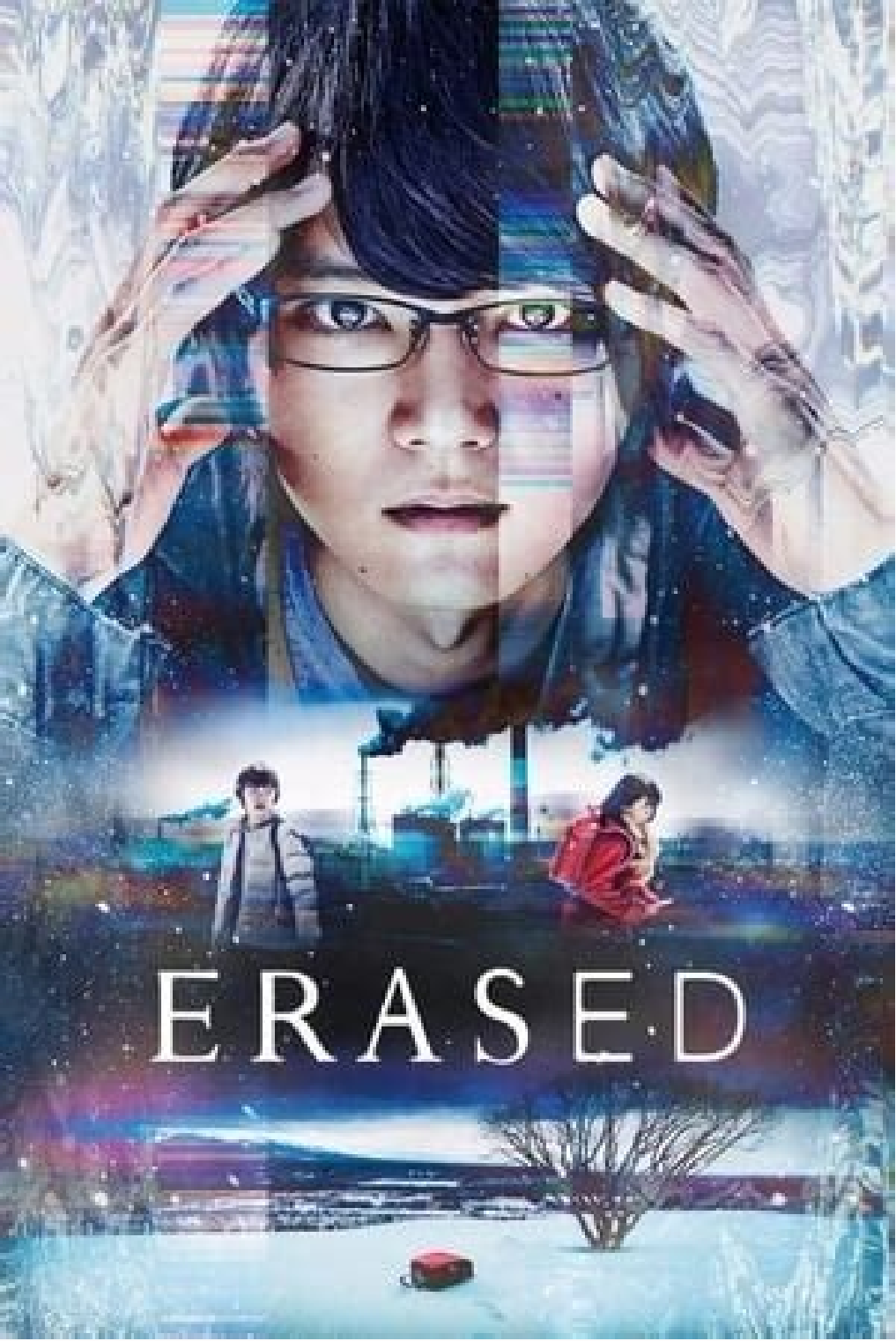


Bendy can't be erased

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Tech News The grayed-out speaker icon on an iPhone 7 or 7 Plus, while you're making a call, is one of the most subtle but frustrating errors you can encounter. Why is your phone blocking this one way of speaking into your phone, or sometimes stalling on startup, but otherwise seemingly fine? The answer involves an integrated circuit (IC) audio component, moving around slightly inside your phone and becoming unseated over time from normal use. Apple should be aware about the issue at this point, sometimes called a "boot loop disease." It's an issue that one repair shop still hears about "everyday from all over the world." But even with this knowledge, you're very unlikely to still have a warranty on an iPhone 7 or 7 Plus by this date. Luckily, this issue is a known entity in the repair field, and technicians who work in microsoldering can fix it. The Issue The Apple/Cirrus Logic Audio IC chip with the faulty pad is highlighted in green in this image from our iPhone 7 Plus teardown. An inaccessible, grayed-out speakerphone icon on your iPhone 7 or 7 Plus is the most obvious issue with a faulty Audio IC. You might also see the Voice Memo app icon grayed out, or refuse to start up or record. Your phone itself may take a long time to boot up, or seem stuck on the Apple logo, although you can often click the home button to get back to your apps. The issue is that the Audio IC chip has come loose from the main logic board, usually on just one pad, but that means the iPhone cannot access the speakerphone for calls or voice memos. By running its typical self-checks on boot-up, the phone is stalled checking the Audio IC, which is present but has this partial issue. Microsoldering expert Jessa Jones, whose shop confirmed the ongoing nature of this issue, explains the problem in detail in an iFixit Answers post: The C12 pad for the master clock line of the audio ic chip on the logic board gets stretched/lifted/pulled/weakened simply from normal use of the phone ... [T]he iPhone logic board is screwed down into a relatively flexible/bendy housing and this causes the logic board to experience flexion forces that it can't handle. (Similar in concept to bending a paper clip back and forth a few dozen times.) In other words: one or more of the soldered pads that hold the audio chip in place, already weakly attached, have come loose through very small amounts of bending and stretching force. The Fix You can try asking Apple to repair or replace your phone. Some replies on forums (Apple discussions, Reddit) suggest that Apple knows about this issue, and has offered some customers replacement phones. Given that the iPhone 7 and 7 Plus were released in the fall of 2016, however, there may not be many replacement phones to give customers, or much sympathy for the issue to begin with. Those with skills in microsoldering, however, can readily fix the problem, and ensure it does not happen again. This entails removing the chip, fusing an extremely tiny wire around the faulty pad to strengthen its connection to the board, and then re-seating the chip. You can watch Jessa Jones fix an iPhone 7 with an Audio IC issue on a livestreamed repair session: Apple device data recovery pro Frederico Cerva doesn't go into quite so much detail, but generally walks through the issue: SoCal Digital Repair shows how the repair is done in a blog post. Look for a repair shop in your area that offers microsoldering work. If you can't find one locally, consider mailing in your device for service to a reputable shop. While it's not as easy as a battery or screen replacement, it is a known issue that can be fixed and make your still-good iPhone 7 work for you once more. Tech News Tech News Teardowns Photo: Caleigh WaldmanHaving an emergency kit in your car is a great idea for day-to-day driving, but it's pretty much a necessity for long-distance road trips. Although it's tempting to buy a preassembled kit and be done with it, we haven't found a great one yet. Even the most promising options suffer from having jumper cables that are too short, too thin, or both. Basically, if you want a good kit, you'll have to make it yourself, and we're here to help.We spent hours researching and testing each of these essentials to ensure that they'll be useful in case of an emergency, whether it's your own or someone else's.On a desolate stretch of two-lane highway in northern Arizona, we were driving