EXPERT ANALYSIS OF ROAD TRANSPORT INCIDENT

Biloliddin Qochqarov

Special subject teacher of the Vocational School of Balıkchi District No.1

biloliddinqochqarov1994@gmail.com

Hurshida Abdusattarova

Special subject teacher of the Vocational School of Balıkchi District No. 1

abdusattorovabror@gmail.com

Xidirov Bexzodbek

Special subject teacher of the Vocational School of Balıkchi District No. 1

xidirovbexzodbek@gmail.com

G'ofurov Temurbek

Special subject teacher of the Vocational School of Balıkchi District No. 1

Annotation: *Action in the event of this road accident risk from birth starting driver Cobalt car in control of the intersection limit the first to be crossed.*

Keywords: *car speed, distance, speed of movement.*

The following questions were put before the examination:

1. If the driver of the MATIZ model car was not able to stop 3.8 meters distance to the place at an average speed of 1.5 km/h, and COBALT The driver of the car drove from the corner of the square to the place where the car was parked. 12 meters at a speed of 60 km/h, which one of the drivers This is the first thing that has been done.

PRELIMINARY INFORMATION

1. At the place where the accident happened, the road is asphalt, flat, dry, horizontal, during the day - according to the documents of the accident and the decision.

2. A Matiz car with 1 passenger, without load, in technical condition, moving at 10-20 km/s, 3.8 meters from the intersection line to the place of collision the distance passed, and the Kobalt car collided - from the decision.

3. In his Cobalt car, without passengers, without cargo, in technical condition, moving at a speed of 60 km/h, he traveled 12 meters from the intersection line to the place of collision and collided with a Matiz car - from the decision and accident documents.

T research object
Conditional symbols in the q house are used when performing math operations:

* - multiplication	for the 2nd term cutting
/ - education;	0.5 square

Sk - the distance traveled by Cobalt to the place of the incident, 12 m;

Vk – Cobalt car speed, 60 km/h;

Sm - the distance to the place of collision of the Matiz car, 3.8 m;

Vm - Matiz speed of movement, 15 km/h.

2. In order to determine whether or not the Cobalt driver crossed the intersection boundary under the conditions of the traffic accident specified in the decision, the distance Sk when the Kobalt car crossed the intersection boundary and drove to the collision site is the distance Sk and the distance when the Cobalt i car crossed the intersection boundary and the traffic hazard appeared from the scene It is solved by comparing the values.

Matiz The distance of the Cobalt car from the scene of the accident is determined as follows.

$$Sa = \frac{Sm}{Wm} * Vk;$$

As a result of the actions, the speed of 60 km/h was driven How many meters away the Cobalt car was from the place of the incident, see Table 1.

1- table

V m, km/h	V k, km/h	My self	Sk,m	Cholate
15	60	15.2	12	Cut off

Matiz is the driver of the road accident mentioned in the decision to determine whether the driver of the model crossed the border of the intersection or not, the distance Sl when the Matiz car crossed the border of the intersection and drove to the place of collision and the distance of the Matiz car from the scene of the accident when it crossed the border of the intersection and the danger to traffic appeared Salar is solved.

When the Cobalt car moves 12 meters, the distance of the Matiz car from the scene is determined as follows.

$$Sa = \frac{Sk}{Vk} * Vm;$$

As a result of the actions taken, how many meters away was the Matiz car traveling at a speed of 25 km/h from the place of the incident?

Look at table 2.

2- table

V m, km/h	V k, km/h	Sm, m	Sa, m	situation
15	60	3.8	3	The profession has not passed

Comparing the results of the above operations showed that **Sk›Sa** .

So, under the conditions of this road accident, the driver of the Cobalt car crossed the intersection boundary first .

CONCLUSION

Action in the event of this road accident risk from birth starting driver Cobalt car in control of the intersection limit the first to be crossed.

REFERENCES:

15. Применение дифференцированных значений времени реакции водителя в экспертной практике. – М. 1987 г.

16. Исползование в экспертной практике экспериментално-расчетных значений параметров торможения автотранспортных средств. РФЦСЭ.1995г.

17. D Abdurazakova, S Utkirov (2023). ORGANIZATION OF TRAFFIC AT UNCONTROLLED INTERSECTIONS. Science and innovation in the education system 2 (4), 8-10.

