each has a power control unit, and helps to decrease the total weight of the wires, increases reliability, and makes the integration of such innovations as electric and autonomous vehicles easier.

2.3. Energy Harvesting Techniques

Energy harvesting has emerged as a critical process of enhancing the efficiency of vehicles through the utilization of energy in energy loss management. Regenerative braking systems, on their end, help to reduce the rate of energy or kinetic energy produced during momentary braking by converting them into electrical energy stored in the battery, which is very advisable for electric and hybrid automobiles. TEGs draw differences in temperature between the engine/exhaust system and the local environment, and hence, they are independent of the alternators. The first one utilizes the energy produced by the contact with the road as well as interaction with engine vibrations to generate power directly from mechanical stress in piezoelectric energy harvesting for further improved battery life and lesser fuel consumption.

2.4. AI-Based Power Management

Technologies such as, Artificial Intelligence (AI) and Machine Learning (ML) techniques have been implemented in the power management associated with dynamic usage of energy. Through real-time messages received from vehicle sensors regarding speed, load, battery conditions, driving conditions, and other factors, artificial intelligence-based algorithms modify the optimum energy utilization in the vehicle. For example, machine learning can predict the utilization of power and control the way electricity is distributed so that less power is used than what is required. Also, AI movements advance energy, charging, discharging cycles, battery durability, and range of electric vehicles. They are applied extensively in the next-generation automated and smart vehicle systems for sustainable and proper power management.

3. Methodology

3.1. Power Management Framework

- **Power Generation:** Due to the high reliability of the power supply, the proposed system comprises one or more sources of power generation to make the system even more efficient and reliable. [12-16] Conventional alternators are devices that generate electricity from mechanical energy being produced by the engine, hence providing power to the electrical systems in the vehicle. Solar panels serve as an added source of energy all the more especially to hybrid and electrically driven cars, thus helping to avoid total dependence on fossil fuels. Regenerative braking reclaims energy lost during deceleration by transforming it into electrical energy that is stored in the battery and makes vehicles more efficient, thereby enhancing their battery capacity.

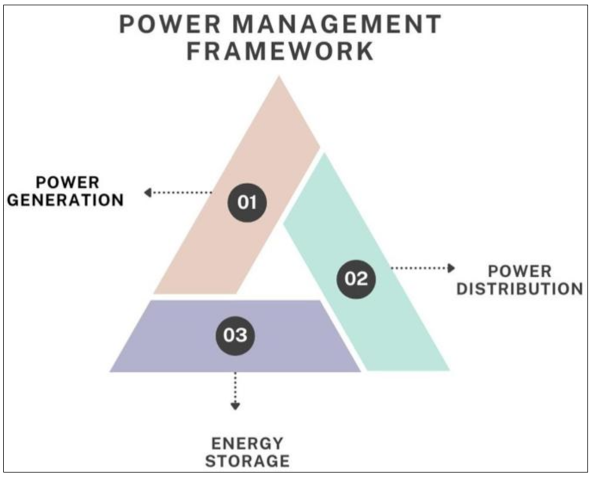

Fig 3: Power Management Framework

- **Power Distribution:** Effective management of power is crucial in ensuring and managing the usage of power as well as the losses incurred. The system uses intelligent energy management in a way that intelligently chooses the right voltage that its various blocks take at any given time based on acknowledged signals from various other vehicle subsystems. The use of smart power control units, as well as zonal architectures, makes it possible to best supply power to certain components reducing wastage of power in the appliances. Power electronics enable the management of voltage fluctuations and fluctuation pressure leading to an improved efficiency and stability of the total system.
- **Energy Storage:** Energy management is important so as to make sure the storage and supply of energy is efficient and on demand. It equips the device with sophisticated lithium-ion battery technology that is characterized by high energy density and fast charge rate, as well as the desirable cycle life. For this purpose, ultracapacitors are employed for handling transients; enough power is availed to any part, during acceleration or variations in the load. This kind of hybrid storage plan is in accordance with long-term energy storage together with a high power output, which makes the vehicles' electric systems function effectively.

