



## **CAR INJURIES IN FORENSIC MEDICINE PRACTICE EXPERT ASSESSMENT**

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### **Summary**

As subjects, 18 men and women aged 24 to 45 years old who were injured in the car, and children with 20 (8-12 years old) patients with craniocerebral trauma (bruises and compression of the brain) were selected and analyzed injury. It was established that the most frequent fractures in the driver were fractures of the patella - 15.8%, pelvic bones - 15.4%, femur - 13.1%, tibia - 12.8%, lower leg bones - 11.4%.

**Keywords:** forensic examination, car, car accidents, assessment.

## **АВТОМОБИЛЬНЫЕ ТРАВМЫ В СУДЕБНО-МЕДИЦИНСКОЙ ПРАКТИКЕ: ЭКСПЕРТНАЯ ОЦЕНКА**

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### **Резюме**

В качестве испытуемых были отобраны 18 мужчин и женщин в возрасте от 24 до 45 лет, получивших травмы в салоне автомобиля, и дети с 20 (8-12 лет) больными с черепно-мозговой травмы (ушибы и сдавления головного мозга) и были проанализированы их травмы. Установлено, что наиболее частыми переломами у водителя были переломы коленной чашечки – 15,8 %, костей таза – 15,4 %, бедренной кости – 13,1 %, большеберцовой кости – 12,8 %, костей голени – 11,4 %.

**Ключевые слова:** судебная экспертиза, автомобиль, дорожно-транспортное происшествие, оценка.

## **SUD TIBBIYOTI AMALIYOTIDA AVTOTRAVMALARNI EKSPERT BAHOLASH**

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Buxoro davlat tibbiyot instituti





**Annotatsiya.** Ob'ekt sifatida avtomobil salon ichida jaroxatlangan 18 nafar 24-45 yoshlardagi erkak va ayol hamda 20 nafar (8-12 yosh) bosh miya travmasi (ko'karishlar va bosh miya siqilishi) bilan og'rigan bolalar tanlab olindi va ularning tan jaroxatlari taxlil kilindi. Haydovchida ko'pincha ustunlik kiladigan sinishlarga tizza qopqog'ining sinishi 15.8%, tos suyaklari 15.4%, son suyagi 13.1%, boldir suyagi 12.8% va panja suyaklarida 11.4% uchrashi aniqlandi.

**Kalit so'zlar:** sud-tibbiy ekspertiza, avtomobil, avtojaroxatlar, baholash.

### **Relevance**

According to statistical data, regularly published by the World Health Organization, the frequency of craniocerebral trauma in the whole world is increasing by 2%, and the overall structure of modern trauma is 25-30%. Non-fatal car interior injuries remain unexplored and unaddressed questions in the forensic literature, despite the large body of research on car interior injuries. In the 1950s and 1960s, car-injury injuries predominate in comparison to pedestrian and car collisions. In recent years, 60-65% of the total car injuries are caused by car interior injuries.

In forensic examination, one of the main problems is to determine which person was driving the car, the nature, location, mechanisms, and the severity of the injury among those who were injured due to the injuries in the interior of the car.

Among children from 1 to 3 years of age, falls from a height of their height are most often observed, the so-called injuries of a "child learning to walk", and among children aged 3 to 6 years, falls from a greater height are most often observed, among which include falls from stairs, trees, roofs, windows, etc. At school age, the highest incidence of TBI occurs in road traffic injuries (24-50%), and injuries received during outdoor games, such as cycling, skating, swings, playing football, etc. (7-10%).

### **Object of Study**

As subjects, 18 men and women aged 24 to 45 years old who were injured in the car and children with 20 (8-12 years old) patients with craniocerebral trauma (bruises and compression of the brain) were selected and their injuries were analyzed.

### **Research Subject**

Retrospective analysis of forensic medical examinations, as well as methods of visual examination of the victims were chosen as the method.





## Discussion

In car injuries, when the mechanisms of injuries are studied, the injuries in the car cabin (ITX, after the additional examination of the parts of the vehicle), the location and description of the pelvis and legs are compared, the analysis of the victim's clothing and footwear, auto technical materials expert analysis showed us the contact with the driver and the main injury to the OUY during the collision allows identification of car parts. These include parts of the steering wheel, various parts of the dashboard, control pedals, left side control instrument shield and glass handle, car door, seat side edges.

According to the nature of the injury, bruises are common in the knee joint, wounds, effusions, soft tissue lacerations, bruises and wounds, hemorrhages, lacerations, soft tissue burns in the thigh area, minor lacerations, wounds and lacerations are observed in the calf area. .

The most common fractures in the driver were knee cap fracture in 15.8%, pelvis in 15.4%, femur in 13.1%, tibia in 12.8%, and foot bones in 11.4%.

Fractures of ribs (11.1%), humerus (6.7%) and craniofacial bones (5%) are slightly more common than other bone fractures of the body. Fractures of the shoulder bone, cranial bones, vertebrae, sternum, spine, and scapula are significantly less common at 8.7%.

The features of the clinical picture of TBI in children are due, on the one hand, to the increased vulnerability of the immature brain and its hydrophilicity; in addition, incomplete myelination of the brain and features of the regulation of vascular tone often lead to diffuse autonomic reactions, convulsive seizures, and transient hyperemia of the brain, on the other hand - great compensatory and plastic possibilities due to incomplete differentiation of the structure of the nerve centers and the circulatory system of the brain, low calcification and elasticity of the skull bones with open seams between them. When the tissue of the still immature brain is exposed to trauma, its further development is often disrupted, which can subsequently lead to various kinds of deviations in the neuropsychic sphere. Often there is a discrepancy between the trauma, which in adults could be interpreted as "light bodily injury", and the resulting severe consequences, leading to the disability of the injured child, and, in such cases, additional or repeated forensic medical examinations with retraining of bodily damage. Conclusion. With severe brain contusions and intracranial hemorrhages, the most valuable, in our opinion, it objectively reflects the severity of the craniocerebral injury.





## Summary

The daily increase in the number of motor vehicles, the increase in safety and non-observance of traffic rules in their management indicates the need to develop a number of preventive measures in this regard.

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