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Uber malformed request line

I have been driving for a few months and I enjoy it and of course, love to make some extra money! With that being said, this application needs some work. Several times it took me to the wrong place to pick up clients. Obviously it's annoying because I don't get paid to go somewhere else or try to figure out where people are. Second, for example, I waited in the driveway of someone's house to pick them up. We'll give you a nice view with sea views, but I can't do that. I didn't get the waiting time for this trip and I had to. Third, Uber needs to tell you the full ride details before accepting a ride. Some rides are not worth the trip, especially if I drive 15 minutes to get someone and drive them for only 5 minutes. But if I don't take the ride, my acceptance rating goes down. It shouldn't be held against me. Also, there are times when I know I don't want to drive anymore and I'm working on my last trip so when I drop off the customer, I'm going to go offline but Uber sends me multiple rides and knowing I'm done, I reject them. But then I get a bad acceptance rating because of it. There needs to be something that says you want this to be your last trip so I don't have any more calls. Overall, I love doing it but there are definitely some clichés for the app. If you get an error code from the Uber app for a distorted request, or something marked as error code 400, this usually means that there's a problem with your in-app data - a glitch. The common cause of this error is most likely that the driver or passenger's app needs to be updated. Typically, just updating the Uber app on your phone will fix this problem. Sometimes a driver will receive this message at the request of a passenger, although it is less common these days. That would mean the rider had to update their phone. So a common fix was to turn off WiFi – for some reason it would solve the problem. Another problem was if the app wasn't in front of your phone, for example if you're playing a game. One app developer reviewed Uber's status codes and noted that oddly that illegal content and distorted structured content were marked separately - as usual they were together. The error is less common now that uber's app has become more sophisticated. However, if you get the error, update the app, reboot your phone, and you should be good to go. What other status and error codes does Uber have? Here's a list of all the status codes and their meanings, directly from Uber's developer reference guide: CodeDescription200OK. Everything worked as expected.201Create. We will return 201 after a successful POST in which a resource was created.302 URI.400Subscribed request.401 uncontrolled. The request requires user authentication (not logged on). Also used for invalid OAuth 2.0 credentials.403Forbidden. Also used for unauthorized requests such as OAuth 2.0 improper scopes or permissions issues.403User is not allowed. The user is prohibited and prohibited from requesting a trip.404No unplayable content type was found.406 The client has sent a header from a receiver for a content type that does not exist on the server. The body includes a list of acceptable content types, such as an unacceptable content type. The request conflict named: Application Conflict/json.409A must be resolved before the request can be submitted.422Invalid. The application body can however be analyzed with invalid content or has problems with the user account of the passenger.429Too Many requests. Exceeded the rate limit for requests.500South International Server.503A completed end server is not available. By David EdmondsBBC World Serviceimage Copyright University of Chicago When Uber is hired went to the wrong destination, one professor took his complaint to the top - and then learned something valuable about the science of apology. In January 2017, John A list was scheduled to give a keynote speech at a prestigious economists conference. He picked up his phone and, using the Uber app, booked a taxi to take him on a 30-minute journey from his home. He looked up briefly as the car drove along Lake Shore Drive, on the banks of Lake Michigan, and took in views of the approaching city, with its wonderful skyline of skyscrapers. Then he sat back down to work on his conversation. About 20 minutes later he looked up again. Surely he must be almost there by now? Oh, no, he was screaming. He went back to where he started. Something went wrong with the Uber app, which ordered the driver to return to the professor's house. She didn't want to disturb him, because he was so caught up in his work. The list was understandably furious. But what made him more so was that Uber never sent him an apology. Not everyone who has a complaint with Uber has access to its CEO, but John Lott did, so he rang Travis Kalanick that evening. (It wasn't long before Kalanick was forced to resign as a result of shareholder pressure, following a series of controversies over company practices including her handling of sexual harassment allegations.) After List told the story, letting off some steam, Kalanick spoke. What I want to know, he said, is how Uber should apologize when that kind of problem occurs. What's the best way to keep Uber customers loyal, even when they've had a miserable experience? How to apologize is a question that every company wants to know the answer to. And John A list was in a unique position to find out. Not many people with John A-list backgrounds become top academics. He grew up in a working-class family in San Prairie, Northeast Capital of Wisconsin Madison. His father was a truck driver and expected his son to enter the family business. John had other ideas. His dream was to become a professional golfer and he won a college golf scholarship. There, he discovered two things: first, he wasn't as good at golf as he once thought, and second, he was fascinated by economics. He's now at the Faculty of Economics at one of America's leading universities, the University of Chicago. But for several years now he's also been snoozing, because Uber approached him to be their chief economist, and after he moved from Uber, he joined another car-riding app, Lyft, where he holds the same position.Image caption Travis Kalanick had to make a series of apologies himself, before resigning in 2017 no doubt the job is a generous reward, but for John Lott he has another appeal: For data geeks, car apps are like gold mines - in the U.S. alone, before the fishing epidemic, there were two million Uber drivers, who made tens of millions of rides each week. John A list spent his career studying economic behavior in the real world, so working with Uber was a dream come true. With this information, it can analyze all sorts of consumer preferences: what types of cars people like, how far they've usually traveled, and at what times, how they responded to the price change in fares. He can also learn the best way to apologize. His first step was to look at what happened to Uber users after they had a bad ride - a ride that took a lot longer than the app initially predicted. The app may predict, for example, that a journey will take nine minutes, and it will eventually take 23 minutes. By shredding the numbers, he and his collaborators found that riders who experienced such a poor ride would spend up to 10% less on Uber in the future. This represented a significant loss of revenue for the automotive app. The next step was to come up with a variety of apologies, and try them randomly on those who have experienced a bad trip. Turns out there's some kind of science of forgiveness. Social scientists - and psychologists in particular - have explored what kinds of apologies work. But John 1S had a big lead. He can really measure the impact. He calls for one kind of forgiveness, the basic apology - we'll note that your trip took longer than we predicted and we sincerely apologize. A more sophisticated apology involves admitting that the company screwed up. A different kind of apology involves a commitment - we'll try to ensure it doesn't happen again. On Uber's behalf, John Dehly tried them all. What's more, with some of these apologies Uber offered a \$5 discount on the next ride. The experiment also had a group of Uber customers who didn't receive an apology at all. The result was surprising. Themselves, apologies in any way that proved ineffective. But an apology together The \$5 coupon kept many people loyal. So, we end up bringing in millions of dollars by silencing consumers with an apology and coupon. What consumers want, it turns out, is for the company to demonstrate its regret by taking a material economic hit. But looking deeper into the stats, A list realized that even this device stopped working if there was a second or third bad trip. Indeed, a second or third apology only alienated customers even further. These are valuable insights for Uber, and also for other businesses. Many economists sit at their senders and predict economic activity based on their models. What makes

