

## BASIC CRITERIA IN ENSURING THE SAFETY OF WHEELED TRANSPORT VEHICLES

**Umarov Khusanboy Nurmakhammedovich**

*Assistant of Andijan institute of machine building; E-mail:  
umarovhusanboy77@gmail.com phone: +99897 233 88 99*

**Abstract:** *Objective: This article talks about the requirements, which are expected to be followed on a global scale, and the factors that should be taken into account to ensure the safety of wheeled vehicles.*

*Methods. Analysis and results of the international safety requirements for cars and their use in Uzbekistan, as well as the reforms implemented in Uzbekistan in this regard.*

*Results. The application of international safety rules for cars in the Uzbek auto industry and the positive impact of international safety requirements on the position of the automobile industry in the world market and the safety of the population have been studied.*

*Conclusion: In conclusion, it can be said that Uzbekistan is taking the most optimal and effective way in applying the requirements for wheeled vehicles, which certainly shows and shows its positive results. Here are the results in order to improve further, we must train personnel with deep knowledge in this field and not forget our personal responsibility as a representative of this field.*

**Keywords:** *wheeled vehicles, technical regulations of the Customs Committee, regulations of the European Economic Commission, general principles of technical regulation, the Department of Transport Safety.*

### INTRODUCTION

Today, worldwide demand for vehicles is increasing. The production of vehicles is growing accordingly. Of course, this leads to increased competition between vehicle manufacturers and increased safety requirements. Safety requirements are one of the main requirements for the production of a vehicle, and the extent to which a vehicle can meet these requirements is one of the factors that determine its position in the world market.

However, today the number of road traffic accidents and the number of people killed and injured in them continues to grow. According to statistics, 5,000,000 (five million) people die in road traffic accidents and 30,000,000 (thirty million) people are seriously injured in a year on average worldwide [1]. Another sad part is that one fifth of these injuries remain disabled for life. This indicator is an average of 9-10 thousand per year in Uzbekistan, and more than 2000 (two thousand) people are killed [2]. depending on whether it can meet security requirements.

**Discussion:** Nowadays, the role of the vehicle in human life is very incomparable, it has even become an integral part of our life. Humanity was created to improve its life, to create comfort for itself and those around it, to work as little as possible, to get more profit, to spend the least amount of time on any work that needs to be done. In the language of science, he tried

to increase the coefficient of useful work. In the technological age, this concept is also applied to various devices, vehicles, and equipment.

It's good that everything has a high efficiency, but there is another important aspect that we need to consider. This is security. Today, the world community sets special requirements for each type of technology.

Methods. Analysis and results of the international safety requirements for cars and their use in Uzbekistan, as well as the reforms implemented in Uzbekistan in this regard.

Of course, all this is done primarily for the safety of people and the environment. In order for everything to be useful, high-quality and safe, it must be developed and used based on certain criteria. We will discuss these requirements and their importance on the example of the most common type of equipment - wheeled vehicles.

A type of technology widely used by mankind is a vehicle. Means of transport is a broad concept, it is divided into such types as air transport, water transport, surface (car, pipeline and railway transport). Among them, the most widespread is automobile transport, which is based on wheeled vehicles.

In accordance with Appendix 1 of the Cabinet of Ministers' decision No. 237 dated April 25, 2017: the general technical regulation on the safety of wheeled vehicles put into circulation was approved [4]. This technical regulation is the preparation of proposals for amendments to the technical regulation on updating it in connection with the fulfillment of the obligations of the parties to participate in international agreements on the harmonization of vehicle safety requirements, at least once a year according to Article 2 of this decision - to ensure the monitoring of the list of standards specified in the paragraph and the implementation of the results of the application of the standards in the list and taking into account the proposals of the parties, the project of the program of the development (amendment, revision) of the interstate standards of the parties also gives the authority to make proposals for development and regular submission to the commission. Produced and submitted to the commission for approval by December 31, 2012: Vehicle type, chassis type approval, notices of cancellation of the document confirming compliance with technical regulations, evidence of vehicle safety, vehicle structure and proof of conformity of the vehicle, changes made to its content, changes the requirements of safety documents, in particular, includes requirements for the numbers and forms of such documents. Now let's get acquainted with some requirements of the technical regulations of the UN Economic Commission for Europe:[5]

