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# Sony Vegas Pro 13.0 Build 290 (64 Bit) Multilingual [ChingLiu] 64 Bit ((EXCLUSIVE))

New features in version 13.0 (Build 290) Vegas Pro 13 comes complete with DVD Architect, Pro 6, Dolby® Digital Professional Encoder, and plug-in collections from award-winning developers. A valve actuating mechanism adapted for use in a brake system including a first time valve adapted to control the application of hydraulic fluid to the main brake cylinders and a second time valve adapted to control the application of hydraulic fluid to the buffer cylinders is disclosed in U.S. Pat. No. 7,186,472. In the brake system, the hydraulic fluid is supplied under pressure to the actuator by the primary regulator during a service brake actuation. Upon an actuation of the brake system in an emergency situation, the primary regulator provides for an activation of the first time valve which controls the hydraulic fluid flow to the main brake cylinders, and deactivates the second time valve. The hydraulic fluid flow to the buffer cylinders is provided by the secondary regulator upon an emergency actuation of the brake system. Thus, in such a brake system, the brake cylinders are controlled separately to ensure that the wheels of the vehicle do not lock upon a sudden deceleration of the vehicle. The systems can be operated so as to ensure that the wheels of the vehicle lock up only upon the occurrence of a positive deceleration. A controlled deceleration is achieved by eliminating the application of the brake pedal (the application of the brake pedal can be monitored by means of an appropriate sensor). Further, the buffer cylinders are isolated from the first time valve and the second time valve. The hydraulic fluid is applied to the main brake cylinders of the braking system through a first time valve and the flow of fluid to the buffer cylinders is controlled by the second time valve. Other brake systems are disclosed in German Patent DE 10 2004 014 679 and European Patent EP 1 905 908. Thus, in case of a positive deceleration, the hydraulic fluid flow is blocked by the second time valve, and the hydraulic fluid flow to the buffer cylinders is blocked by the first time valve. As a consequence of this blocking, the vehicle wheels may even lock up before the actual application of the brake pedal and before the internal pressure of the first time valve has reduced to a level that no longer allows for a flow of fluid to the main cylinders. There remains a need to provide an improved brake system which reduces the risk of locking up of the wheels.322

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