John List a little unusual for an economist is that he likes to test theories in the real world. He experimented from Tanzania, to New Zealand, China to Bangladesh. The vast digital data sets held by Uber and other car apps allowed it to detect certain quirks in human behavior that armchair economists may not have uncovered. For example, when you order an Uber you never know if you will get a male or female driver so you can expect male and female drivers to earn the same. But in fact, male drivers earn about 7% more per hour than their female counterparts. Shocked by this gap, a list set about trying to find out the reason why. He revealed some explanations. One is that women have more responsibility for childcare, so there are fewer female drivers available at lucrative times, such as the morning and afternoon rush hour. But the most important factor turns out to be speed: Men who drive Uber drive on average 2.5% faster than women who drive Uber, so they give more rides in an hour. Image copyright Getty Imagesimage Image caption Taxi drivers are getting smaller tips (even when they're awake)It's not the only gender gap. Because he thought it would please Uber drivers, a list persuaded Uber's board to add a tipping function - bringing Uber into line with other car apps. He then learned referring behavior. For every \$4 that women give as a tip, it happened, men give around \$5. What's more, women drivers get more tips than male drivers - except when those drivers are 65 or older. I think we can take this as further evidence of male shallowness. The research into economic behaviour using car app data is called Ubernomics - though JohnLick's data toy box is now delivered to him by Lyft, not Uber - and it continues to produce a stream of fascinating results. In analyzing the behavior of Lyft users, he recently calculated the power of what he calls left-handed digit bias. Cutting the journey price from \$15 to \$14.99 has roughly the same impact on consumer demand as reducing it from \$15.99 to \$15. Some of the discoveries in Obernomics are not surprising. Consumers care about the price: the lower the price, the more likely we are to call a taxi. But the analysis of how we Car apps also reveal some of the biases and uniqueness of human economic behavior. By the way, if you ever decide to become an Uber driver, and think that being nice to a customer will have a significant impact on your income, there's bad news. I'm afraid not. Even when customers rate one driver 10% higher than another for niceness, John List says, both get the same tip.image copyrightGetty Images we're not used to the idea of machines making ethie decisions, but the day when they routinely do it - themselves - is fast approaching. So how, asks the BBC's David Edmonds, will we teach them to do the right thing? Customer ServiceUberRead the Long Lyft The Webs Call LyftHuppers

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