1. Production of vehicles from used parts is prohibited.
2. It is forbidden to install structures made of steel or other materials with similar strength characteristics, protruding forward in relation to the bumper line, on M1 and N1 category vehicles.
3. It is not allowed to contain ozone-depleting substances and materials in air conditioners, as well as refrigeration equipment used in vehicles.
4. Commercial vehicles of category M and a limited number of vehicles of category N used for the commercial transportation of passengers, as well as specially designed for the transportation of children, as well as operational service vehicles must be equipped with satellite navigation equipment. .

5. Equipping M2 and M3, N2 and N3 category vehicles with tachographs engaged in commercial transportation of passengers and cargo

6. It is prohibited to put into circulation the right-hand drive vehicle of category M2 and M3. We need to understand that the safety of wheeled vehicles means not only the safety of passengers or cargo inside it, but also the safety of the environment and people around the vehicle. Today, there are many safety requirements for wheeled vehicles, and every company that manufactures vehicles works on the basis of these requirements. The extent to which a product occupies a place in the world market depends on its ability to meet global standards.

In order to protect human life and health, the Technical Regulation of the Customs Union: on the safety of wheeled vehicles (2011\12\09) was adopted, some of them are mentioned below.

Production of vehicles from used parts is prohibited.

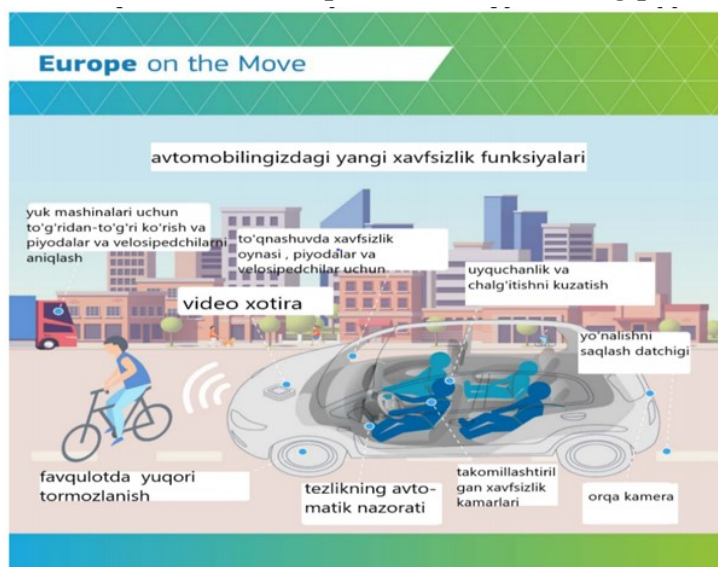
M1 and N1 category vehicles are prohibited from installing structures made of steel or other materials with similar strength characteristics, protruding forward in relation to the bumper line.

The presence of substances and materials that destroy the ozone layer is not allowed in air conditioners, as well as in refrigerating equipment used in vehicles.

Commercial vehicles of category M and limited number of vehicles of category N, used for commercial transportation of passengers, as well as specially designed for transportation of children, as well as vehicles of operational services, must be equipped with satellite navigation equipment.

M2 and M3, N2 and N3 vehicles engaged in commercial transportation of passengers and cargo must be equipped with tachographs.

M2 and M3 right-hand drive vehicles are prohibited from being put into circulation [1].



A wheeled vehicle, if it is manufactured and used without supervision, can pose a serious risk to the safety of people and the environment. Therefore, the technical regulation is mandatory for use in the Customs Union.

