Danville School E-Moto Report: A Student E-Moto Collision With Serious Injuries, Rising E-Moto Numbers And Denials From The School District and Police

November 8, 2026

Prepared by Danville Safety Advocates & E-Bike Access



Middle School Student Riding Home

- **A Serious E-Moto Collision on the Iron Horse Trail Leads To Survey of Other E-Motos at Danville Schools.**

- **The Survey Shows Sharp Increase in Electric Devices Including E-Motos and that SRVUSD Continues to Allow Students To Park E-Motos On Campus, Including the E-Moto Involved in the Collision.**

- **Yet Danville Police Deny That Any E-Motos Are Present At Schools.**

THE OCTOBER 1 COLLISION WITH SERIOUS INJURIES TO A FIFTH GRADER

On Thursday, October 1, 2026, **an eighth-grade student rode his UrLife T2 electric motorcycle**, with advertised top throttle speed of 28 mph, to Charlotte Wood Middle School in Danville. He parked it in the school bicycle corral. The San Ramon Valley Unified School District allowed him to do so, despite the district having been warned multiple times about the presence of illegal, dangerous e-motos on campus.

Later that afternoon, while riding home on the Iron Horse Trail (IHT), he collided with a fifth-grade student on a conventional bicycle. The collision occurred on the paved IHT, approximately 200 feet

south of the El Capitan Drive crossing, about three-tenths of a mile from Charlotte Wood Middle School. *Source: East Bay Regional Park District (EBRPD) Police Computer-Aided Dispatch (CAD) Incident Report No. 2610010041*



Emergency response at the El Capitan Drive / Iron Horse Trail crossing.

At 2:53 pm, two San Ramon Valley Fire Protection District ambulances and a fire engine arrived on the scene. The fifth-grade student sustained **serious injuries** and was transported by ambulance to UCSF Benioff Children's Hospital Oakland.

At 3:23 pm, an EBRPD Police Officer arrived from Castro Valley to investigate. He **conducted a speed check (which took 10 seconds)** on the UrLife T2 in the presence of the eighth-grader's father. He said to the father, "OK, so here's the deal, this bike, he cannot ride anymore, this goes 28 miles an hour which is over the speed limit for these bicycles on this trail." Under California law, to qualify as an e-bike, a throttle-activated motor must cut off at 20 mph. Otherwise, it's an e-moto, requiring a driver's license, DMV registration, insurance and safety equipment including a motorcycle helmet. The eighth-grade student suffered minor injuries and was released to his father.

E-moto Collision and Speed Check Video by EBRPD Police Officer.



EBRPD Police Officer conducting a speed test of the UrLife T2 in the presence of the student's father.

Although marketed as an “e-bike,” UrLife T2’s website boasts that its top speed via throttle is 28 mph, making it an e-moto. Under California law, it is not street legal for any age rider.



- **Epic Range & Speed** – 48 V 15.6 Ah battery delivers up to 100 miles per charge with speeds up to 28 mph—ideal for long rides and exploration.

Inexplicably and irresponsibly, the school district still allows the eighth grader to park his UrLife T2 e-moto at Charlotte Wood as he continues to ride to and from school on the IHT (photos below).



Charlotte Wood Bicycle Corral Exit (Nov 5, 2026)



El Capitan Dr – IHT Crossing (Nov 6, 2026)

THE SURVEY

In response to the collision, volunteers from Danville Safety Advocates and E-Bike Access surveyed Charlotte Wood Middle School and three other SRVUSD campuses (Diablo Vista and Los Cerros middle schools, and San Ramon Valley High School) on October 28.

Unlike schools elsewhere throughout the Bay Area, SRVUSD refuses to allow outside experts to enter the bike corrals to make these counts. From public viewing areas, however, volunteers counted an estimated **191 electric two-wheeled devices** and 245 conventional bicycles, 436 in total. Electric devices represented **43.8%** of the vehicles observed. **For the three middle schools, this represented a 75% increase compared to our February 2025 survey.**

- **E-Moto Safety Assessment: SRVUSD (November 1, 2025) (PDF)**
- **E-Moto Risk Assessment Report: SRVUSD (January 5, 2026)**

Without the District's permission to enter the corrals, the volunteers could not determine exactly how many of the electric devices are illegal e-motos instead of legal e-bikes. But from observations and an analysis of photographs reprinted below, the presence of a significant number of e-motos is undeniable. And from our experience at comparable schools that allow access to bike corrals (as shown on the charts from the Mineta Transportation Institute report reprinted in Appx. 1 below), the e-motos likely constitute the large majority of electric devices.

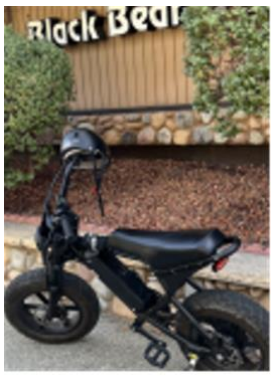


These photos show Charlotte Wood Middle School students' e-motos congregating before school, riding e-motos on their way to school, parking them in the bike corrals provided by the school, and riding on their way home --- all in violation of the law. The captions identify some of the brands and their top advertised speeds. Note that actual top speeds may vary depending on whether the students use an app provided by the manufacturer or third parties; any changes to the apps; the precise model or year of manufacture; any modifications or change of components; etc.

Before School - Charlotte Wood Middle School Students

Black Bear Dinner, Danville – October 28





Macfox X1S: 25mph



Happy Run G70: 30-38mph



Super 73: 28+mph

Starbucks, Rose Garden Shopping Center, Danville – October 28



Juiced Scrambler 28-31mph



No brand name, no class label, not an e-bike



The students then ride their e-motos on the Iron Horse Trail to school.



Not a Marmot Yeti MTB



Ride1Up, top advertised speed 28+mph





Morning arrival at Charlotte Wood – four e-motos on sidewalk adjacent to bicycle corral.

The students then park their e-motos in the bike corral that the school continues to provide despite notice that the e-motos are illegal.



Happy Run G70: 30-38mph



Super 73: 28+ mph



Super 73: 28+mph



Super 73: 28+mph

After school, the e-motos exit the bike corral, with almost all of the riders weaving dangerously amidst numerous students walking west on the sidewalks with cars nearby. Not only are the e-motos illegal to ride anywhere, school policy mandates that "bicyclists must WALK their bikes while on campus" and "bicyclists should not ride on sidewalks." The school is not enforcing its policy, much less the laws against e-motos.



Juiced Scrambler 28-31mph



HiKeep K6 Mini 25mph









E-moto rode thru the students - E-moto wheelie above



E-moto moving between cars, bicycles & students



E-moto wheelie

On November 5, volunteers documented 46 e-bikes/e-motos, 123 bicycles, and a one-wheel electric device – as students walked their e-bikes, e-motos, one-wheel electric and bicycles out of the bicycle corral to the adjacent sidewalk.

DIABLO VISTA MIDDLE SCHOOL
Home of the Eagles







Juiced Scrambler: 28-31+mph.



Cycrown: 28mph



OUXI V8: 28-31+mph



Macfox X1: 28 mph



Ridstar Q20: 34mph



Aipis: 28mph





Juiced, Super 73, Macfox: all 28mph or higher

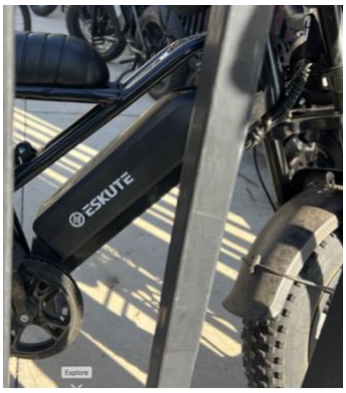


Meelod M8: 32mph

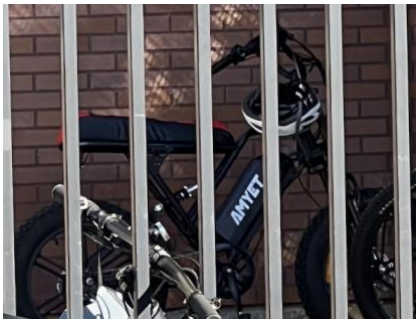
SAN RAMON VALLEY HIGH
Home of the Wolves