behind a rental camper van just as it had a rear-tire blowout after hitting a rumble strip. The couple driving the van couldn't find their jack, didn't know where the spare tire was, and had come to a stop just past a low dip in the road. It wasn't a good scene. But it couldn't have happened at a better time (for them, at least). And it gave us a great opportunity to put our emergency gear to the test!It's also wise to get a membership to a roadside assistance program. We don't have a single best recommendation for everyone, since your options and needs vary depending on what car you have, how you use it, and where you live, but here's a good guide by Popular Mechanics on what to look for in choosing a plan. Basically, make sure your plan fits your needs. For example, if you live in a city, 3 miles of free towing may be enough. But if you're going on a road trip across the desert, paying for more range is worthwhile.This kit is chock-full of bandages and cleaning supplies that are suitable for minor incidents.*At the time of publishing, the price was \$18.On the road, a first-aid kit is useful for keeping someone comfortable until people with real medical expertise can help. It's much more important to have a basic kit with you—and to be sure that the bandages haven't degraded and the disinfectants haven't expired—than to have a 432-item, war-zone-worthy kit sitting at home.We like the First Aid Only First Aid Essentials Kit. It lacks some of the higher-quality tools that we recommend for a wilderness first-aid kit,

but it comes with plenty of bandages, alcohol prep pads, pain relievers, and equipment to treat up to four people's minor cuts and scrapes on a weekend trip. (For an extensive list and comparison chart, see [our full story](#).) This small proslice is made of plastic and can be disassembled for car storage. It isn't cheap, but it's what we'd want to have in a roadside emergency.*At the time of publishing, the price was \$60. After spending two years researching car shovels and testing five contenders, we found that the best one to keep in the trunk for an emergency is the Voilé Telepro Avalanche Shovel. (As of March 2022, this shovel appears to be unavailable. We'll keep an eye on when it might come back or if there's a new version.) As an alternative, you could try a non-telescoping version. If the telescoping feature is important to you, we recommend looking into the Black Diamond Transfer Snow Shovel. The tool, popular with ski patrols and people clearing backcountry trails, has a solid metal scoop and a two-piece handle that clicks together to form a sturdy shovel. Our tester keeps the Voilé in her truck every winter, and it's come in handy more times than she can count. Though the Voilé is too short to be a primary shovel, it's perfect for any kind of fast shoveling. When not in use, the shovel breaks down into three pieces, which can be tucked neatly under a car seat or in the back. This is the favored tire gauge of all the professionals we interviewed. Checking your car's tire pressure (including that of the spare tire) is like flossing: It's something we all should do but don't. Proper inflation is vital: Too much, and you'll feel every bump and have more difficulty stopping your car; too little, and your tires will wear faster. Worse, they'll also overheat, which can separate treads and blow the tires, something we saw happen right in front of us in the middle of nowhere in Arizona. Don't let that happen to you. Take care of your tires, and they'll take care of you. Photo: Caleigh WaldmanWhen we asked three different San Francisco Bay Area tire shops which gauge they used, they all pointed to the Accu-Gage 60 PSI with shock protector. After our testing, which included road-tripping with the tool ourselves, the Accu-Gage has emerged as our favorite tire gauge for several years running. It's accurate and durable, and unlike a digital gauge, it has no battery to wear out. The Accu-Gage is available in several different configurations, but the performance is largely the same. We prefer a version with a hose attached and a straight chuck, because that design makes it easier to hold the gauge and check the tire pressure at the same time. The version we tested even comes with a removable rubber bumper in case you drop it. A digital display is more precise than analog, but the pros we interviewed all use analog gauges. \$17 from AmazonMay be out of stockIf you prefer digital, get the Accutire MS-4021B. The digital readout is easier to decipher than