It is requirements affect a variety of vehicles and almost all stages of life. Developed in accordance with international agreements and results of practice, it consolidates current regulations and specifies features for modern cars, motorcycles and other regulated objects.

In addition, each country may set some requirements for the vehicle used in its territory, taking into account its climatic conditions, road conditions and other factors, but these requirements do not must be deviate from technical regulations and world standards.

It can also be said that there are factors that should be taken into account when setting requirements for a vehicle. For example, environmental factor, economic factor, factors such as the duration of the operational period.

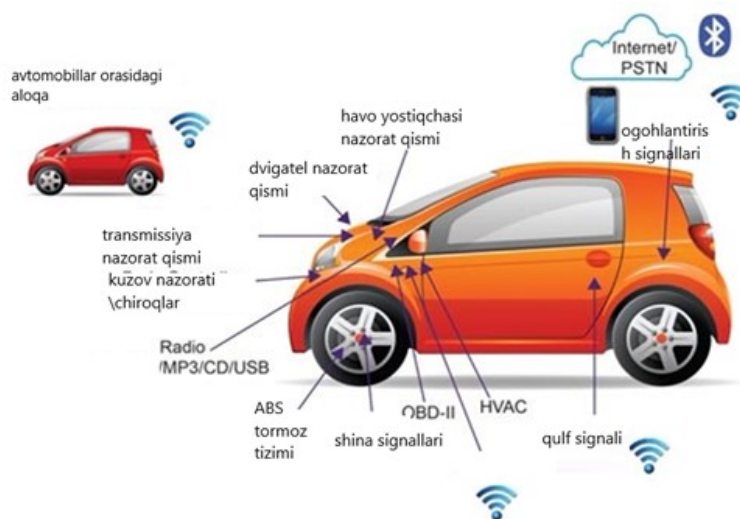
Considering the ecological factor, the most eco-safe form of transport today is bicycles and electric cars.

Today, European countries have adopted the Vena Declaration to accelerate the transition to clean, safe, healthy and inclusive transport and mobility, and have focused on the development of cycling in the European region as a whole.

The Vena Declaration was signed at the end of the fifth high-level meeting on transport, health and environment. The virtual meeting organized by the Federal Government of Austria was attended by 46 ministers and state secretaries and representatives of 41 countries of the common European region.[2]

On April 25, 2017, Uzbekistan, having implemented its own reforms, issued the decision of the Cabinet of Ministers of the Republic of Uzbekistan "On approval of the general technical regulation on the safety of wheeled vehicles in circulation". Accepted this decision was adopted in accordance with the Law of the Republic of Uzbekistan "On Technical Regulation" [3] in order to determine the uniform requirements for the safety of wheeled vehicles put into circulation

It is set to enter into force six months after its adoption.



Decision of the Cabinet of Ministers of the Republic of Uzbekistan

## ON THE APPROVAL OF THE GENERAL TECHNICAL REGULATION ON THE SAFETY OF WHEELED VEHICLES IN MARKET

Results. The application of international safety rules for cars in the Uzbek auto industry and the positive impact of international safety requirements on the position of the automobile industry in the world market and the safety of the population have been studied. In accordance with the Law of the Republic of Uzbekistan "On Technical Regulation", the Cabinet of Ministers decides:

1. The general technical regulation on the safety of wheeled vehicles put into circulation should be approved in accordance with Appendix 1.

2. After the implementation of technical regulations in accordance with the requirements of the Law of the Republic of Uzbekistan "On Technical Regulation", the previously adopted relevant normative documents on the standardization of products and services specified in them loses its mandatory nature and it should be taken for information that it is voluntary when applied in the prescribed manner.

3. "Uzstandart" agency:

From the date of implementation of the General Technical Regulation, take measures in accordance with the established procedure to abolish the mandatory nature and ensure discretion in the application of normative documents on the standardization of wheeled vehicles put into circulation;

Together with the Agency of Road and River Transport of Uzbekistan and the National Television and Radio Company of Uzbekistan, the population, state and economic management bodies, business entities are widely aware of the goals, content and procedure of the approved General Technical Regulation. ensure that it is done.

