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EDUCATION IN THE PROCESS OF CAR DRIVERS PREPARATION ACCORDING TO TAKE WENT STUDIES

Juraev Yashnarjon
Tashkent State Transport University, Department of Traffic Management, Senior Lecturer

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Abstract

Due to the increase in the number of people interested in driving a motor vehicle in our country, the number of cars on the roads is increasing accordingly. This article discusses research on driver training in quality assurance and education.

Keywords: Car driver, educational methods, traffic rules, cloud system, mobile application, game technology.

Enter. The problems that arise as a result of the daily increase in the speed of vehicle traffic on the world's highways, including traffic congestion, pollution of the environment with toxic gases, road traffic accidents, modern solutions to existing problems and what can be seen from them is gaining importance in reducing material and moral damages. In this regard, special attention is paid to the development of new scientific-methodical and technical solutions for training drivers in driving schools and educational institutions in developed foreign countries, including the USA, England, Germany, Norway, Japan, and South Korea. Significant progress is being made in ensuring road safety around the world. However, it is necessary to develop scientifically based methods of training car drivers aimed at preventing traffic accidents.

Analysis of literature on the topic (Literature review). As a result of the research of foreign scientists, it became known that a number of scientific researches were conducted on the training of car drivers. In particular, A.A.Gromakovsky, S.V.Savchenko, I.I.Lyubimov, Y.V.Bondarenko, V.I.Rassokha, R.F.Kalimullin, A.G.Asmolov, Y.V.Berezhnova, I.A.Kolesnikova, V.V.Kraevsky and others are aimed at training students and car drivers.1

K.X.Azizov, S.N.Azemsha, K.M.Nazarov, S.M.Kodirov, J.R.Kulmukhamedov, U.Kh.Mukhamedov, N.F.Muhitdinov, A.A.Nazarov, and other experts conducted scientific research on highway traffic safety and road traffic incident analysis.2

H.F.Oltinboevich, M.M.Aripov, A.G.Hayitov, F.R.Muradova, M.D.Pardaeva, F.M.Zakirova, U.Y.Yuldashev, among the scientists of the research aimed at improving the professional activity of teachers in our country, " Improving the system of pedagogical diagnosis and monitoring of the

1 Gromakovsky A. A. _ A typical overachieving driver. M.: Anik, 2018. 72 p.; Savchenko S.V. Autorskaya metodika prakticheskogo obucheniya vojdeniyu // Avtoshkola, 2017. materialy XIV Mejdunar . conf . M., 2017. S. 267-272.; I.I. Lyubimov, E.V. Bondarenko, V.I. Rassokha, R.F. Calimullin. Metodicheskie osnovy podgotovki voditeley: uchebnoe posobie M 54. - Orenburg: GOU OGU, 2008. - 215 p.; Asmolov A.G. Na puti k razvivayushchemu variativnomu obrazovaniyu //Pedagogicheskiy poisk. — 1997. — No. 5. — S.1-2.; Berezhnova E.V. Osnovy uchebno-issledovatelskoy deyatelnosti studentov: uchebnik / E.V. Berezhnova , V.V. Kraevsky.- M.: "Academy", 2005.- 128 p.; . Kolesnikova, I. A. Communicative deyatelnost pedagoga: ucheb. posobie dlya stud. higher _ ped. fly zavedeniy / I. A. Kolesnikova; pod ed. V.2020.-130 c .

2Azizov Q.Kh. " Movement safety services basics ” study manual. 2009, Tashkent, THAILAND - 90 pages; Azemsha S.N., Karasevich. Slujba bezopasnosti dvizheniya avtomobilnogo perevozchika Gomel, 2016.; Kodirov. S.M., K.M. Nazarov. Traffic accidents _ analysis, T., TAYI, 2002-84 p.

professional training of future students ", remote conducted scientific and practical work on the problems of organizing the educational process based on the educational system.

Research Methodology (Research Methodology). Play is a technology for all ages to people especially young to children road movement rules in teaching from games, competitions of using high efficiency proved Play value entertainment and rest possibilities with finished it won't be. It's his event, entertainment, recreation It is learning, creativity and to the sample circle takes Get started school age of perception brightness and speed, to images enter convenience with separate stands Children each how to activity, especially to the game easily attraction will be themselves group in the game organize does, objects with to play continue makes [6]

Road movement the rules in teaching game technologies:

- ✓ mobile, sports, physical exercises;
- ✓ makes sense tasks, games - riddles;
- ✓ role to play
- ✓ road miniature theatre, games - dramatization;
- ✓ intellectual and study games, trips, quizzes;
- ✓ didactic;
- ✓ Work printed on the table, objects with.

That's why the way for movement the rules in teaching in the pupil necessary behaviour norms awakening, the studied material is his in memory emotional trace to leave attention focus it is necessary Technology is to the results directed actions and operations chain. Pedagogical of technology main purpose education process efficiency increase of students planned education to the results achieved from providing consists of Driving preparation services pointer institutions study process organize in reaching the law documents and methodical to manuals action they do.

