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У збірнику подано іноземними мовами результати наукових досліджень студентів, аспірантів та молодих науковців у різних галузях економіки, що можуть зацікавити світову наукову спільноту. Регулярні публікації робіт допоможуть виявити талановиту студентську молодь, здатну брати участь у міжнародному професійному, науковому та освітньому обміні та втілювати одержаний досвід у розвиток передових технологій.

Усі матеріали публікуються в авторській редакції.

Зміст

INFORMATION TECHNOLOGY.....	8
Yablonskiy V.Y., Baltsev D.I., Polivanov V.Y. VIDEO GAMES	8
Baranov I. V. VIRTUAL REALITY	10
Barashkova N. M. GENERAL PRINCIPLES OF OPERATION OF AN AUTONOMOUS VEHICLE	11
Cherkashyn D. O. MODELS AND METHODS OF CLOUD SYSTEM SYNTHESIS AND CLOUD SYSTEM ANALYSIS	13
Chorniy B. S. DISTANT LOCAL OFFICE MANAGEMENT	15
Girin M. A. HOW THE INTERNET INDUSTRY AFFECTS THE ECONOMY	17
Golikova E. V. GIVE CONTROL OVER OUR HEALTH TO INFORMATION TECHNOLOGY.....	20
Grigorenko N. A. COMPUTER SIMULATION.....	23
Kachanova A. R. INFORMATION TECHNOLOGY IN MEDICINE.....	25
Kalashnikov Y. V. ONTOLOGY MODELING FOR ORGANIZATIONS TECHNICAL SERVICES OF AUTOMOBILES	28
Kalinin O. O. VEHICLE-TO-EVERYTHING (V2X) 5G IN EVOLUTION OF CARS	31
Konyukhov Y. V. Belovodskaya I. I. PROSPECTS FOR MODIFYING THE INTERACTION OF PHYSICAL OBJECTS CONNECTED TO THE GLOBAL NETWORK.....	33
Kostyriev O. M. NEURAL NETWORKS THEORY	35
Kurbatova S. A. HUMAN APPROACH TO VIRTUAL REALITY	38
Lantrat O. V. MODELING INFORMATION SYSTEMS ARCHITECTURES	40
Manukov D. A. INFLUENCE OF INFORMATION TECHNOLOGIES ON HUMAN LIFE	42
Manyk K. A. INDUSTRIAL PR5-2P ROBOT CONTROL	44
Marynska O. V. ALGORITHM FOR DETERMINING THE COORDINATES OF A TERRESTRIAL OBJECT	48

Mnushka O. V. SIMULATION MODEL OF ANTENNA AZIMUTH POSITION CONTROL SYSTEM	50
Pkhydenko A. L. ANALYSIS OF ROAD SAFETY ASSESSMENT METHODS BY ACCIDENT AND TRAFFIC SAFETY COEFFICIENTS	53
Ponomarov A. Ye. IMPLEMENTING COLLISION AVOIDANCE ALGORITHM IN RESTRICTED VISIBILITY	55
Prikhodko Y., Prokhorenko A. INTERNET OF THINGS SOLUTIONS FOR GAS ENGINE TEST BENCH.....	57
Romashchenko N. A. DEVELOPMENT OF METHODS FOR EVALUATING THE LOCATION OF ACADEMIC OBJECTS IN THE TRAINING PLAN ...	61
Sahackiy A. A. INFORMATION TECHNOLOGIES IN LINGUISTICS.....	64
Sakhno Ye. V. DEVELOPING THE CONCEPT AND BOUNDARIES OF AN INFORMATION SYSTEM.....	66
Savchenko V. M. VIRTUALIZATION TECHNOLOGIES IN A MODERN UNIVERSITY	68
Semerhei A. M. TECHNICAL ASPECTS OF AUTOMATIC CONTROL OF AUTONOMOUS GROUND VEHICLES	71
Shybko Ye. O. SMART MOBILITY DEVELOPMENT	73
Soloviev D. A. Chuglin A. R. HISTORY OF TECHNOLOGICAL DEVELOPMENT FROM 1G TO 5G	75
Strelnikova J. S. THE FUTURE OF PUBLIC TRANSPORT.....	77
Topchaev I. Y. ALGORITHM FOR DETERMINING THE COORDINATES OF A GROUND OBJECT.....	80
Viter D. O. STRUCTURAL MODEL OF INFORMATION TECHNOLOGY OF CHOICE OF COMMUNICATION MEANS FOR EMPLOYEES OF THE DISTRIBUTED OFFICE	81
Vlasenko O. V. THE USE OF ARTIFICIAL NEURAL NETWORKS IN DIAGNOSTICATING THE POWER OF DISCONNECTED INDIVIDUAL CYLINDERS OF MOTOR-AND-TRACTOR ENGINES.....	84
Yemets D. O. DEFINING CONNECTED CAR CYBERSECURITY	87
Zhuchenko O. O. TRENDS IN THE DEVELOPMENT OF TRANSPORT SYSTEMS.....	89
Zhulega I. D. ARTIFICIAL INTELLIGENCE IN THE PRODUCT CODE.....	91