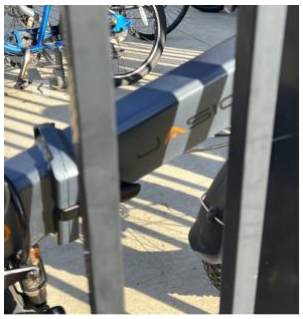
Macfox. 25 mph unlocked



Eskute V100: 31+mph



Amyet: 28-35mph



Jasion X Hunter: 30+mph

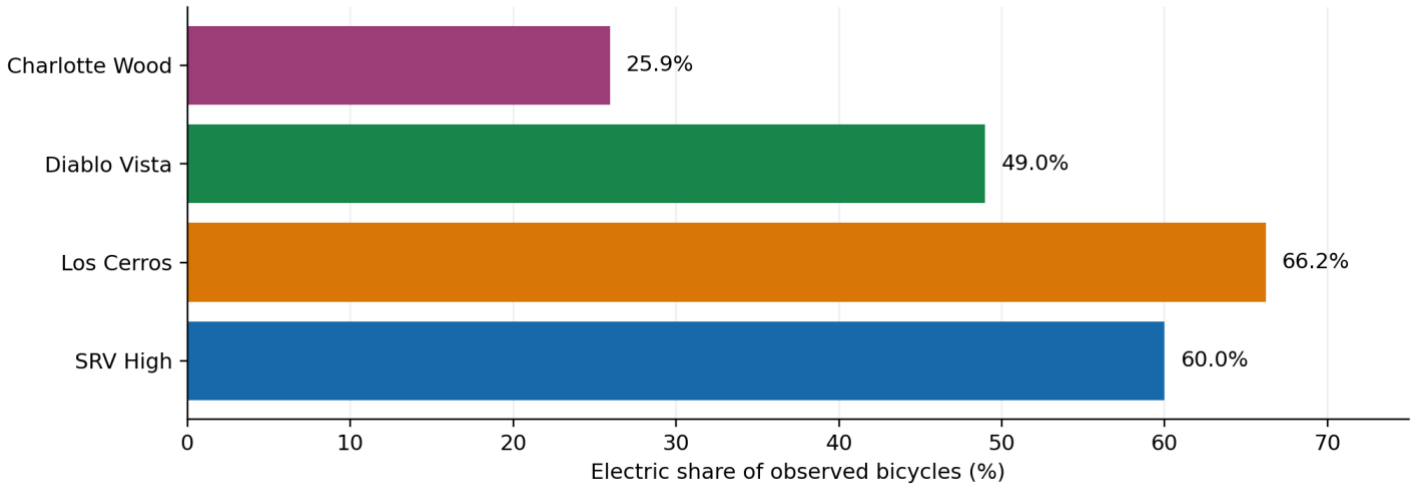
DETAILS OF OCTOBER 28, 2026 COUNT

The survey shows that the number of electric devices is roughly the same at each school although the percentages varied by school. Our estimate is in the same range as reported by the Transportation Manager although he reported only aggregate numbers and counted e-motos as e-bikes.

Danville School Bicycle Counts — October 28, 2026

School	Electric devices	Conventional bicycles	Total	Electric share	Estimated e-motos (80% of electric)
Charlotte Wood Middle	49	140	189	25.9%	39
Diablo Vista Middle	48	50	98	49.0%	38
Los Cerros Middle	49	25	74	66.2%	39
San Ramon Valley High	45	30	75	60.0%	36
FOUR-CAMPUS TOTAL	**191**	**245**	**436**	**43.8%**	**~153**

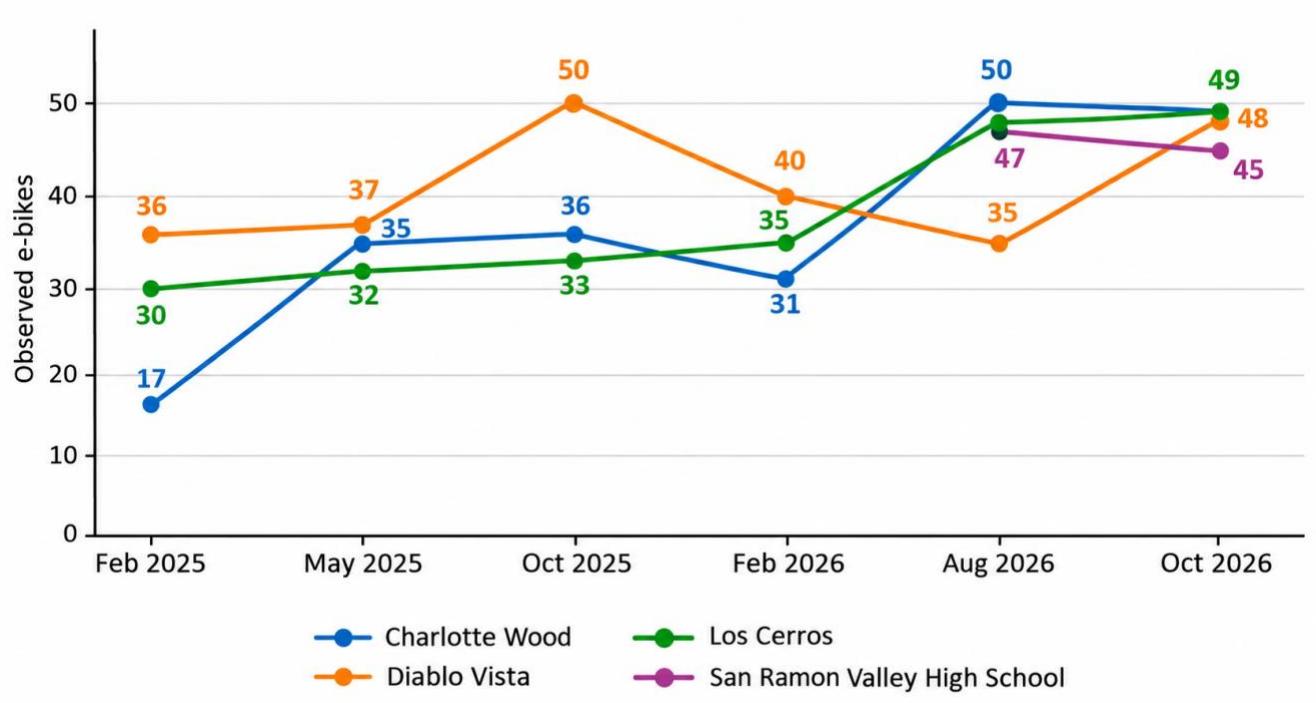
Estimated e-motos are calculated as 80% of observed electric devices and rounded to whole vehicles. The four-school estimate is calculated from the combined count (191 × 80% ≈ 153); estimates are not individually verified classifications.



Electric share of bicycles and devices observed at each campus

HISTORICAL TRENDS: FEBRUARY 2025 - OCTOBER 28, 20226

Beyond the sheer numbers of these devices, the trend lines are even more disturbing. For the three middle schools surveyed in February 2025 and October 2026, the number jumped from 83 to 146 – an increase of 75%. Charlotte Wood experienced the largest percentage increase, at 188.2%. (San Ramon Valley High School was not surveyed in February 2025 and it is not included in this 20-month comparison.)



Growth in Electric Devices at Three Danville Middle Schools

School	Feb. 2025	Oct. 2026	Change	Growth
Charlotte Wood	17	49	+32	+188.2%
Diablo Vista	36	48	+12	+33.3%
Los Cerros	30	49	+19	+63.3%
THREE-SCHOOL TOTAL	**83**	**146**	**+63**	**+75.9%**

Source: Volunteer school bicycle counts, February 2025 and October 2026.

WHY THESE FINDINGS MATTER FOR SAFETY

Taken together, the October 1 collision and October 28 survey are a call to action. They raise troubling questions about the lack of adequate school policies and enforcement. Even after a student crashes his e-moto and seriously injures another student – and is informed by the EBRPD officer that the e-moto was illegal to operate – the school district takes no action. It continues to facilitate illegal, dangerous conduct by providing on-campus parking for e-motos.

Unfortunately, more e-moto collisions with serious injuries or fatalities are inevitable unless the school district and Danville police stop allowing students to ride e-motos and park them at schools.

DANVILLE DENIAL, AND ITS CONSEQUENCES

The Town Manager reported to the Town Council on November 4 that police officers had inspected corrals at Charlotte Wood, Diablo Vista, and Los Cerros middle schools on opening day and subsequent times and that "Equipment in the corrals has been consistently compliant."

Presumably, "equipment" means the two-wheelers that students are riding and parking, and "consistently compliant" means that the electric ones do not exceed the motor size or capability for legal e-bikes -- in other words, that no e-motos are present in the bike corrals at the three middle schools.