3.2. Voltage Regulation Techniques

Fig 4: Voltage Regulation Techniques

- **Linear Regulators:** Linear regulators are quite simple but reliable devices for voltage regulation since they use a series pass element such as a transistor. It means they lose power in the form of heat, thus being unsuitable for circuits with high voltage or current but suitable for low-noise, low-power circuits. The major advantage of using such materials is their low Electromagnetic Interference (EMI), which is essential for automotive electronics.
- **Switched-Mode Power Supplies (SMPS):** This invention promotes efficiency in voltage conversion and reduction of energy wastage through the application of high-frequency switching transistors and inductors. In contrast to linear regulators that expect a constant amount of current from the input source to control the output voltage, SMPS functions by pulsating on and off and stores energy in inductors and capacitors before releasing these energies. It is especially applied in automotive industries because of its ability to contribute to low power consumption and heat dissipation in various applications such as EV powertrains and infotainment.
- **Dynamic Voltage Scaling (DVS):** Dynamic Voltage Scaling (DVS) is an adaptive power management technique that deals with voltage supply to the processor on a need basis depending on the processor workload. DVS helps to save power and heat since the circuit voltage is lowered during low processing loads and hence increases battery life. This is a familiar procedure used notably in computer chips, microprocessors, and Electronic Control Units (ECUs) in today's automobiles to improve energy heraldry without reducing power.

3.3. Hardware and Software Integration

Accomplishing power management in current cars needs both hardware and software solutions to ensure the right distribution of power, reduction of power losses, and raise the reliability of power-related equipment. Some of these components include the Microcontrollers (MCUs) for power management where portions of the IC perform the function of monitoring the flow of energy as well as making adjustments to the energy consumption as per the workings required by the machine. MOSFET is another silicon-based integral component used for voltage control and switching processes while translating electrical power with less heat loss. Other parts of the Circuit, including PMICs, Sensors, and Relays, help in the monitoring of voltage, current and temperature feedback and provide a rich Source for the software system. In the software area, specific power control methods and schemes are used with sophisticated mathematical algorithms to control the power distribution. MCUs contain the embedded firmware which utilizes such smart control algorithms as Fuzzy Logic Control, Prediction, and Machine learning algorithms to provide the distribution of power according to driving conditions, battery status, and the necessary load.

DVS is a method that changes power and energy dynamically to reduce power loss, and the smart fault detection system anticipates failures by utilizing self-diagnostic techniques. The same is echoed in the relationship between the hardware and the software of the vehicle including the Controller Area Network (CAN) and Local Interconnect Network (LIN) that facilitate the interconnectivity of the vehicle's power control and other processes. This allows power distribution across several ECUs simultaneously in the drivetrain, infotainment system as well and safety systems to be that is well coordinated. Finally, the cloud-based Over-The-Air (OTA) updates enable the constant update of software which makes the power management system relevant to the emerging efficiency and sustainability needs. Thus, through utilizing continuous adaptive complex systems with strict mechanical and electronic components, typical automotive power management systems are more efficient, batteries are long-lasting, and increased performance makes way for more efficient and advanced electric and hybrid substitutes.

3.4. AI-Based Adaptive Power Control

This technology, known as AI-adaptive power control is gradually becoming industry standard since it allows for correction of power distribution in real-time according to the driving cycles and battery condition as well as the load demand. [17-20] There are two differences from the conventional power management methods: It employs ML algorithms, neural networks, and analytical models for real-time power management to balance for better efficiency and capability. Through processing disparate data signals from the vehicle, AI can accurately estimate the power requirements for a car, when to charge – and discharge power, and how to avoid energy losses. Another significant advantage of using AI in power control is the generation of self-learning algorithms that are dynamic concerning driving patterns. For instance, an electric vehicle with AI for energy management can automatically modify the power supply depending on the type of terrain and traffic situation, as well as the driver, in a way that efficiency and battery life are optimized.