- ➢ of education main form - daytime. However, if driving school webinars organize of doing technical ability have if so, then remote teaching only theoretical part learning on time permission will be done.
- ➢ Some driving in their school's car simulators there is they are on the way of the car movement complete imitation enable gives Front window instead of the computer screen is used. Such simulator real driving skills to get the possibility to give despite, they according to training theoretical study course within will be held.

Road movement rules within dating information computer from technologies use the lesson unconventional, meaningful transfer, a different technique and teaching methods provide enable gives Animation, slide-presentations, films use in humans being studied to events active cognitive interest wake up enable gives _ Material visual support methods students attention long time during to summarize as well as one of time in itself of the child one how many emotional to the authorities effect to show possibility gives, this, while receiving new knowledge stronger to strengthen help, gives in Korea exam get in the process being used cars in ourselves apply very I think it's effective because this cars modern by doing equipped being the rules broke it automatic control by doing will go. This while own in turn experienced and knowledgeable drivers to the road exit provide [10].

- ➢ ***Analysis and results (Analysis and results).***

educational institutions, identification of shortcomings and their elimination have been developed. In the final part of this stage, an improvement was made taking into account all the above stages. The results obtained during the lesson are presented in Table 1.

Table 1. Results of theoretical knowledge of researched vehicles

No	The experiment was conducted place i	Experience conducted time	Students the number		High		Medium _ _		Lower	
			NG	TG	NG	TG	NG	TG	NG	TG
1	Auto Trans Profession driving school	TO	50	60	7	4	17	7	26	49
		TK	50	60	9	11	19	38	22	11
2	Auto Akbar Damler driving school	TO	55	55	7	4	23	8	25	43
		TK	55	55	8	12	28	33	19	10
3	TDTrU	TO	339	200	19	24	94	97	87	218
		TK	339	200	18	80	95	215	86	44
Total :		TO	**444**	**315**	**33**	**32**	**134**	**112**	**138**	**310**
		TK	**444**	**315**	**35**	**103**	**142**	**286**	**127**	**65**

Note 1: TO- from experience before **TK** - from experience then, **NG-** control group, **TG-** experience group.

Mathematical-statistical indicators of the theoretical part of the research (Tables 2 and 2.1) In the process of diagnosis or research, the methodology or technology recommended for pedagogical practice is tested by the teacher or researcher.

Table 2. Mathematical-statistical on the theoretical part of the research indicators

No	The experiment was conducted in place	The experiment was conducted on time	Level average _ arithmetic value		Efficiency coefficient	Selected dispersion		Average _ values standard error	
			TG	NG		TG	NG	TG	NG
1	Auto Trans Profession a vtomaktab	TO	3.25	3.62	0.9	0.32	0.52	0.56	0.72
		TK	4	3.74	1.07	0.37	0.34	0.60	0.58
2	Auto Akbar Damler driving school	TO	3.29	3.67	0.90	0.35	0.47	0.59	0.69
		TK	4.03	3.80	1.06	0.40	0.45	0.63	0.67
3	TDTrU	TO	3.4 2	3.66	0.93	0.38	0.41	0.62	0.64
		TK	4.10	3.66	1.12	0.3 5	0.40	0.59 _	0.6 3

Note 2: TO- from experience before **TK** - from experience then, **NG-** control group, **TG-** experience group.

It is necessary that the presented methodology or technology can raise the condition being diagnosed (studied) to a higher level in terms of quality. The effectiveness of the methodology or technology is analyzed and evaluated based on the results of the situation before and after their use. This is where the statistical analysis is performed. In this, the results indicators obtained according to the initial (H0; that the current situation is unsatisfactory) scientific hypothesis and the alternative (H1; that the methodology or technology offered for pedagogical practice is effective) are statistically analyzed. According to the essence of statistical analysis, the primary (H0) scientific hypothesis should be rejected, and the alternative (H1) scientific hypothesis should be confirmed.

Table 2.1. Continuation of mathematical and statistical indicators of the theoretical part of the research

No	Experience conducted place	Experience conducted time	of reliability range I _		Criterion conclusion
			X^* TG	NG	
1	Auto Trans Profession AVM	TO	2.69-3.81	2.90-4.34	H1
		TK	3.4-4.6	3.16-4.32	
2	Auto Akbar Damler avm	TO	2.70-3.88	2.98-4.36	
		TK	3.40-4.66	3.02-4.36	
3	TDTrU	TO	2.79-4.03	3.02-4.30	
		TK	3, 51 -4, 69	3.0 3 -4, 29	

Note 3: TO- from experience before **TK -** from experience then, **NG-** control group, **TG-** experience group.

It was proven by statistical methods that the average theoretical knowledge level of the experimental group during the academic year was 17% higher than that of the control group.