This broad assurance of compliance, which apparently originated with the police department, is difficult to square with the information provided above.

It may be that the police department is unable or unwilling to differentiate between legal e-bikes and illegal e-motos. But that would not provide any basis for a finding that e-motos do not exist. They don't disappear simply by failing to identify them.

Internally, Danville recognizes that, even though e-motos may be "hard to tell apart from lawful e-bikes," the fact is that "[i]llegal e-motos are widespread." *See* E-Bike Safety Action Plan, dated October 16, 2026, p. 4 (obtained via PRA request). Danville's position that e-motos are widespread everywhere except its schools defies our observations and common sense.

Danville's public misinformation, however innocent, will have consequences.

- Students may mistakenly believe that their e-motos are legal, now that the Town has declared that they are.
- Parents will buy more of them this Holiday season, expecting that their children can ride them to school as other students are allowed to do, with parking provided by the schools.
- The school district will continue to allow students to ride and park them, now that the Town has blessed them.
- And more collisions and more serious injuries are inevitable.

RECOMMENDED CORRECTIVE ACTIONS

All of this demonstrates the critical need a) to identify illegal e-motos by brand and model and b) to obtain an accurate count of e-motos at Danville schools. Everyone knows the requirements: to qualify as an e-bike (and thus avoid licensing and registration), a throttle device must have a motor no larger than 750 watts and not capable of working above 20 mph and must have a Class 2 e-bike label affixed by the manufacturer or retailer (not purchased by the rider from Amazon or elsewhere). Otherwise, whether it falls into the Vehicle Code category of moped, pocket bike, motorized bicycle, motorcycle or the generic motor vehicle, we refer it as an "e-moto" and it requires a driver's license and DMV registration.

The challenge, however, is applying those criteria to a specific device. The Police Chief acknowledged at the May 12 study session that his officers face difficulty in telling the difference and that they take the labels at face value, despite the state Attorney General's warning that manufacturers are mislabeling e-motos as e-bikes.

To address this challenge, we offer the following recommendations.

1. Danville should coordinate with the SRVUSD to develop an accurate **list of the brands and models of electric devices at schools in Danville**.

   We would be happy to lend our expertise. The District authorized us to count bikes at its schools in May 2025 but refused similar permission in September 2025 and April 2026. E-Bike Access has worked with Safe Routes to Schools in Marin and Sonoma to count and categorize bikes, and did the same with the San Mateo County Office of Education and the Santa Clara County Public Health Department in those counties. We are willing to do the same with Danville as well.

2. With that list in hand, the next step is to **identify which are legal and which are illegal**.

   This can be done under the supervision of the Town Manager working with the Town Attorney, the Police Department and outside experts as appropriate. A useful resource is the e-moto list developed by E-Bike Access and posted on its website – a list that is in use in Santa Clara and Sonoma counties.

3. The Police Department should then use these materials to **implement the plan announced by the Town Manager on June 16 to enforce the laws at the school bike corrals**.

Any previous efforts to do so without the ability to identify the illegal devices were futile. You can't enforce the law against e-motos if you can't identify them.

4. In the interim, the police department should **clarify that the information it provided the Town Manager about all "equipment" in the bike corrals being "consistently compliant" was inaccurate** in light of the information presented in this report. And the Town Manager should clarify her November 4 Update to the Town Council.

5. If the Police Department stands by its assessment that all "equipment" in the bike corrals is "compliant," it should explain the basis for that assessment and provide supporting documentation including photos, *etc*. Likewise, if it contests that the devices pictured above are illegal e-motos, it should explain its basis.

6. The Town Council should insist that the above steps be implemented as promptly as possible, before another serious injury occurs and before parents buy more e-motos for their children this Holiday season.

Respectfully submitted by

Alan Kalin, COL, U.S. Army (Ret.), President Mount Diablo Cyclists (MountDiabloCyclists.org), Co-Chair Danville Safety Advocates (BikeDanville.org), 2023 James Oberstar Award, 2023 California Outdoors Hall of Fame

Bob Mittlelstaedt, Attorney and Co-Founder/CEO of E-Bike Access **(E-Bike Access)**

Bruce Bilodeau, Former Coach and Team Director, San Ramon Valley MTB Club, Co-Chair Danville Safety Advocates

Jeff Eorio, Retired Parks and Community Services Director, City of San Ramon, Vice-Chair Danville Safety Advocates

RELATED LINKS

Kalin and Mittelstaedt Speaking at SRVUSD Board Meeting Warning about the Dangers of E-motos on School Campus (January 5, 2026).

Danville Iron Horse Trail Safety Report (September 12, 2026) (PDF)

Danville is the Epicenter of the Tri-Valley E-Moto Crisis (Kalin & Middlestaedt Speaking at the Town Council Meeting (November 18, 2025)CBS TV News: 70 E-motos at Local Middle School

E-Moto Petition - Protect Our Children Before More Lives are Changed for Ever

The "E-bike" Problem is an "E-moto" Problem (Peopleforbikes.org)

Proposed School District Policy for E-Bikes and E-Motos (November 25, 2026)(PDF)

Town of Danville Proclamation: Encouraging Parents to Not Allow Children Under the Age of Sixteen (16) to Operate Class 2 Throttle-Assisted Electric Motorcycles ("E-Motos")

APPENDIX : Prevalence of E-Motos

The first two summary charts are from the Mineta Transportation Institute report commissioned by the California Legislature.

Table 8. Counts of two-wheeled devices considered to be "out of class" at middle schools in the San Ramon Valley Unified School District

School	February	May	October	Change (Feb to Oct)
Stone Valley	52	70	71	37%
Diablo Vista	36	37	50	39%
Los Cerros	30	32	33	10%
Charlotte Wood	17	35	36	112%
Pine Valley	8	9	5	-38%
Windemere Ranch	7	9	4	-43%
Iron Horse	7	10	6	-14%
Total	*157*	*202*	*205*	*31%*

Note: Non-compliant electric two-wheelers are devices that the cited observers judged to be more powerful or faster than Class 1, 2, 3 electric bicycles.
Source: Danville Safety Advocates, "'E-Moto'" Safety Assessment - San Ramon Valley Unified School District" (November 1, 2025).

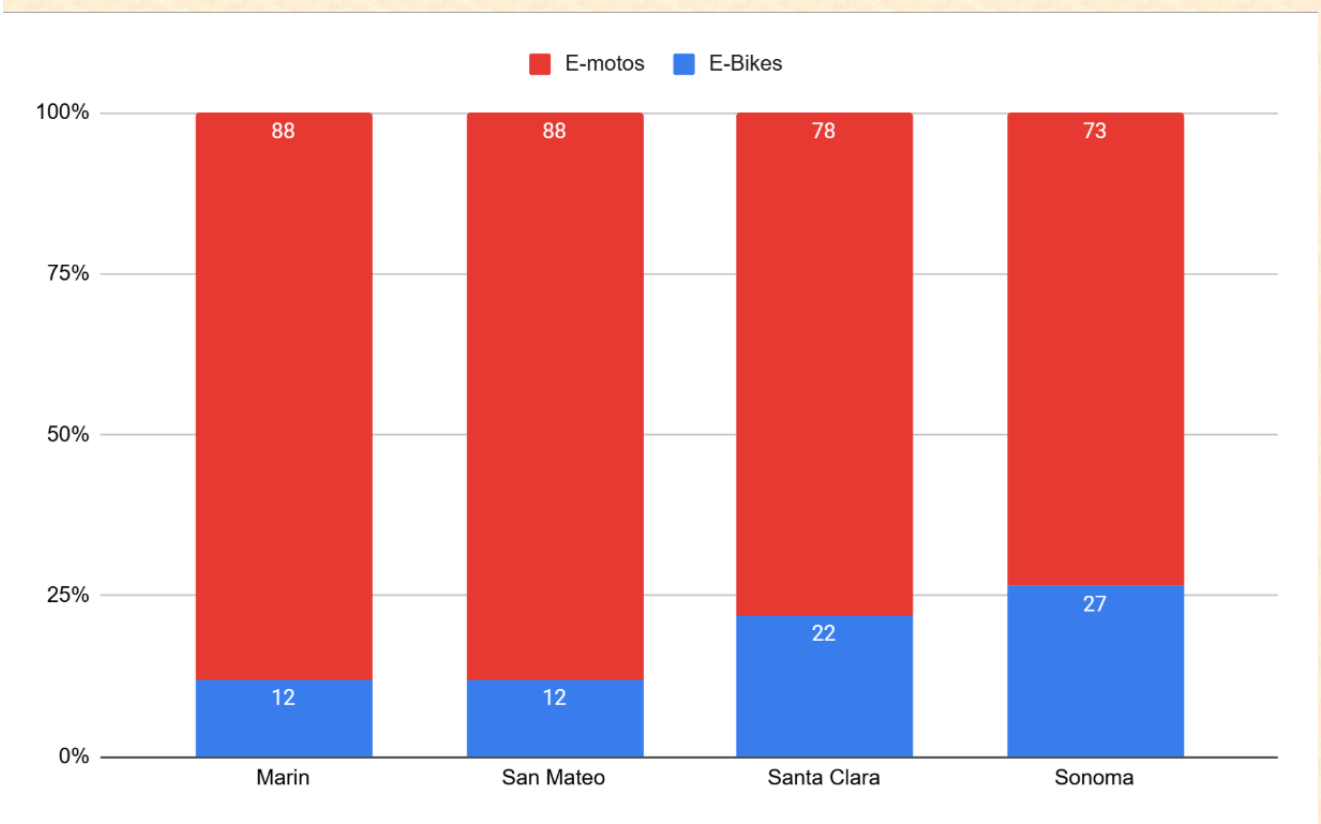
Surveys conducted inside bike corrals in four Bay Area counties resulted in percentages of e-motos ranging from 73% to 88%.