an analog dial (though it rounds to the nearest 0.5 psi), and the device is cheap. But you do need to factor in the periodic cost of two watch batteries, according to owner reviews, they need replacing every six months. Other reviewers complain about the Accutire's durability. Magazine reviewers say digital gauges are more precise than analog dial gauges—often showing one or two decimal points—but the professional mechanics we talked to all use analogs. As one tire mechanic said of digital gauges, “They're consistent, but consistently inaccurate, usually off by a full pound when compared to our gauges.” If you can tolerate reading an analog dial, we'd go with the Accu-Gage. This model can start larger V8 engines, and it has effective safety features and sturdy clamps. In the past, we've avoided recommending jump-starter battery packs because the sealed lead-acid batteries (basically a small version of your car battery) were heavy, bulky, expensive, and a pain to store and keep charged. But newer models based on lithium ion batteries are small enough to fit in a glove box, capable of holding a charge far longer, and available for less than \$100. They can also recharge your phone, tablet, and other devices in a pinch. After researching 40 portable, lithium ion jump starters and testing 10 models, we recommend the PowerAll Deluxe PBJS12000-R, which is our runner-up pick. As of March 2022, our top pick, the Weego Jump Starter 22s, appears to be discontinued. Weego has also updated the design for its Jump Starter 44, which was our upgrade pick that's now discontinued. The redesigned model is the Jump Starter 44s, and we plan to compare it to its predecessor sometime soon. In our first round of testing, the PowerAll Deluxe had no problem starting our dead 10-year-old Jeep Wrangler with a 4.0 L six-cylinder engine. It provided 200 amps to boost our battery, in line with the best of the jump starters we tested. The PowerAll Deluxe also performed well in our tests with the larger 5.7 L V8 engine in one of our Ram 1500 pickups. When we connected the PowerAll Deluxe and hit the ignition, it delivered a little over 200 amps, and the truck growled to life. Of the five jump starters we tested on that truck, it was one of only three that managed to revive it (the other two models have since been discontinued or redesigned). When you start your car, the starter motor pulls a lot of power from your car battery for a short amount of time. Once the internal combustion engine turns over, it sends power back to the depleted battery via the alternator. A battery can die for a number of reasons—lights left on all night, a failing alternator, or even just regular dissipation (after you haven't driven your car for a few weeks). Aside from buying a new battery, generally you have two solutions to choose from. The first (and arguably better) option is to attach your battery to a trickle charger, which will safely and slowly charge your battery back up, typically over 12 hours or more. But when you're on the side of the road, that method won't help you. Jump starting your car (whether from another car or from a jump-starter pack) gives it enough juice in the first few seconds for your engine to take over and (if all goes well) charge your battery the rest of the way when you're back on the road. A portable jump starter is also easier to use than traditional jumper cables. And if you hook it up incorrectly, the Weego safety features, like reverse protection and audible alarms and warning lights, will protect both you and your car. The clamps are sturdier than those on most other models, and they make a solid connection to a variety of battery-post shapes and sizes. The battery pack and clamps fit in a handy carrying bag, which you can easily stow under your seat or in your glove box until you need it. This cable is long and durable enough for any situation, with a current rating that can handle SUVs. If you're a die-hard jumper-cable partisan, make sure the ones you get are long enough for most scenarios and thick enough to carry sufficient current to jump most vehicles. After scrutinizing the specs of dozens of options and having an electrical engineer analyze three top-rated models, we'd recommend the AAA Heavy Duty 16-foot 6 Gauge Booster Cables. As this image illustrates, these cables are long and thick enough for most situations, and their 400-amp current rating means they can handle most vehicles (even trucks and SUVs). They also come with a surprisingly sturdy and convenient mesh