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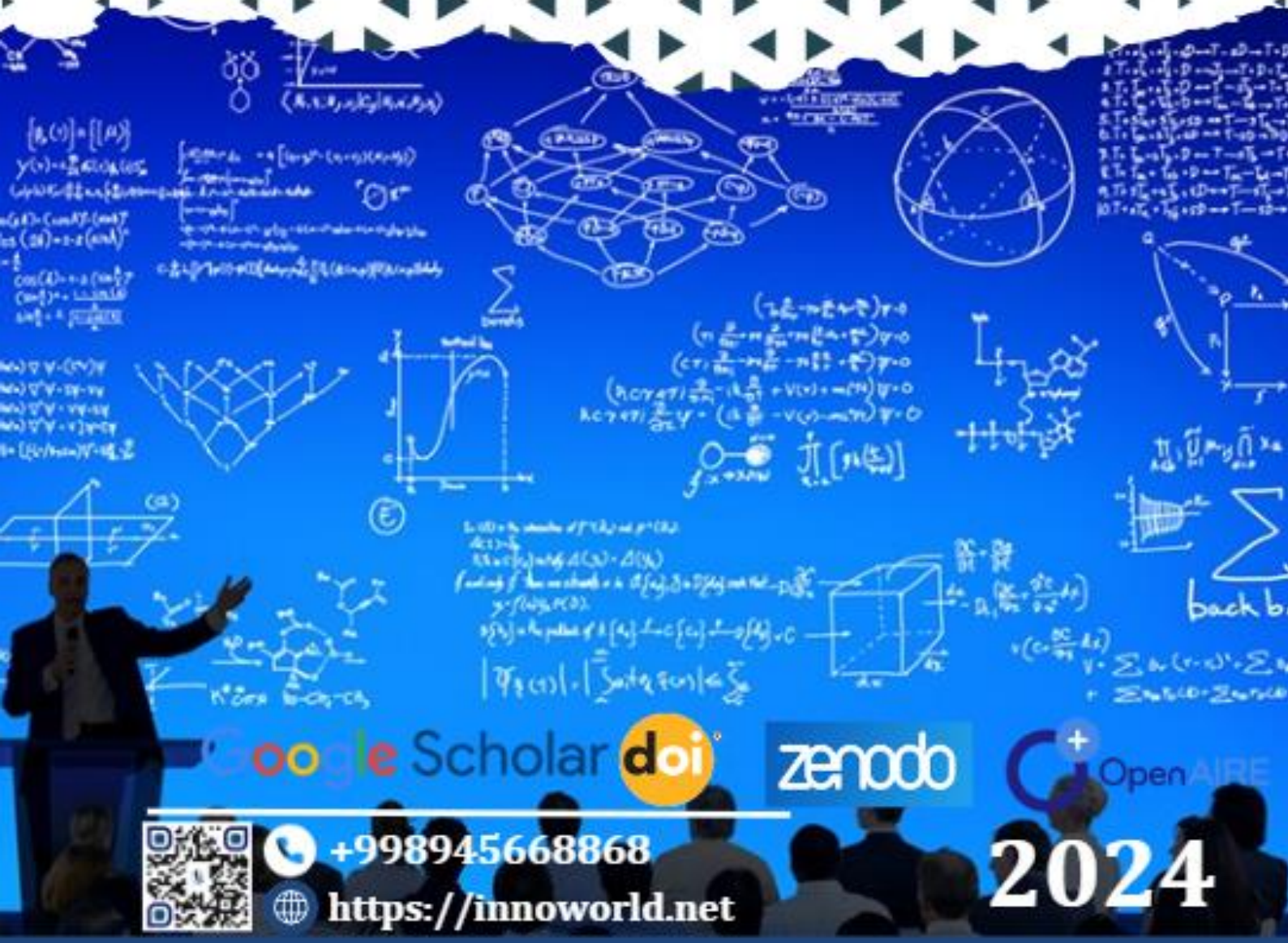

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ANALYSIS OF TRANSPORT VEHICLES' MOBILITY, MANEUVERABILITY, SUITABILITY FOR CARRYING DIFFERENT LOADS

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Annotatsiya: The article provides information on the mobility, maneuverability of vehicles, their suitability for transporting various loads, the classification of highways, the carrying capacity of highways, and the calculation of the carrying capacity of a road lane.

Key words: Cargo transportation rules, waiting times, maneuvering, time, loading-unloading times.

Annotatsiya: Maqolada transport vositalarining harakatchanligi, manevr qobiliyati, ularning turli xil yuklarni tashish uchun yaroqliligi, avtomobil yo'llarining tasnifi, avtomobil yo'llarining yuk ko'tarish qobiliyati va yo'l chizig'ining ko'tarish qobiliyatini hisoblash haqida ma'lumotlar keltirilgan.