Table 7. Counts of two-wheeled devices at a sample of California middle and high schools

Schools	Conventional bicycles	Electric two-wheelers	
		Comply with three-class electric bicycle system	Do not comply with three-class system (not electric bicycles)
Marin County (January 2025)			
Middle schools (6)	499	20	103
High schools (6)	214	17	174
All schools (12)	*713*	*37*	*277*
Share of all devices	*69%*	*4%*	*27%*
Share of electric devices	--	*12%*	*88%*
San Mateo County (October 2025)			
Middle schools (4)	397	10	65
High schools (3)	310	12	86
All schools (7)	*418*	*22*	*151*
Share of all devices	*70%*	*4%*	*26%*
Share of electric devices	--	*13%*	*87%*
Both counties			
Middle schools (10)	896	30	168
High schools (9)	524	29	260
All schools (19)	*1,131*	*59*	*428*
Share of all devices	*70%*	*4%*	*26%*
Share of electric devices	--	*12%*	*88%*

Source: Counts of devices parked on school campuses by Robert Mittelstaedt and San Mateo County Office of Education Safe Routes to Schools.
Note: Non-compliant electric two-wheelers are devices that the cited observers judged to be more powerful or faster than Class 1, 2, 3 electric bicycles.

Source - This chart summarizes counts in four counties by E-Bike Access and Safe Routes to Schools.



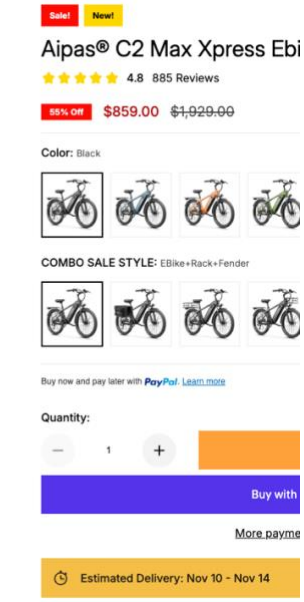
If permitted access to Danville bike corrals, we expect the percentage to e-motos to be in the same range.

APPENDIX 2

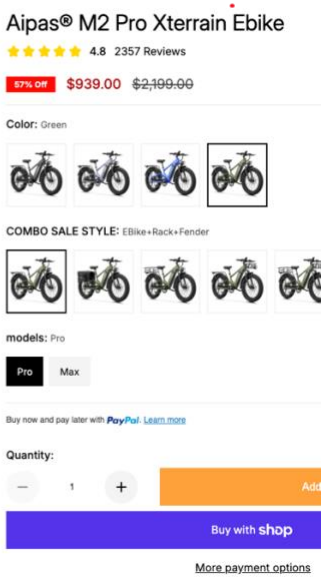
Top Advertised Speeds

Aipis



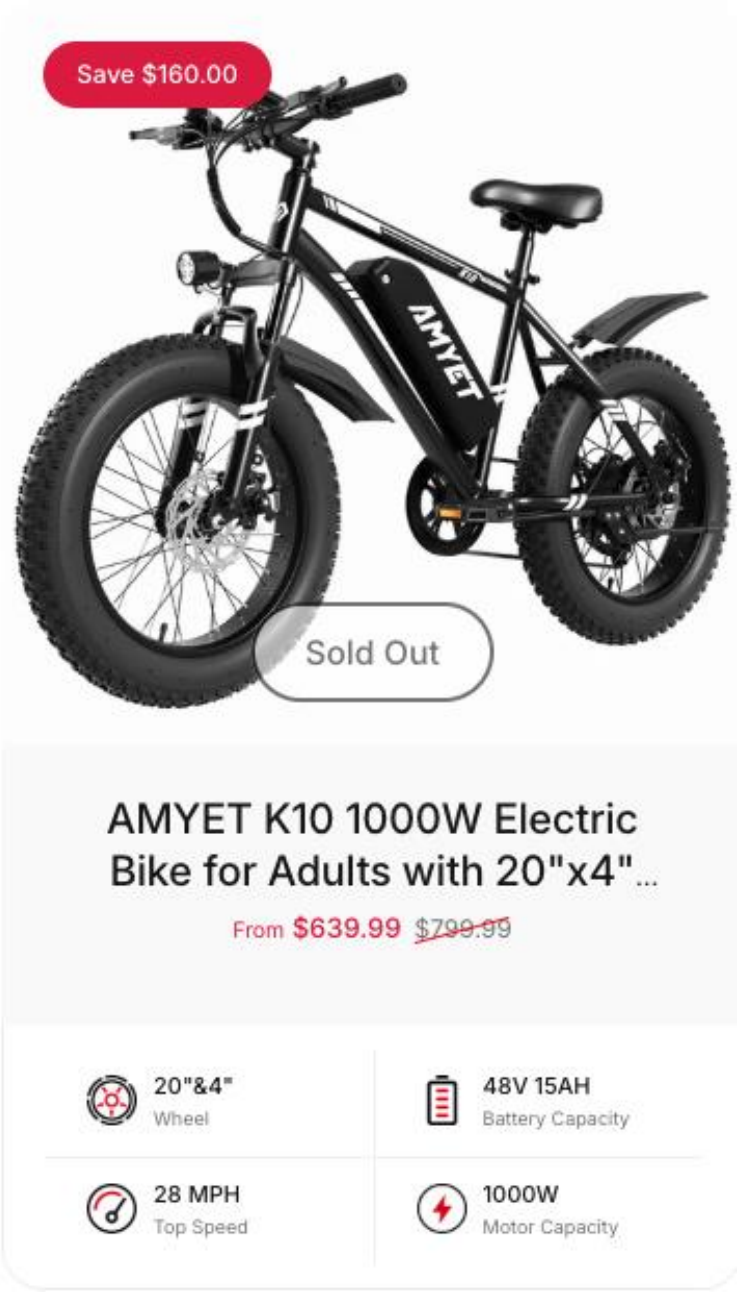






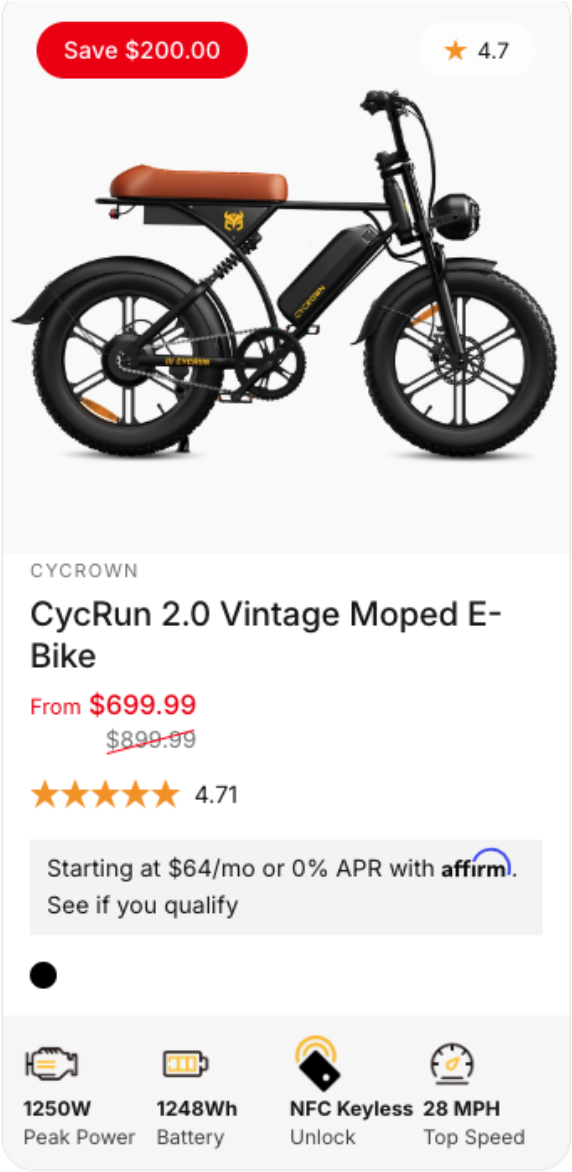
https://aipasbike.com/collections/electric-bikes