TRANSPORT TECHNOLOGY	92
Anikeytseva V. O. TRANSPORT LOGISTICS PROBLEMS OF FREIGHTTRANSPORTATION IN UKRAINE.....	92
Bieletska O. M., Horbachov P. F., Liubiy Y. V. RELEVANCE OF CARRYING OUT ROAD TRAFFIC AUDIT	96
Chebrukov V. G. ORGANIZATION OF ROAD TRANSPORT	98
Chernenko V. O. TRANSPORT TECHNOLOGY.....	100
Chumak M. O. ENTWICKLUNG VON ELEMENTEN VON INTELLEKTUELLEN TRANSPORTSYSTEMEN ZUR REGELUNG DER FAHRZEUGBEWEGUNG	102
Drokina A. V. AUTONOMOUS VEHICLE TECHNOLOGY: PROSPECTS AND IMPACTS	110
Fedorenko K. R. HOW SYNTHETIC OILS DIFFER FROM MINERAL OILS	112
Fedorov V. Yu. DETERMINING THE TIME SPENT BY VEHICLES AT LOADING AND UNLOADING POINTS	114
Grechka D. E. THE VALUE AND DIVERSITY OF FREIGHT TRANSPORT IN THE MODERN WORLD.....	118
Hlita A. C. ATTRACTING CUSTOMERS FOR CARGO TRANSPORTATION	119
Korena V. S. ORGANIZATION OF CARGO TRANSIT TRANSPORTATION THROUGH THE TERRITORY OF UKRAINE.....	123
Kostenko G. Ye. QUALITY OF TRANSPORT SERVICE IN KHARKIV ...	125
Kovalenko D. V. STUDYING THE EFFICIENCY OF TRANSPORT AND TECHNOLOGICAL SCHEME OF CARGO DELIVERY	127
Krinicka M. A. ANALYSIS OF THE CURRENT CONDITION OF TRANSPORT DESTINATION OF FOODSTUFF BETWEEN TOWNS	129
Kudrina V. Yu. USING DISCOUNTS IN LOGISTICS SYSTEMS OF ENTERPRISES	131
Kurmaz V. S. CRITERIA FOR ASSESSING THE CITY ROUTE NETWORK PERFORMANCE.....	133
Ladyka D. S. CUSTOMS LOGISTICS AS A FACTOR OF ECONOMIC SECURITY OF UKRAINE IN THE CONTEXT OF GLOBALIZATION.....	136

Levanda J. A. GRAIN DELIVERY TECHNOLOGY IN INTERNATIONAL TRAFFIC	138
Mizyak M. V. IMPROVEMENT OF THE ORGANIZATION OF TRANSPORTATION OF GOODS IN URBAN TRAFFIC	140
Morozov Ye. O. PROSPECTS FOR THE DEVELOPMENT OF A HYBRID VEHICLE ON HYDROGEN	142
Mykhailyk Ya. V. OPERATIONAL DIRECTION OF ENSURING SAFETY OF VULNERABLE ROAD USERS	146
Naguirna P. O. LA CONGESTION DE LA CIRCULATION ET SES CAUSES	148
Ohulchanska D. S. EVALUATION OF TRAFFIC SIGNALIZATION AT THE CROSSROADS.....	151
Povernina D. N. ANALYSIS OF TRAFFIC MANAGEMENT METHODS ..	153
Prykhodko A. Y. DEVELOPMENT OF THE TRANSPORT INDUSTRY IN UKRAINE.....	155
Saienko A. O. THE STUDY OF THE DELIVERY SCHEME OF PULP AND PAPER PRODUCTS IN INTERNATIONAL TRAFFIC	158
Schevtschenko S. S. EIGENSCHAFTEN VON BEFÖRDERUNGSLEISTUNG DER LEICHTVERDERBLICHEN GUT	160
Sevidova V. V. IMPROVED DELIVERY OF FOOD IN URBAN AREAS...	162
Sharyi S. V. TRANSPORT DES MARCHANDISES DANGEREUSES EN UKRAINE.....	164
Shchaslyvets Ye. V. A STUDY OF DEMAND IN ORGANIZING A SYSTEM FOR DELIVERING GOODS TO KHARKIV RESTAURANT CHAINS.....	167
Shevchenko A. E. THE INFLUENCE OF DRIVER'S PSYCHOPHYSICAL STATE ON TRAFFIC SAFETY	169
Shevtsov D. D. THEORETICAL ASPECTS OF ECONOMIC VALUATION OF HUMAN ROAD ACCIDENTS	171
Syabruk T. S. ROAD EVENNESS AND TRAFFIC SAFETY ON IT.....	175
Teslia M. M. DECREASE OF ENVIRONMENTAL BURDEN IN THE LOCAL AREAS BY IMPROVING TRAFFIC ORGANIZATION.....	177
Tsevmenko Y. V. LEVEL OF USE OF SEAT BELTS OF DRIVERS AND PASSENGERS OF THE CITY OF KHARKIV	180