storage bag. Although we prefer a portable jump starter, cables are a good second resort. Photo: Caleigh WaldmanOne thing that sets the AAA cables apart from other cables we found on Amazon is that the 6-gauge description is accurate. For example, Capri sells a 4-gauge, 20-foot cable that reviewers say is closer to 8-gauge. That's no good, because thinner cables can fail to deliver sufficient current to start trucks, SUVs, and other larger vehicles. The AAA cables have excellent clamps that feature an elongated side for compatibility with a wider variety of battery terminals. Photo: John Neffitt you're unfamiliar with how to use jumper cables, familiarize yourself. But lest you forget, AAA includes a handy diagram in the bag. The important thing to keep in mind: Do not attach the black clamp to the black post of the dead battery. Instead, clamp it to an unpainted metal surface under the hood. Also, don't touch the exposed parts of the clamps together while the cables are hooked up to a battery; they will spark. If you decide to camp out in the wilderness, a headlamp will come in handy once night falls. Photo: Caleigh WaldmanThe Petzl emits bright light with the highest beam quality. And it stays charged for days—whether you charge it with a USB or AAA batteries. This is the perfect headlamp for backpacking trips. We've been testing headlamps since 2012, including our latest round of research and testing in 2020. For a road trip, we like the Petzl Actik Core because it's rechargeable—unlike our top pick, the Black Diamond Spot 350—so you won't ever get caught with a dead battery, as long as you have a USB car charger on hand. Its 450-lumen light is the brightest of all our picks. We didn't like that it's missing a flood feature (which is helpful for camping), and it has a lower-than-expected weatherproof rating. Twice during our trip we pulled into our camping site late, and our headlamp was the first thing we reached for. Knowing it was always charged meant that we didn't have to hunt for batteries or use our car lights and disturb neighboring campers. Right out of the box, the Petzl Actik Core was easy to use. It has just one button and three brightness options: low (6 lumens), medium (100 lumens), and high (450 lumens). If you hold down the button for several seconds, the color turns to red; double-clicking lets you access the Strobe setting. Compared with some other rechargeable headlamps, which require complicated clicking configurations to get to the desired setting, we found this one to be simpler, though we lamented its lack of a flood beam. We also liked the double-button setup of the Black Diamond Spot 350 and Vtechol V800 a bit better than the Actik Core's single button. Crushproof and waterproof, this set of three beacons comes with magnets for car mounting. And these are much safer than traditional flares. \$25* from Amazon(set of three)*At the time of publishing, the price was \$8. We like the StonePoint set because, for the price of one high-intensity model like the PowerFlare, you get three separate lights that are all crushproof to 20,000 pounds, waterproof, magnetic, and easy to set up and turn on. The magnets are important because they let you mount the beacons on your car, which adds height; having a flare anywhere above the surface of the road greatly increases your visibility. By putting one on the road (preferably elevated on something and located about 100 feet before your car), another on the trunk, and another on the hood, you'll create a very visible early warning for drivers. If a tire blowout on a side road in Arizona is going to happen to you, it will be a big help if you're being trailed by a car that has a trunk full of emergency gear—including emergency beacons—being tested by product reviewers. Photo: Caleigh WaldmanTraditional magnesium flares will almost always be brighter and more visible. But their hazards—both to your health and to the environment around you—are substantial (read the health and environmental hazards section (PDF) for a breakdown of the risks and the potentially harmful chemicals involved). Combine that with the fact that you can mitigate any differences in visibility simply by elevating an electric flare, and you end up with a compelling argument against using traditional flares. Of the three brands we tested, we couldn't figure out how to open or turn on the Wagan. And the Smittybilt U.F.O., though tough, wasn't very effective during the day and came only one to a package. Only the StonePoint beacons were