Amyet



https://www.amyet.com/collections/commuting

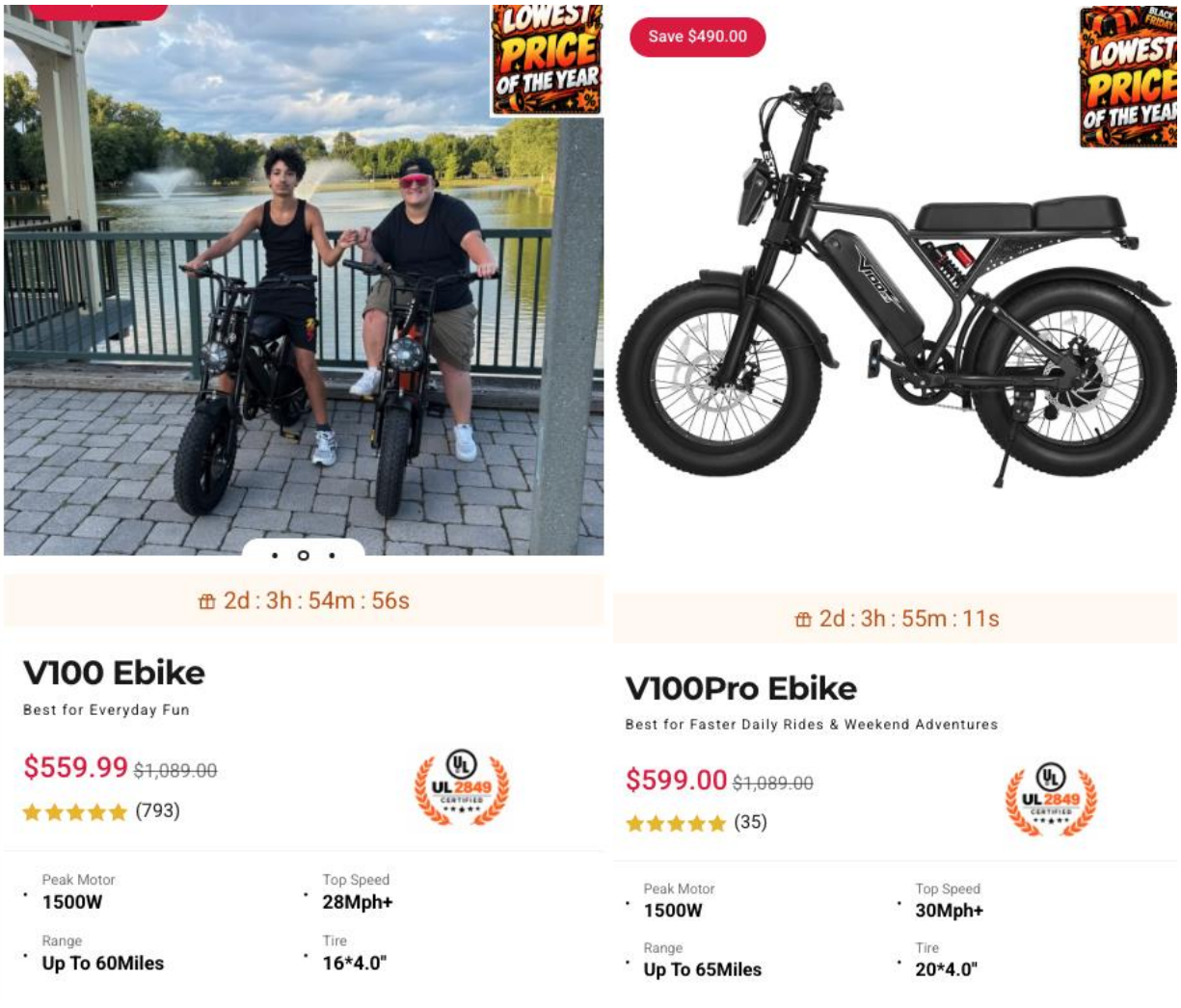
Cycrown



https://www.cycrown.com/blogs/learn/electric-bike-top-speed

Top speed varies by model

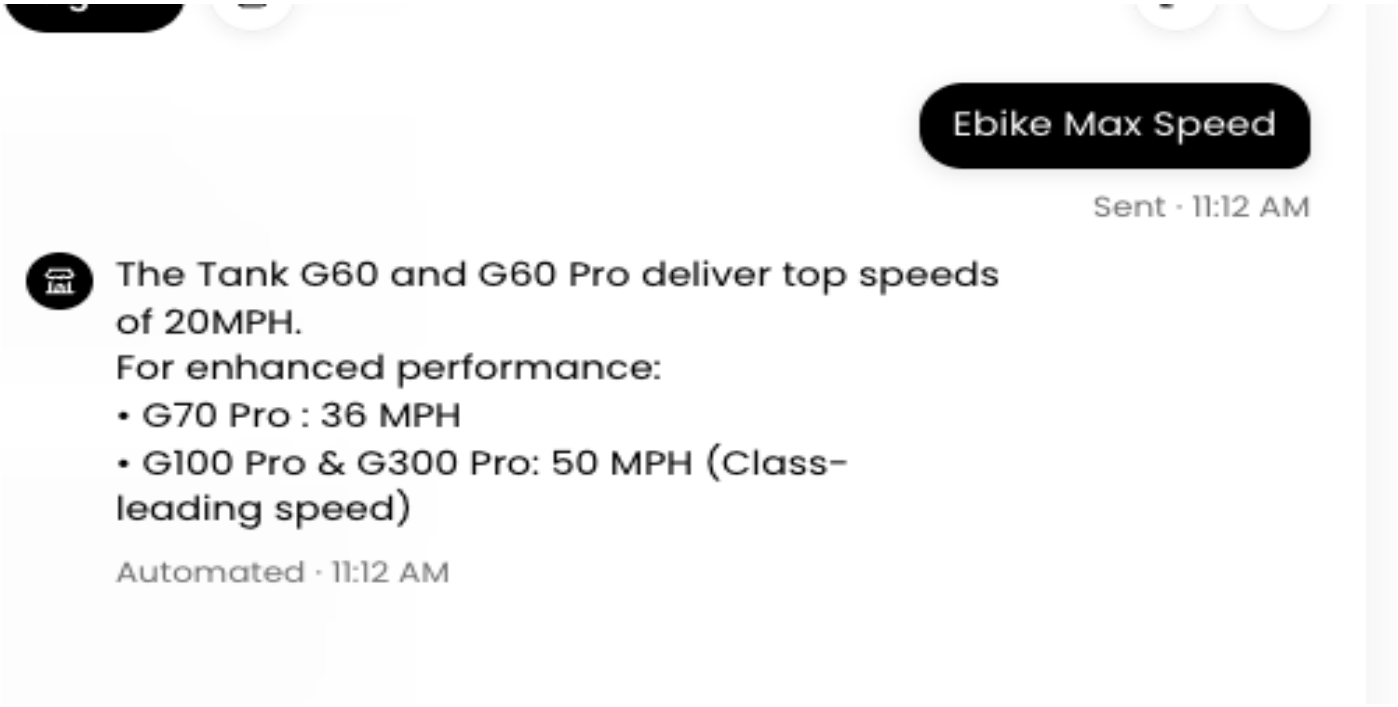
Eskute V100



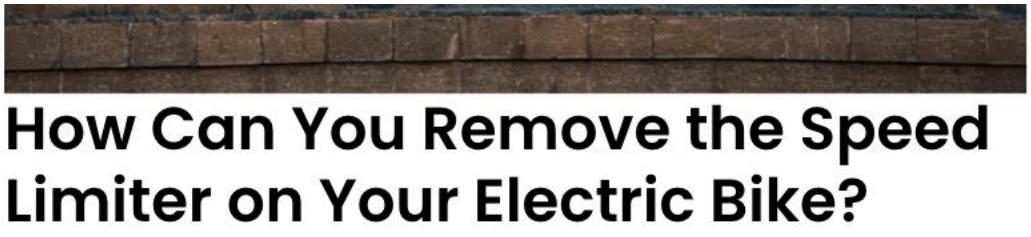
https://eskute.com/collections/best-sellers