Kalit so'zlar: yuk tashish qoidalari, kutish vaqtlari, manevr qilish, vaqt, yuklash-tushirish vaqtlari.

Аннотация: В статье приведены сведения о мобильности, маневренности транспортных средств, их пригодности для перевозки различных грузов, классификации автомобильных дорог, пропускной способности автомобильных дорог, расчете пропускной способности дорожной полосы.

Ключевые слова: правила перевозки грузов, время ожидания, маневрирование, время, сроки погрузки-разгрузки.

The duration of idleness during loading and unloading of vehicles is one third of his working time. In short distances, the performance of the content in motion changes by 50%. tn-p-idle time consists of the following elements: waiting time, maneuvering time, loading and unloading time, document processing time. Waiting time is the time when cargo owners do not prepare for shipment, they rarely miss loading and unloading points when receiving cargo, uneven arrival of vehicles at designated points.

Vehicle maneuvering time depends on the size of the field, the paths to maneuver, and the type of content in motion. Loading-unloading time itself is the loading and unloading of cargo into the moving structure, including the time of bridging, lashing of cargo and other operations to ensure the safety of the cargo during transportation. Loading and unloading operations are distinguished between mechanized and non-mechanized. The possibility of releasing a loading point is considered to be the maximum number of loading and unloading of active content in one hour.

The number of vehicles that can be loaded or unloaded per hour is called release capacity. Pick-up and drop-off points are permanent and temporary. Fixed loads are processed at fixed points. Work at temporary points is done with rest. Most of them are seasonal. The number of loading and unloading posts, loading or unloading points in the assignment must match, which is determined by the load rotation task or the number of vehicles to be loaded in 1 hour. In production, loading and unloading work is distinguishedby small and large mechanization.

Loading and unloading The most commonly used load-receiving devices are listed. They are flexible and come in several types and shapes.

The most commonly used load-bearing devices. a) for lifting sheet steel, b) cargo platforms, c) for timber

Highways in all places have their own administrative, political and cultural to national, inter-regional, inter-city and district roads, depending on their importance is divided. Roads of national ownership are highways serves capitals, large administrative centers, separate economic districts. Roads of republican importance - the capital of the republic is the region centers, cultural, economic, political centers and autonomous republic serves to connect. Regional roads - connect district centers, cultural and administrative centers, railway stations with regional centers.

District roads - district centers of village councils, collective farms, connects with railway stations. Urban roads are intended for residential areas, non-urban communication and traffic services. The above-mentioned highways are public roads. Besides: Resort roads serve vacationers in resort areas. Motorways belong to the national economy and administrative agencies the funds necessary for construction, repair and operation are determined and classified by the provided agencies.

Design of highways - capacity of passenger and cargo transportation, serves to ensure the safe movement of the content in motion. Roads are different in terms of natural and climatic conditions and importance in the national economy can have a technical quantity.

Motorways are in the public road network It is divided into five categories depending on the importance and the calculated speed. Movement is uncertain and at high speed, the daily speed increases by 1.5 times in an average month. Each technical standard for roads of the following categories: road width, the number of lanes in motion, steep ascent, slope, turning radius, etc. City streets are a type of roads that carry various types of transport and engineering networks, not intended for passing passengers intended for location, greening, beautification. City streets pass through residential areas of the city.

City roads serve a similar function to city streets, but pass through undeveloped areas. City streets and roads have the following classification: Classification of streets and roadsi Main functions of streets and roads Expressways A transport link between large cities or their districts or

connecting other settlements at different levels Main streets and roads: Continuous movement of city-wide significance.

In the territory of the district, the main streets of city-wide importance have a transport connection organized on the same level as other streets. To the movement of trucks Transportation of industrial and construction goods on the same level as other streets in industrial and utility-storage areas Streets and roads of local importance: Residential streets

Conclusions: Driving on the curved road is a common task that many drivers routinely performed, but there is an underlying impact on driver behavior and vehicle maneuverability. Previous studies have shown that driving performance (speed and acceleration) and visual performance (gaze and Useful Field of View (UFOV)), can be critical components of curve analysis. However, with the change of road conditions, there are increasing safety concerns for the driving environment required to determine vehicle safety maneuverability. In this study, we examined how different curved roads influence concurrent-driver driving behavior and vehicle maneuvering performance along a simulated continuously curved road.

Twenty-eight participants of different ages and occupations were invited to participate. A structural equation model was established to represent how the road geometry influences driving performance and vehicle maneuverability. The results showed that there are clear differences in driving behavior and vehicle maneuvering performance between the curved road groups. Driver will suffer a more complex driving environment, and must observe more objects, which will result in increasing lane position errors, gazing, and workload, while decreasing speed, acceleration and UFOV.

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