When analyzing the theoretical knowledge of car drivers by age, it was determined by statistical methods that the age of high mastery is 18-30 years old, and the age of low mastery is above 41. Mathematical and statistical indicators of the practical part of study 3- given in the table

Table 3. The number of students who participated in the practical training by age of the researched institutions

No	AGE	Auto Trans Profession driving school		Auto Akbar Damler driving school		TDTrU	
		TG	NG	TG	NG	TG	NG
1	18-30	32	28	35	32	201	110
2	3 1 -40	18	14	12	14	95	70
3	4 1 from high	10	8	8	9	43	20
TOTAL		**60**	**50**	**55**	**55**	**339**	**200**

Note 3: NG- control group, **TG-** experience group

Table 4. Mathematical-statistical on the practical part of the research indicators

No	Experience conducted place	Age	Level average arithmetic value				Efficiency coefficient		Selected dispersion			
			TO		TK		TO	TK	TO		TK	
			TG	NG	TG	NG			TG	NG	TG	NG
1	Auto Trans Profession driving school	18-30	3.19	3.25	3.38	3.28	0.98	1.03	0.21	0.26	0.36	0.28
		3 1 - 40	3.27	3.29	3.56	3.35	0.99	1.06	0.31	0.35	0.47	0.37
		4 1 +	3.3	3.37	3.70	3.50	0.97	1.06	0.41	0.47	0.61	0.50
2	Auto Akbar Damler driving school	18-30	3.23	3.28	3.37	3.31	0.98	1.02	0.28	0.33	0.40	0.40
		3 1 - 40	3.25	3.29	3.50	3.36	0.99	1.04	0.35	0.35	0.42	0.37
		4 1 +	3.38	3.44	3.75	3.56	0.98	1.05	0.48	0.47	0.69	0.47

Note 4: TO- from experience before **TK -** from experience then, **NG-** control group, **TG-** experience group

Table 4.1. Mathematical-statistical on the practical part of the research indicators continued

No	Experience conducted place	Age	It is average values standard error				***X* * ning reliability range**				Criterion conclusion
			TO		TK		TO		TK		
			TG	NG	TG	NG	TG	NG	TG	NG	
1	Auto Trans Profession driving school	18-30	0.46	0.51	0.6	0.53	2.73-3.65	2.74-3.76	2.78-3.98	2.75-3.81	H1
		3 1 -40	0.56	0.59	0.69	0.61	2.71-3.83	2.70-3.88	2.87-4.25	2.74-3.96	
		4 1 +	0.64	0.69	0.78	0.70	2.66-3.94	2.68-4.06	2.92-4.48	2.80-4.20	
2	Auto Akbar Damler driving school	18-30	0.54	0.57	0.63	0.63	2.69-3.77	2.71-3.85	2.74-4	2.68-3.94	H1
		3 1 -40	0.59	0.59	0.65	0.61	2.66-3.84	2.70-3.88	2.85-4.15	2.71-3.97	
		4 1 +	0.69	0.68	0.83	0.69	2.69-4.07	2.76-4.12	2.92-4.58	2.87-4.25	

Note 5: TO- from experience before _ **TK -** from experience then, **NG-** control group, **TG-** experience group

It was proven using statistical methods that the average practical knowledge level of the experimental group during the academic year was 6% higher than that of the control group.

When analyzing the theoretical knowledge of car drivers by age, it was determined by statistical methods that the age of high mastery is 18-30 years old, and the age of low mastery is between 18-31 years old.

As a result of the analysis, if the initial (H0) scientific hypothesis is confirmed, then it becomes clear that the application of the presented methodology or technology in the pedagogical process is ineffective. If the alternative scientific hypothesis (H1) is confirmed, then the methodology or technology provided for pedagogical practice is considered effective.

Based on the results of the conducted research, scientific hypothesis H1 was confirmed.

- **Summary and suggestions (Conclusion/Recommendations).** Doctor of Pedagogical Sciences (PhD) on the topic " Improving the method of improving the quality of driver training in educational institutions" The following conclusions are presented based on the results of the dissertation research:

1. Scientific research and analysis of scientific-methodical literature show that the program, scientific-methodical guide and recommendations for safe driving of vehicles of motorists in the training process of car drivers have not been sufficiently developed. On the basis of the scientific research conducted in educational institutions, it is necessary to establish a pedagogical system that is integrated into the educational process, aimed at training car drivers, and improving educational methods. It is necessary to improve the practical skills that arise between the teacher and the learner in the pedagogical process and show didactic characteristics. Studies show that future drivers need to have a deep understanding of theoretical knowledge and the ability to effectively apply it on the roads.
2. The scientific-methodical basis of the innovative method of training car drivers was developed, and the control of the knowledge of the lesson process was carried out based on the cloud system, not with the knowledge of the group, but with the knowledge they do not know. The training of car drivers has been methodically improved, as a result, the driver's obligations have been improved by 17%, the culture of driving on the roads by 6%, and the mastery index by the subject has been

developed by 17% through cloud system control;

The analysis of mobile programs enriched with pedagogic methods in the process of training car drivers in the course of non-auditory training showed that learning to drive vehicles, taking into account the cases of violations on the roads, increased by 8%, and by 15.7% through non-traditional pedagogic methods.

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