Happy Run G70

According to Chat response



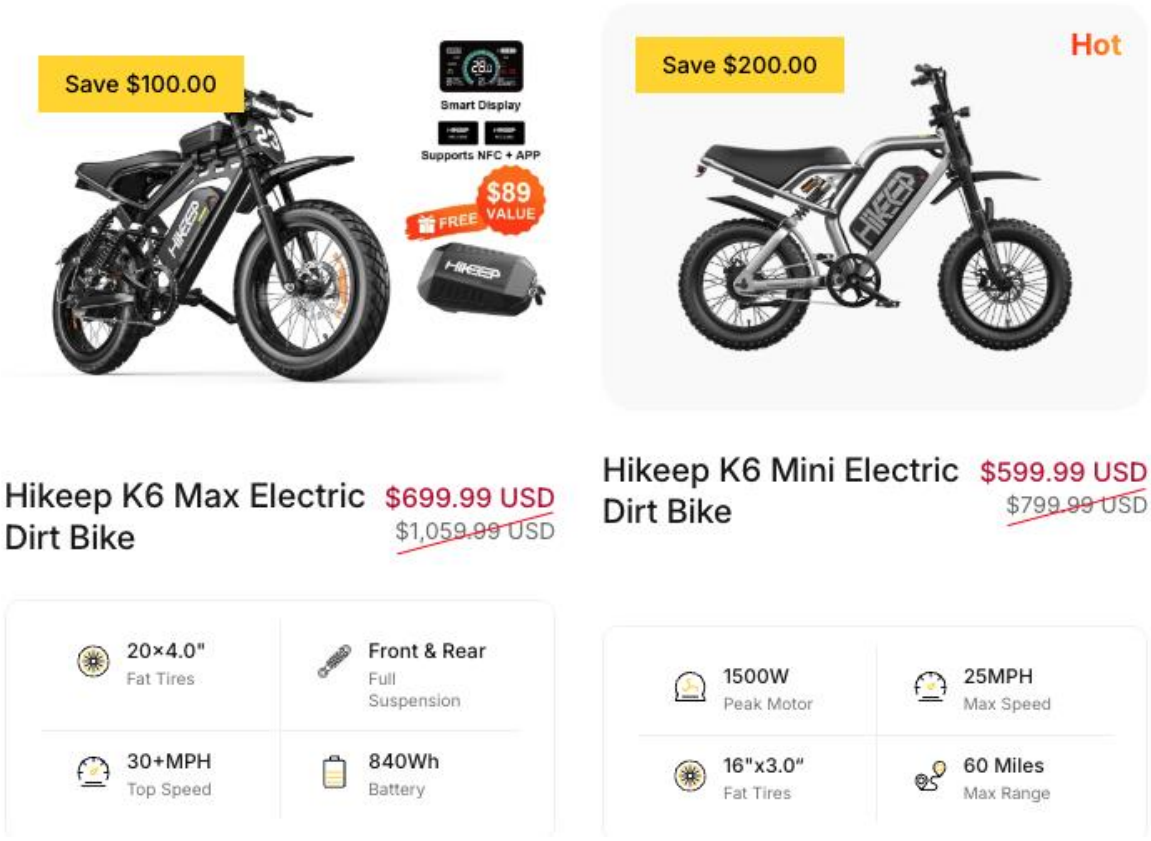
HappyRun explains how to "remove the speed limiter:



https://www.happyrunsports.com/blogs/knowledge/how-can-you-remove-the-speed-limiter-on-your-electric-bike

Note: Under California law, it is unlawful to sell as an "e-bike" a vehicle that the manufacturer intends to be modified to go faster than 20 mph by throttle. Cal. Veh. Code 3121.5 (d)(1).

HiKeep K6



https://www.hikeepebike.com/collections/electric-dirt-bikes?gad_campaignid=24114329938&gad_source=1&gbraid=0AAAABD88lxtbzrDTA4phgfu3ExF1zMS4Q&gclid=Cj0KCQiA-8XXBhDaARIsADnEOrCG9GQQ1kAs_gZovFky6KSclzZIYiEXYD0bKHMSBWbyXL0VY__bhTYaAtuDEALw_wcB&utm_campaign=24114329938&utm_content=828047041881&utm_medium=cpc&utm_source=google&utm_term=hikeep+electric+bicycle

Jasion X Hunter



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X-Hunter Ebike

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70 Miles

Torque
85 Nm

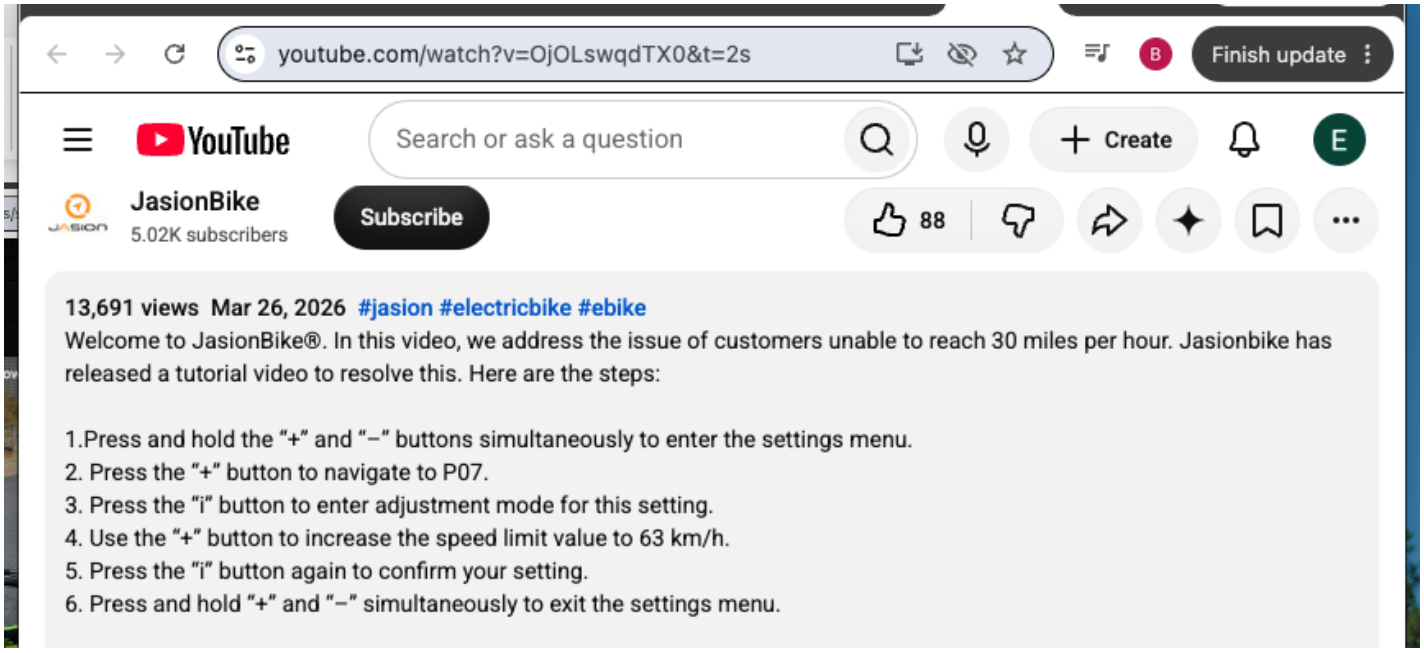
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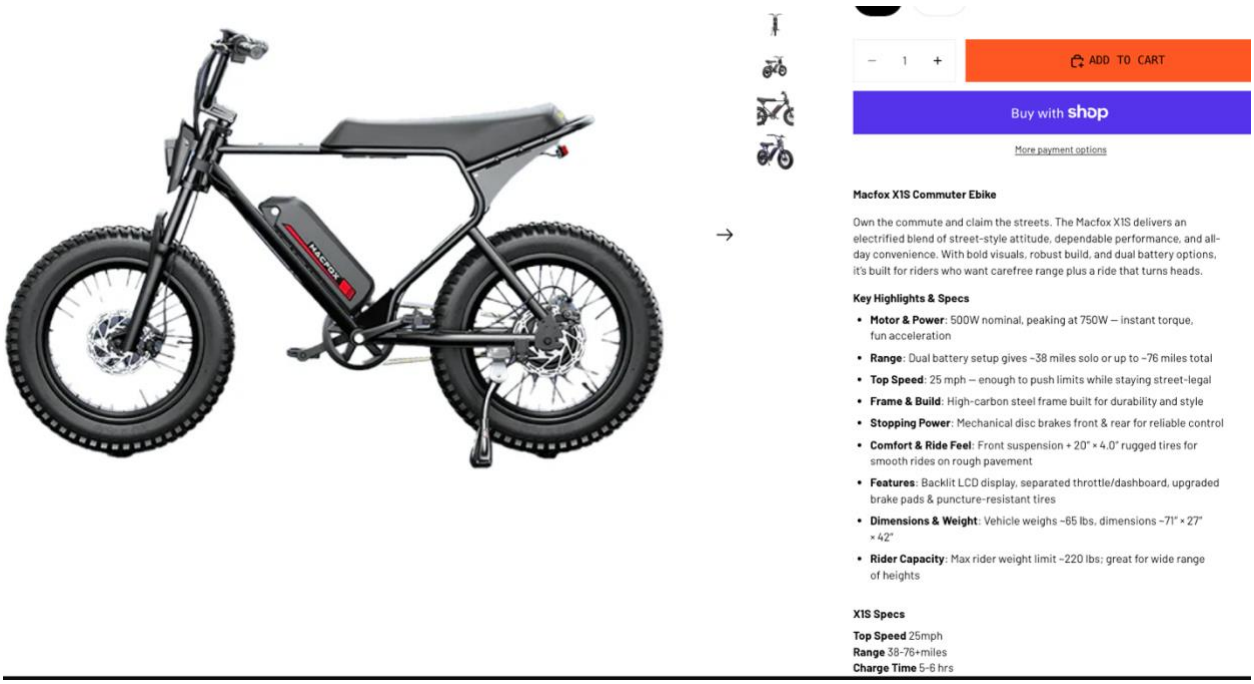
https://www.jasionbike.com/products/jasion-x-hunter?srsltid=AYCX9vJi17I7pBzf3uQZfJXDfGoWJc5wCj1D44leuVbR5niZX8xg4MUG