Furthermore, the reinforcement learning models can be used for real-time decision-making with respect to power distribution in a vehicle where power requirements for critical vehicle functions are met. In contrast, non-critical functions receive low power during energy-saving modes. AI-based adaptive power control also derives additional benefits in the aspect of safety and reliability since it also uses the principle of predictive maintenance. Since battery health and various electrical parts can be checked through AI, regular failures that result in breakdowns can be anticipated. More so, through the adoption of AI coupled with cloud computing, customer premises can be diagnosed, and rectification is done through over-the-air updates to enhance power management solutions. Through the use of AI adaptive power control that is used in the current models of vehicles, it becomes possible to obtain the increased energy efficiency of cars and batteries, the greater durability of the batteries, and even improved driving experiences, thus contributing to the development and realization of smart vehicle systems.

4. Results and Discussion

4.1. Comparative Analysis of Power Management Strategies

The management of electrical power involved in ICE vehicles, Hybrid Vehicles, and EVs is quite different. It is so because they originate from differences in the type of energy used, the method of storage, and the regulating mechanisms. A comparison of the external battery cases using the key characteristics that could be measured or calculated, including power efficiency, battery life, energy reconcentration as well as system complexity, is presented in Table 1.

Table 1: Comparison of Power Management Strategies

Parameter	ICE Vehicles	Hybrid Vehicles	Electric Vehicles
Power Efficiency	Low	Moderate	High
Battery Life	N/A	Moderate	High
Energy Recovery	None	Partial	Full
Complexity	Low	High	Very High

- **Power Efficiency:** Or efficiency of power, often referred times as fuel to mechanic power, which means how able or capable a vehicle is to convert fuel or stored energy into useful power of movement and functionality of boards. ICE vehicles are less efficient because they use combustion engines, which, in the process of working, waste a high percentage of energy in heating. This kind of vehicle is moderately efficient since it uses ICE engines in combination with battery-driven electric motors and is enhanced by means of energy recuperation. Electric vehicles can thus be said to be efficient in their usage since they employ electric motors which have low energy loss compared to combustion engines.
- **Battery Life:** A battery is one of the crucial components of any hybrid or electric automobile; it controls the energy storage duration. One factor is that ICE vehicles do not possess large batteries, and, as such, this factor is Not Relevant (N/A). Analyzing this state of designs on hybrid cars, which have batteries as their backup power, they are not very powerful. Still, they are merely additional sources of energy, hence the moderate battery lifespan. Just the same, if charging of electric vehicles is employed, the battery storage is the sole means of energy storage, thus requiring enhanced Battery Management Systems (BMS).
- **Energy Recovery:** This means that energy recovery provides solutions to recycle energy that may otherwise be unused, hence adding to the general efficiency of a certain procedure. Energy recovery is also not implemented in ICE vehicles, and therefore, there is no energy recuperation. It has some features like a reinforced braking system for partial energy recovery to take place in hybrid automobiles. Electric vehicles represent full utilization of regenerative braking as well as thermoelectric and piezoelectric systems to harvest the energy and regain as much of it as possible.
- **Complexity:** This is because more advanced power management systems enhance the means of storage and distribution of power or energy in vehicles. ICE vehicles, on the other hand, have relatively small power structures whereby energy is obtained from the alternator directly. There are high levels of complexity due to the need for a hybrid car to switch between the gasoline engine and the batteries. Electric vehicles are more complex than other categories, which have BMS, voltage control, as well as intelligent power supply control & distribution methods. As for the power management systems, the ICE vehicles have less complex and less efficient systems compared to hybrid and electric vehicles. However such improvement brings about further conditional system complication and the requirement of highly sophisticated power electronics and software handling techniques.