easy to fill with batteries and get onto the road exactly when we needed them. They also happened to be the brightest flare alternatives we had with us. I should take a moment here and repeat what the responding officer told us when he arrived on the scene. Regardless of what safety beacons you have laid out behind you, “Stay off the road, and when in doubt stay in your car.” No emergency kit is complete without a multi-tool. Most minor situations—such as a loose Phillips-head screw or needing to create a rag for checking your oil—are easily fixed as long as you have the right tool. Multi-tools are small enough to carry in a jeans pocket or to attach to a belt, so you can take a set of useful tools almost anywhere. Our choice is the Leatherman Skeletool CX, which comes with pliers, a bit driver, a pocket clip, and a carabiner/bottle opener, in addition to a high-quality, 2.6-inch 154CM carbon-fiber stainless steel blade. The Skeletool stood out from the other 19 multi-tools we tested because it focuses on the functionality, ergonomics, and solid construction of a few essential tools, instead of cramming dozens of different tools into a single bulky body that makes it difficult to use. That means it's easy to carry but still has just about everything you could possibly need (short of a hammer and a socket set) to make an emergency repair in the field and on the road. If you can't duct it, fuhgeddaboudit. We tested the hell out of 10 rolls of duct tape and chose Duck Max Strength above the competition for its perfect blend of attributes: high material strength, a strong adhesive, and superior overall flexibility (for easy wrapping around odd shapes and curved surfaces). Is it an absolute necessity on the road? No. But the moment you need to fix a ripped tent wall or a way to keep motel shades shut, you'll be glad you packed some duct tape. It'll even handle first-aid duties, when the right materials for the job are unavailable. Duct tape is, as any MacGyver fan will tell you, a very useful tool. The general rule for water in an emergency is that one person needs one gallon of water for one day. Four to five gallons is a good amount to throw into your trunk—enough to get you through being stranded, even with a passenger. You should increase that estimate if you plan to go out in the middle of nowhere, or if your travels take you to a desert region or some other dry place. We found on our trip through the Southwest that we were refilling our water bottles a lot more than we were stopping for gas. The Aqua-Tainer's screw-on spigot makes it easy to stay hydrated. Photo: Caleigh WaldmanAfter researching 16 different types of water jugs, we recommend the Reliance 4-Gallon Aqua-Tainer for most situations. The Reliance has two standout features: a screw-on vent cap and a spigot cap that reverses in on itself when not in use. These features work together to prevent major spills. The screw-on vent cap won't come undone, unlike the pull-top vents on some competitors, which tend to come undone and spill water as soon as you hit anything other than the smoothest roadways. Spigot caps can be a weakness for some jugs, too. When not in use, the Reliance's spigot unscrews and drops into the jug itself, sealing up the whole canister nice and tight. We used the 4-Gallon Aqua-Tainer on our road trip. It can provide water for two people for two days, but for more people, consider the 7-Gallon Aqua-Tainer. The Reliance Aqua-Tainer is made from BPA-free molded plastic. It's easy to pack around in the trunk of a car—certainly easier than large, bladder-type jugs (like the MSR Dromedary Bag), which, though excellent for camp showers and good for a backpack, are too difficult to pack around in a trunk because of their non-rigid shape. The Aqua-Tainer's hard sides also make it easier for dispensing water from, say, the roof of your car. But be sure to throw a shirt or towel under the Aqua-Tainer before setting it atop your car like this: We learned the hard way that the molded plastic edge can scratch your car's paint job if you're not careful. Before investing in a jug, you should know that water kept in plastic bottles won't harm you, even if left in a hot car. A 24-pack of Poland Spring is not environmentally kind, but it is safe for a brief trip. Avoid gallon jugs, since they're typically made out of HDPE plastic, which punctures easily. (Such jugs also have caps that pop off easily.) We wouldn't buy collapsible jugs, either, since they are prone to leaks and are unruly when pouring.