Juiced Scrambler

Website now says top speed is 20 mph but Juiced advises riders how to unlock up to 30 mph.



Macfox X1S



https://www.ebikeaccess.org/rogue-gallery-e-motos

Note: Macfox changed its website to say top speed is 20mph for newer model but it is unclear whether the product changed.

Meelod M8



1200W
Peak Motor

32 MPH
Top Speed

40-60 Miles
Max Range

Hydraulic disc brake
Brake System

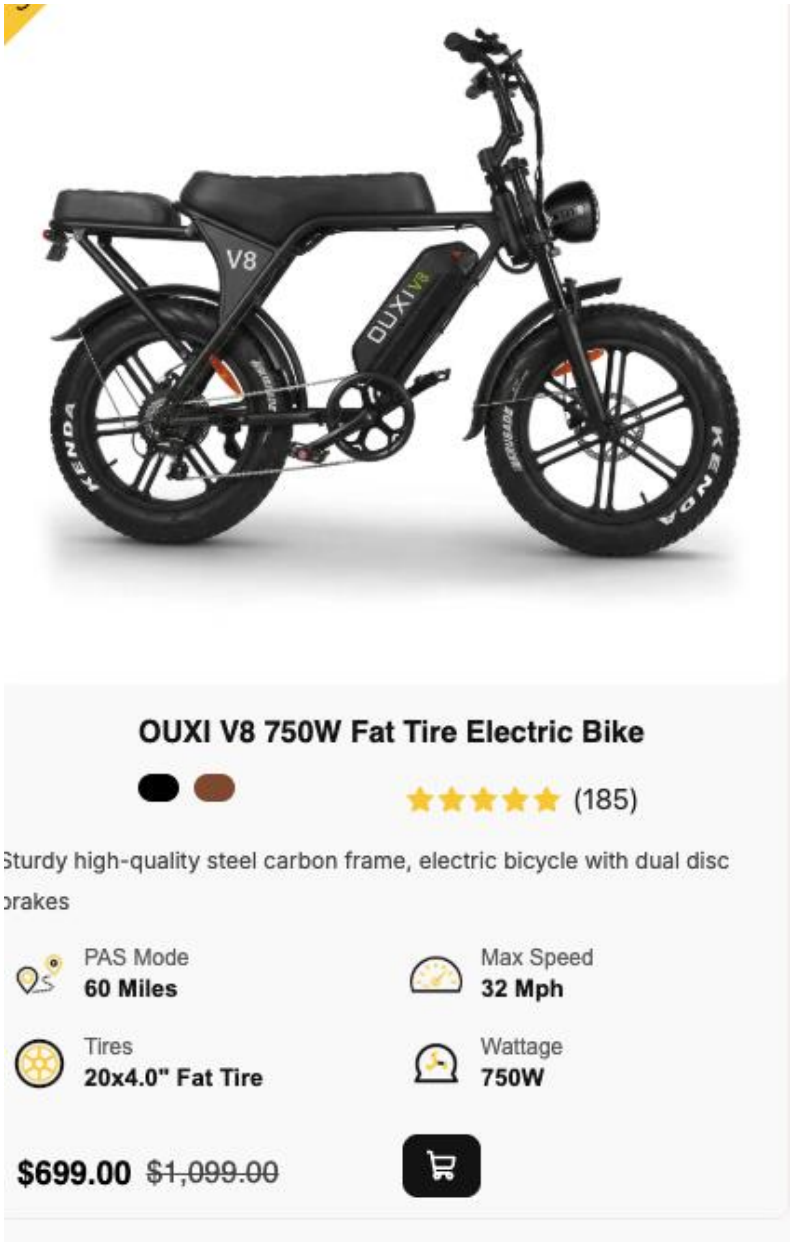
48V 15.6Ah
Battery Capacity

440 lbs
Max Load



https://meelod.com/products/meelod-m8

OUXI V8



https://ouxi-ebike.com/?utm_source=google&utm_medium=cpc&utm_campaign=homepage&utm_content=exact_brand_model_v1_250820&gad_source=1&gad_campaignid=22914894666&gbraid=0AAAABBGyS1qo2KdD5h5UK5

Q4yImkFvqFp&gclid=Cj0KCQiA-8XXBhDaARIsADnEOrAwAP4bXSJGc4zwg1bj5-otVgJPL568YOlztu_JLndZ2Vuri8VfLXUaAs4PEALw_wcB

For even higher speeds, Ouxi explains how to “unlock” the speed limit.