4.2. Simulation Results

Assess the efficiency, simulation experimentations were performed in which the effectiveness of power management with the help of AI-based adaptive power control was compared with the traditional approaches to power management. These tests were done under city cycle, highway, and combined cycles. It utilised real-time processing, advanced analytics, and Dynamic Voltage Scaling to generally control the distribution of energy and minimize voltage drop. It was proved that energy management with the help of AI was 20% more efficient compared to traditional ways. This was made possible by AI because of the ability to forecast the demand for electricity, allocate the power supply concerned appropriately and also manage battery charging cycles in the most recommendable manner. In contrast to conventional networks with a predetermined power distribution logic, AI-based systems analyze data received from the sensors, predict fluctuations in consumers' load, and correct them in order to save power. Moreover, optimization by AI for power control increased the efficiency of the regenerative braking energy to create more energy to be saved than wasted or, in other words, converted to heat. Problems such as battery overheating, which is associated with the expenditure of battery life, were also managed and dealt with. Such factors helped the company to reduce the wastage of energy, the longer battery life of the vehicles, and the general efficiency of the vehicles.

Table 2: Energy Efficiency Comparison

Power Management Strategy	Efficiency Improvement (%)
Traditional Methods	0%
AI-Based Management	20%

These findings indicate that power control in electric and hybrid vehicles is a promising application of artificial intelligence, while limiting the power consumption in such vehicles is facilitated by machine learning algorithms, predictive analytics, and real-time optimization to be more efficient in comparison to the conventional power management system.

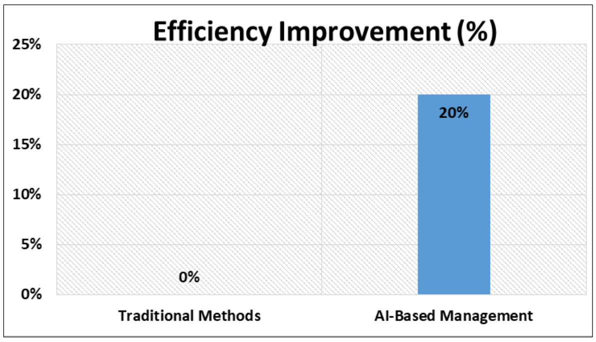

Fig 5: Graph representing Energy Efficiency Comparison

4.3. Case Study: AI-Driven Power Controllers

In the present research, power controllers, enabled by Artificial Intelligence, were implemented and tested in the real world so as to measure their effect on electric vehicles with cognisance to performance and efficiency. The emphasis was placed on energy wastage minimization, battery SoC accuracy, and the improvement of the vehicle's range by applying AI control to power management in contrast to traditional control.