18. S Utkirov, E Abdusamatov, B Raxmanov (2023). ORGANIZATION OF TRAFFIC AT UNCONTROLLED INTERSECTIONS. Уевразийский журнал академических исследований 3 (2 Part 2) 57-65.

19. Э Абдусаматов, Н Турсунов, Ш Ўткиров (2023). ЙЎЛ НАРАКАТИ ХАВФСИЗЛИГИНИ ОШИРИШ БЎЙИЧА ЧОРА-ТАДБИРЛАР. SUSTAINABILITY OF EDUCATION, SOCIO 1 (6) 84-88.

20. S Utkirov (2023). YO'L HARAKATI XAVFSIZLIGINI TA'MINLASH SAMARADORLIGINI OSHIRISH VA YANGICHA MEXANIZMLARNI ISHLAB CHIQISH. Академические исследования в современной науке 2 (4) 71-73.

21. Ў Исоханов, Э Абдусаматов, С Турдибеков (2022) ЕНГИЛ ВА ЮК АВТОМОБИЛЛАР ИШТИРОКИДАГИ ЙТҲ ТАҲЛИЛИ IJODKOR OʻQITUVCHI 2 (24), 216-219.

22. Ў Исоханов, Э Абдусаматов, С Турдибеков (2022) ПИЁДА ИШТИРОКИДА ЁНЛАНМА МАСОФА САҚЛАНМАСДАН СОДИР ЭТИЛГАН ЙТҲ ТАҲЛИЛИ IJODKOR OʻQITUVCHI 2 (24), 220-222.

23. Б Рахмат, Э Абдусаматов, Ш Шерматов (2022). ТОШКЕНТ ШАҲРИ КЎЧАЛАРИДА ТАРТИБГА СОЛИНМАГАН ПИЁДАЛАР ЎТИШ ЖОЙИДА ЙЎЛ-ТРАНСПОРТ ҲОДИСАЛАРИНИНГ ОЛДИНИ ОЛИШ. IJODKOR O'QITUVCHI 2 (24) 44-47.

24. S Shamshir, A Erkinjon, R Baxtiyor (2023). YO'L-TRANSPORT HODISALARINI OLDINI OLISHDA INTELLEKTUAL TIZIMLARNING O'RNI. MODELS AND METHODS FOR INCREASING THE EFFICIENCY OF INNOVATIVE RESEARCH 2 (20) 87-91.

25. Э Абдусаматов, Н Турсунов, Ш Ўткиров (2023). ЙЎЛ ҲАРАКАТИ ХАВФСИЗЛИГИНИ ОШИРИШ БЎЙИЧА ЧОРА-ТАДБИРЛАР. SUSTAINABILITY OF EDUCATION, SOCIO 1 (6) 84-88.

26. S Utkirov, E Abdusamatov, B Raxmanov (2023). ORGANIZATION OF TRAFFIC AT UNCONTROLLED INTERSECTIONS. Евразийский журнал академических исследований 3 (2 Part 2) 57-65.

27. O' Isoxanov, E Abdusamatov, S Turdibekov (2022). ENGIL VA YUK AVTOMOBILLAR ISHTIROKIDAGI YTH TAHLILI. IJODKOR O'QITUVCHI 2 (24), 216-219.

28. TNH Abdurazakova D.A, Abdusamatov E.X. (2023). REDUCING VEHICLE EXHAUST GASES BY COMPUTER SIMULATION OF THE ROAD INTERSECTION. European Chemical Bulletin 12 (4) 8615-8623. DOI:10.48047/ecb/2023.12.si4.769

29. SX Shermatov, UI Isoxanov, USS o'g'li (2023). METHODOLOGICAL RECOMMENDATIONS FOR DETERMINING VEHICLE SPEED. European Chemical Bulluten 12 (4) 8624-8631. DOI:10.48047/ecb/2023.12.si4.770

30. SX Shermatov, SSO Utkirov, EXOGL Abdusamatov (2023). TRANSPOR SOHASIDA YUZAGA KELGAN MUAMOLARNING EKOLOGIYAGA TASIRI (avtomobil transporti). Oriental renaissance: Innovative, educational, natural and social sciences 3 (2) 702-709.