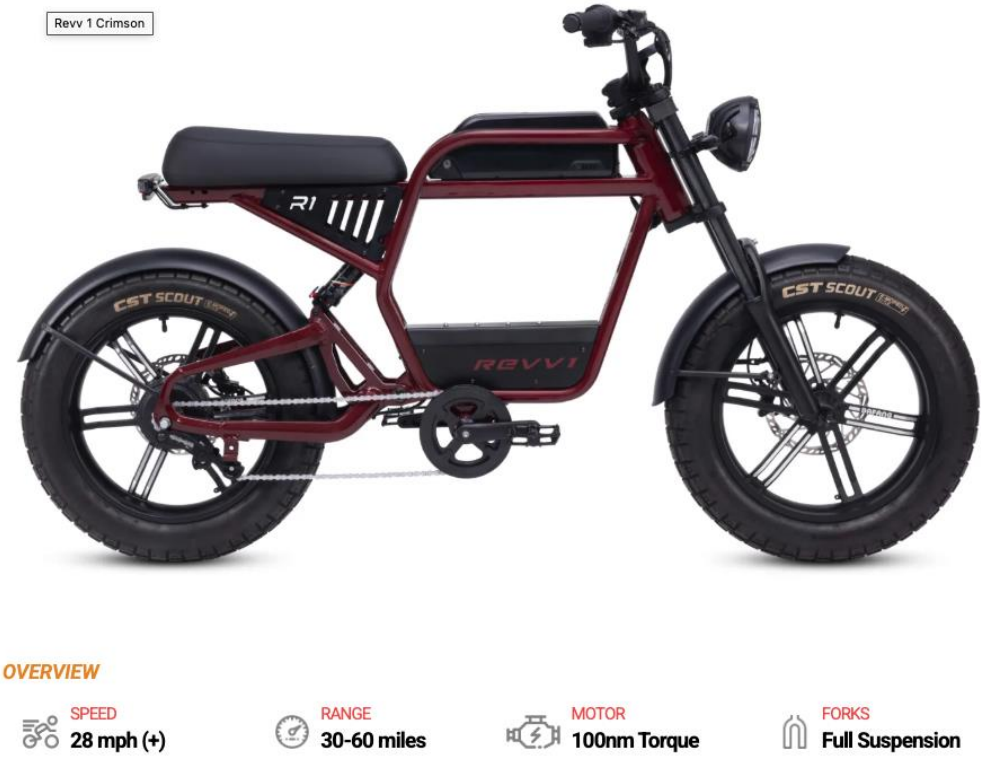
How to Unlock OUXI V8 Speed Limit

Typically all OUXI V8 electric bike are locked by factory default to comply with regulations in various localities (25 Kph). For OUXI ebike US version may have “secret” menu options to remove max speed settings. Here below step-by-step **instruction guide to remove the speed limit on Fatbike OUXI V8 and OUXI C80 Mini e-bikes with the OUXI V8 1.0, 2.0/3.0 and 4.0 V8 fatbike display**.

*Please note: OUXI V8 fatbike max **speed unlock is only possible on US versions**. All EU models are factory-locked to 25 km/h and cannot be changed due to regulatory compliance.*

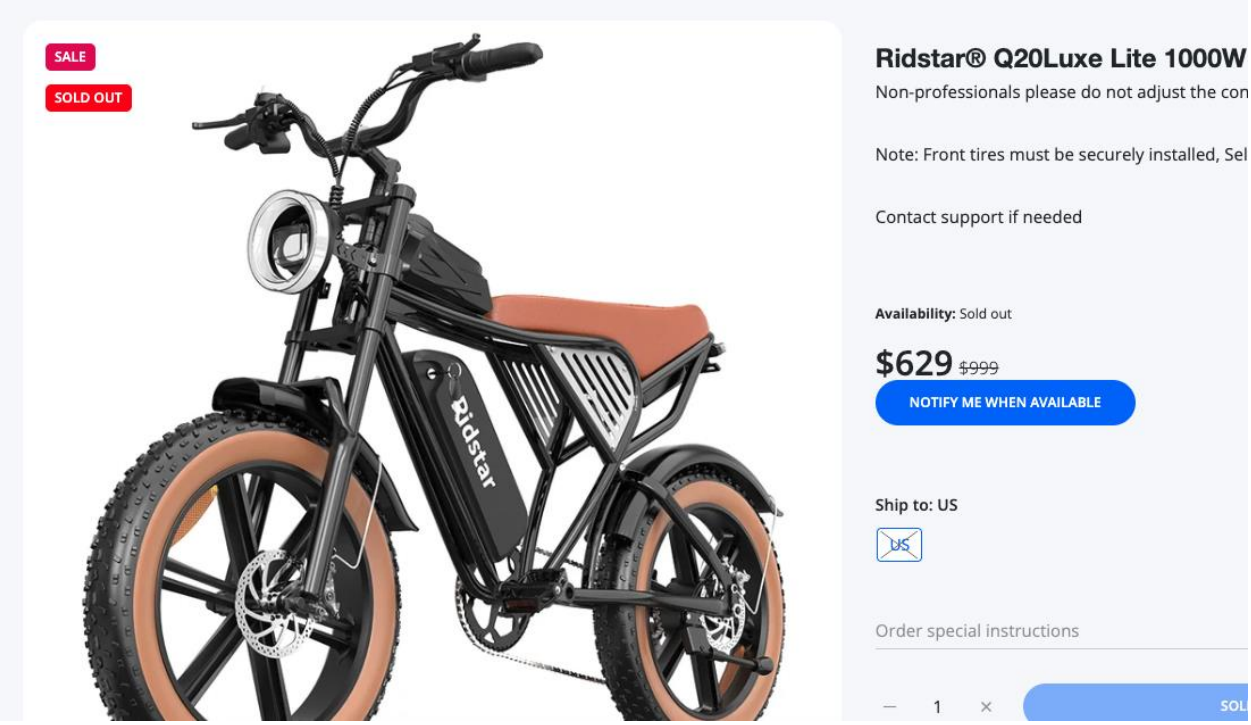
https://v8fatbike.com/how-to-unlock-ouxi-v8-speed-limit/

Ride1Up



https://ride1up.com/product/revv-1/?srsltid=AYCX9vKvRkw8mLvD-zTEQYpYGK7D3mrJwvHWhqLqP6gPQqy8Q4bum5kI

Ridstar Q20



- [**Powerful 1000W Motor** & **20"x4.0 Fat Tires**] - Conquer any terrain with ease using the e-bike's powerful 1000W brushless motor, reaching speeds up to 28+++mph a mountains, and city roads. Enjoy precise gear shifting with the professional Shamano 7-speed system.

Super73

7. CHANGING RIDING MODES

Your Super73 is equipped with MultiClass Mode Selection. The bike defaults to a Class 2 mode in the USA, and Mode I in Europe. It is the rider's responsibility to follow local E-bike regulations. Be sure that you are up to date with your local motor vehicle codes. You can find links to more information on E-bike regulations in the Legal Requirements section of this handbook.

TIP **To change the riding mode, follow instructions detailed in the mobile app controlling your display. Once in the app, you can change between the following riding modes:**

USA / North America

Class I - pedal assist only at 20 mph max speed.
Class 2 - throttle operation and pedal-assist at 20 mph max speed.
Class 3 - pedal-assist only, at 28 mph max speed.
Unlimited - up to 2000 watts of power and throttle speeds above 28mph**
This mode is exclusively for riding off public roads and on private property.

https://cdn.webshopapp.com/shops/267350/files/407264108/user-manual-super73-s2.pdf

According to its competitor Ariel Rider, Super73's top speed was 34 mph.





Compare	ARIEL RIDER X-CLASS	SUPER73 S2
Motor	1000W (Sustained) *(More power for hills)*	750W (Sustained) *(Struggles with steep hills)*
Battery	52 Volt 20ah Capacity: 1040Wh LG Cells *(More range, acceleration, speed)*	48 Volt 20ah Capacity: 960Wh
Top Speed	38+ MPH on throttle*	34 MPH on throttle*

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In December 2024, a consumer class action was filed in Marin County against Super73 for selling e-motos as e-bikes. The next month, Super73 issued this release:

"In light of newly implemented regulations, customers who download and pair the SUPER73 app after January 1, 2025, will not have the ability to access modes other than the Class 2 mode in which the product is sold."

This release did not address the use of third party apps to exceed 20 mph, or the use of Super73's app downloaded before 2025.

Urlife T2



URLIFE T2 20*4.0 Inch Fat Tire Electric Bike

★★★★★ 4.71 | 103 reviews

🔥755 sold

$549.00 ~~$999.00~~

PayPal Starting at $29.58/mo or as low as 0% APR. Learn more

- **High-Power Adventure Machine** – Peak 1500 W motor and massive 20" × 4.0" fat tires let you tackle snow, sand, trails, and city streets effortlessly.
- **Epic Range & Speed** – 48 V 15.6 Ah battery delivers up to 100 miles per charge with speeds up to 28 mph—ideal for long rides and exploration.

- In the US region, the maximum speed is 28 MPH, while in Europe, the throttle is disabled, and only pedal assist is available.

https://urlifebike.com/products/urlife-t2-20-4-0-inch-fat-tire-electric-bike?utm_campaign=s-brand&utm_source=google&utm_medium=cpc&gad_source=1&gad_campaignid=23459533183&gbraid=0AAAABCkfFDpePWxjNAV6-BN5ahih8NiU8&gclid=Cj0KCQiA-8XXBhDaARIsADnEOrBRTWA4Y8FaiC7BTiE2MBahAR_KwqzMYdJ0qKjdg6zAEPusXIVrmIcaApFVEALw_wcB