Table 3: Impact of AI-Driven Power Controllers

Metric	Improvement
Energy Wastage	30%
Battery SoC Accuracy	10%
Vehicle Range	15%

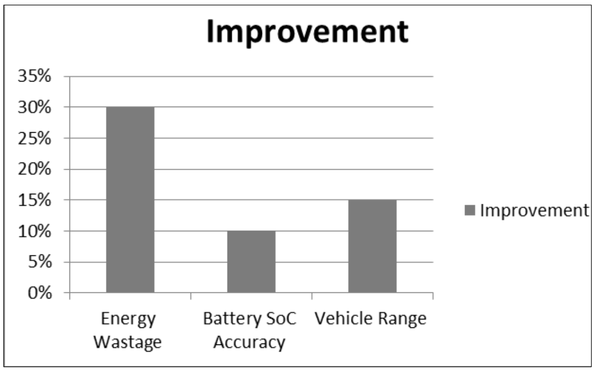

Fig 5: Graph representing the Impact of AI-Driven Power Controllers

- **30% Reduction in Energy Wastage:** There are numerous benefits within the innovative model, but one of the most crucial ones is the minimized energy loss, which decreased by 30 percent. Typically, conventional power management systems are dictated by certain standard formulas, resulting in a random distribution of energy and wastage of power. On the other hand, AI constantly adapted the power flow by using data received from various sensors to control the flow of power in the network to reduce transformation and distribution loss. For example, power electronics under the control of artificial intelligence could, therefore, enable conversions to occur, whereby only the correct amount of power to different sub-systems in a vehicle would be provided.
- **Improved Battery SoC Estimation:** Estimation of the battery State Of Charge (SoC) is very important in order to get long service from the battery and also in avoiding battery deterioration. In this study, traditional approaches of estimation employ static models, and this causes a wrong image or reading of this aspect of energy management. The AI system learned standalone machine learning models based on battery data collected from the history and in real-time for accurate SoC estimation. Through the supplied code, charging and discharging cycles were improved through efficiency, thus lowering the stress endured by the battery and, at the same time, increasing its lifespan.
- **Enhanced Vehicle Range:** The other important advantage noted included an enhancement of vehicle range by at least 15 percent. Power-controlling systems in electric cars rely on Artificial Intelligence to forecast driving habits, road conditions, and energy levels and then regulate the energy flow. This further helped in cutting down on any wastage of energy which would have otherwise been used by the car hence enhancing the car's mileage per charge. Furthermore, through optimizing regenerative braking and thermal management, AI also led to loss cutting, thus increasing the car range.

5. Conclusion

Such findings relay important information on the enhancement of power management techniques in today's automobiles, especially with a focus on electric and hybrid vehicles. Current techniques of power management, which rely on alternators in ICE vehicles, for instance, are primitive and lead to a waste of energy. However, AI systems for power management today change the way power is distributed in the system by affecting the dynamic flow of power and reducing wastage as well as battery depletion. Using such algorithms in machine learning, AI is capable of optimizing power control by real-time driving conditions, consequent battery health, and energy demand. This research work further identified that AI-driven power controllers save 30% energy wastage, improve the SoC estimation, and add 15% more driving range. In addition to this, the energy loss is reduced and the battery life of a device can also be improved due to intelligent charging and discharging using predictive analytics.

Consequently, energy scavenging, including regenerative braking, TEGs, and piezoelectric energy harvesting, plays a vital role in the generation of wasted energy. These, when incorporated with intelligent power control systems to enhance the efficiency of power usage, shall enhance the total power usage efficiency by 20%, as has been illustrated in the simulations. It also showed the case of real-life AI-based power controllers used to support the adaptive power control principle and its ability to come up with the next-generation

EVs. With the rising trend of electrification of vehicles, the application of AI will be paramount to optimal power management, heat management and predictive maintenance, thereby improving the energy ratio of the vehicles.

5.1. Future Scope

Since technological advancement in power management systems is still forthcoming, the following are some of the areas that should be of interest for future research: Integration of AI, IoT, and advanced power management systems. With the use of IoT, energy changes can be implemented based on the real-time analysis of data through cloud computing. Some connected cars are fitted with intelligent power controllers that enable them to exchange data with charging equipment, traffic systems and energy networks for facilitating load balancing in real-time and other services. Another topic of further research is focused on the formation of new advanced battery chemistries. It may be possible to improve on the current lithium-ion battery technology in terms of energy density, life span, as well as stability of heat meltdown. Therefore, researching future solid-state batteries, lithium-sulfur or sodium ion could present lighter, longer cycles and faster charge and discharge plans for energy storage.

Developments in battery chemistry will provide added value for AI power management systems to make electric cars more realistic for use by the public. Other new solutions that can influence the way of power management of electric automobiles include dynamic wireless charging technologies. Further research should focus on the higher efficiency of inductive and resonant charging systems to allow the vehicle to charge them while driving. This would do away with a major barrier to the adoption of fully electric vehicles and would eliminate the necessity of having to rely on some of the stationary charging stations. When integrated with WET, the power control is realized with AI, and such a system will be automatic and efficient in charging EVs. It is seen that AI, IoT, advanced battery technologies and wireless power transfer would be the key influential aspects to shape the future intelligent and energy-efficient transportation systems. Thus, by posting these developments regularly rather than upgrading power optimization solutions, modern developments shall bring forth sustainable mobility, a small carbon footprint, and better energy saving in the automobile sector.

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