4. Amendments and additions to certain decisions of the Government of the Republic of Uzbekistan in accordance with Appendix 2\*.

5. Ministries and agencies should harmonize the normative legal documents they have adopted with this decision within two months.

6. This decision shall enter into force six months after its official announcement.

7. Control of the execution of this decision is under the control of the Deputy Prime Minister of the Republic of Uzbekistan U.U. Rozukulov be responsible.

Prime Minister of the Republic of Uzbekistan A. ARIPOV

Conclusion: Today, when the human factor is considered the most important factor, by ensuring the safety of the wheeled vehicle, it is possible to prevent the damage that can happen to the life and health of many people, and thereby ensure the comfortable life and peace of people. good results can be achieved. We consciously support Uzbekistan's position in this regard and express our goodwill. Compliance with international safety requirements in the automobile industry of any country is the main issue that must be taken into account in the production of a car, and meeting these requirements determines whether the car can enter the world market.

#### REFERENCES:

1: Customs Union: Technical regulation on wheeled vehicles;

2: K.Kh.Azizov "Ensuring traffic safety on highways" study guide Tashkent-2019

3: "Traffic conditions and safety of dvizhenia na lesovoznyx avtomobilnyx dorogax" : uchebnoe posobie / O.N. Burmistrova, A.M. Burgonutdinov, B.S. Yushkov, A.G. Okuneva. - Ukhta: UGTU, 2013.

4.(Collection of legal documents of the Republic of Uzbekistan, 2017, No. 17, Article 299; National database of legal documents, 15.11.2017,

5. Vazirlar mahkamasining 2017-yil 25- apreldagi 237-sonli qarori.

6. F.V. Gurin, V.D. Klepikov, V.V. Rhine "Automotive Technology". Books 1. Translation by Q. Dostmuhamedov. T.: TAYI, 2001. - 239 p.

7. F.V. Gurin, V.D. Klepikov, V.V. Rhine "Automotive Technology". 2 books. Translation by Q. Dostmuhamedov. T.: TAIYA, 2001. - 247 p.

8. F.V. Gurin, P.F. Gurin "Technology of automobile construction". M.: Mashinostroenie, 1986. - 296 p.

9. A.Y. Omirov, A.Kh. Qayumov. Engineering technology. Tashkent, Uzbekistan, 2003. - 380 p.

10. T. U. Khaliqberdiyev. Fundamentals of mechanical engineering technology. Tashkent, Publisher, 2012. - 416 p.

11. I.V. Shrubchenko, T.A. Duyun, A.A. Pogonin and dr. "Basic technology assembly and machine building". M.: INFRA - M, 2019. - 235 p.

12. I.A. Bulavintseva "Mashinostroitelnoe proizvodstvo". M.: Izdatelsky center "Akademiya", 2010. - 176 p.

13. Mostalgin G.P. i dr. Technology is machine-building. M.: Mashinostroenie, 1990. - 288p.

14. Sylvia Schwarze, Horst W., Hamacher. The new assembly line of Car Corp., University of Kaiserslautern, 2014

15. Information about GM-Uzbekistan", "JV MAN-Uzbekistan", "GM Powertrain-Uzbekistan", "Sam Avto" factories and other joint ventures producing automobile components.

16. <https://play.google.com/>

17. <https://lex.uz/docs/-3180902;>

18. <https://lex.uz/docs/-1474642>

19. <https://www.lex.uz/cyrl/page/view?id=19> .

20. "Traffic conditions and safety of dvizhenia na lesovoznyx avtomobilnyx dorogax" : uchebnoe posobie / O.N. Burmistrova, A.M. Burgonutdinov, B.S. Yushkov, A.G. Okuneva. - Ukhta: UGTU, 2013.

file:///C:/Users/user/Downloads/Telegram Desktop/maqola (xalqaro talablar).dot