23/7/2022 · SMG4: Mario Obliterates Minions is the twenty-seventh episode of Season 12 and the seven hundred and nineteenth overall to be uploaded by SMG4. This episode was aired on July 23, 2022. Minions invade the mushroom kingdom so Mario does something about them. Mario woke up to find the castle being overrun by the Minions. He started to shoo away the Minions and ... Meggy Spletzer is one of the two deuteragonists (alongside Luigi) of the SMG4 series and the main protagonist of its spin-off Sunset Paradise. She is a highly competitive athlete in SMG4's Gang who protects herself and her friends from danger. Originally the citizen of Inkopolis, Meggy was obsessed with winning the Splatfest, the top Inkling sports competition. Although she ... 7. 26 · You can use WASD or Arrow Keys to play FNF Partners In Time - vs Selevser & Rasazy Family Online Mod on your Computer. You have to press the keys as notes reach the judgment line. You can Start or Pause the Partners In Time - vs Selevser & Rasazy Family Mod using the Enter key. Game Controls. Arrow Keys or WASD; Space and Enter. Supermarioglitchy4's Super Mario 64 Bloopers, officially shortened as simply SMG4, is a Super Mario 64 Bloopers series created in 2011 by Luke "SMG4" Lerdwichagul (later assisted by his brother Kevin Lerdwichagul and their company Glitch Productions). This series, compared to the other Super Mario 64 Bloopers that inspired it, was notable for being much crazier and chaotic ... 灭绝不是永恒 · 主打以个人游戏企划《仙剑》为首的恐龙流行文化 · 官群请查看置顶动态 15/4/2022 · After 120 hours of research and 1,500 miles behind the wheel, we've singled out the gear that's absolutely essential for your next journey on the open road. Madison learns an important lesson at the start of this match: you can't rest for a second when you're facing a wrestler like Allysin. A brief nap almost results in a sneaky pinfall. That's the only mistake Madison makes here. The angry Australian makes it clear that she's targeting Allysin's arm and there isn't a thing she can do about it. 7. 26 · You can use WASD or Arrow Keys to play FNF Partners In Time - vs Selevser & Rasazy Family Online Mod on your Computer. You have to press the keys as notes reach the judgment line. You can Start or Pause the Partners In Time - vs Selevser & Rasazy Family Mod using the Enter key. Game Controls. Arrow Keys or WASD; Space and Enter. 班迪与墨水机器第五音結局！视频播放量 2433256、弹幕量 4511、点赞数 13062、投硬币枚数 2486、收藏人数 7266、转发人数 218, 视频作者 鲤鱼Ace, 作者简介 鲤鱼跃龙门~ · 相关视频：班迪与油印机 第5章 镰刀 彩蛋，班迪与墨水机器第四章完结！我找到了真正 ... I thought I'd tried everything to fix this then I saw a comment that said turn The phone on and off 5 times. I wasn't hopefully, Apple had quoted £287 to repair or around £80 By a 3rd party. IT WORKED. Turning the phone on and off 5 times solves the issue!!! I'd totally erased and reset all settings, updated the software and restored. This is the second updated version of FNaF World! Featuring the entire cast from the Five Nights at Freddy's series, this fantasy RPG will let players control their favorite animatronics in a an... 班迪与墨水机器第五章結局！决战巨型班迪！，视频播放量 2433256、弹幕量 4511、点赞数 13062、投硬币枚数 2486、收藏人数 7266、转发人数 218, 视频作者 鲤鱼Ace, 作者简介 鲤鱼跃龙门~ · 相关视频：班迪与油印机 第5章 镰刀 彩蛋，班迪与墨水机器第四章完结！我找到了真正 ...