Vityuk D. O. BICYCLE LOGISTIC.....	182
Volvak V. A. METHODS FOR MODELING TRAFFIC AT INTERSECTIONS USING THE VISSIM SOFTWARE.....	184
Yefimova O. M. RESEARCH AND FORMATION OF RATING ROUTES FOR DELIVERY OF GOODS IN THE RESTAURANT MANAGEMENT ..	186
Zhyvotchenko V. V. RESEARCH OF PEDESTRIANS MOVEMENT SPEED ON UNSUPERVISED PEDESTRIAN CROSSINGS	188
NATURAL SCIENCES	192
Frolov A. V. THE EFFECT OF EXHAUST GASES	192
Halushka Ya. I. RATIONAL USE OF WATER RESOURCES OF UKRAINE	194
Kondratenko A. G. ENVIRONMENTAL PROBLEMS IN THE TRANSPORT SECTOR	196
Melnik S. V. PROBLEMS OF ENVIRONMENTAL SAFETY OF HOUSEHOLD SOLID WASTE MANAGEMENT IN UKRAINE	198
Mogutova A. A. POLYMERIC CONTAINER FOR WATER.....	200
Mykhailov S. S. WAYS TO UTILIZE THE END-OF-LIFE CARS	203
Nasikhanova A. Z., Sukhenko L. T., Bobkov G. A. COMPARATIVE ANALYSIS OF ANTIMICROBIAL ANALYSIS OF ANTIBIOYICS AND EXTRACTS, BASED ON PLANTS GROWING IN ASTRAKHAN REGION	205
Samoilov A. V. FOREST MANAGEMENT PROBLEMS IN UKRAINE	207
Shkarlat I. V. ASSESSING ENVIRONMENTAL LOAD FROM ROAD TRANSPORT WITHIN THE CITY	209
Suslova N. V. INDICATEURS BIOMÉTRIQUES DES CHOUX DE BRUXELLES DANS DES CONDITIONS IN VITRO	212
Verizhenko A. Y. WASTEWATER ANALYSIS	216
Volokh M. D. ECO-CORRIDORS	219
Yatsenko A. Yu. DEFORESTATION IS A CRIME AGAINST THE FUTURE	221

- communication and navigation by rail, increasing the intensity of train traffic without the safety threat, monitoring the location of the wagon fleet;
- navigation and communication for small vessels, fishing and water recreation;
- provision of activities of various emergency services (rescue services, ambulance services, police, fire service) [2].

Studying the degree of scientific development of this issue has led to the conclusion that the development of the navigation industry in our country is being at a stop. Neighboring countries and some European countries are actively developing this industry. Another example is that the German company Wirtgen Group is actively involved in the creation of new GPS devices used on road vehicles.

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SIMULATION MODEL OF ANTENNA AZIMUTH POSITION CONTROL SYSTEM

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To install a satellite antenna on the vehicle the problem of the antenna accurate positioning in the direction to the satellite must be solved. Satellite antenna orientation errors, which occur during the vehicle movement, cause a substantial reduction of the received signal level [1]. Setting up the angular position of the antenna for both azimuth and elevation is made by means of equipment, which uses control systems with similar parameters.

In general, the closed control system (Fig. 1) consists of a generalized controlled object (“Plant”), a controller (“Controller”) and a sensor (“Sensor”) to measure the current level of output signal ($y(k)$). The error signal ($e(k)$) as the difference between required ($r(k)$) and current ($y(k)$) states of the controlled object is the input signal of the controller. The control signal ($u(k)$), according to which the state of the controlled object is changed, is the output signal of the controller.

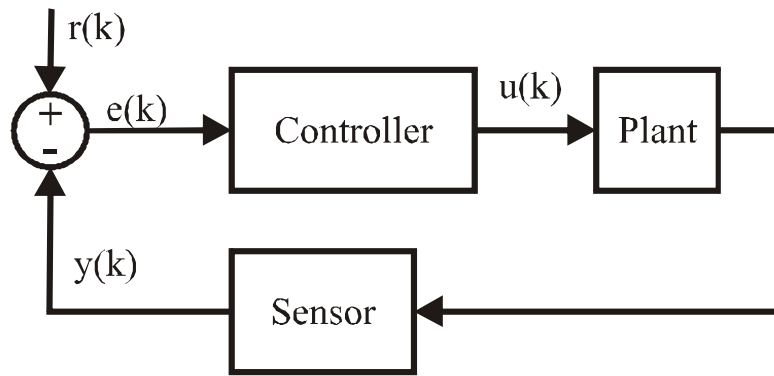


Fig. 1. Generalized model of a closed loop control system

Considering the above notation, the link between input and output variables is given in Eq. (1):

$$\begin{aligned} e(k) &= r(k) - y(k) \\ \Delta e(k) &= e(k) - e(k - 1) \end{aligned} \quad (1)$$

where $\Delta e(k)$ – change of error; k – iteration number.

The simulation model of the control system (Fig. 2) was developed and implemented in Matlab/Simulink and it consists of sources of signal and perturbations, controllers, controlled object, sensors and an oscilloscope (in Fig. 2 the fragment of the model is shown).

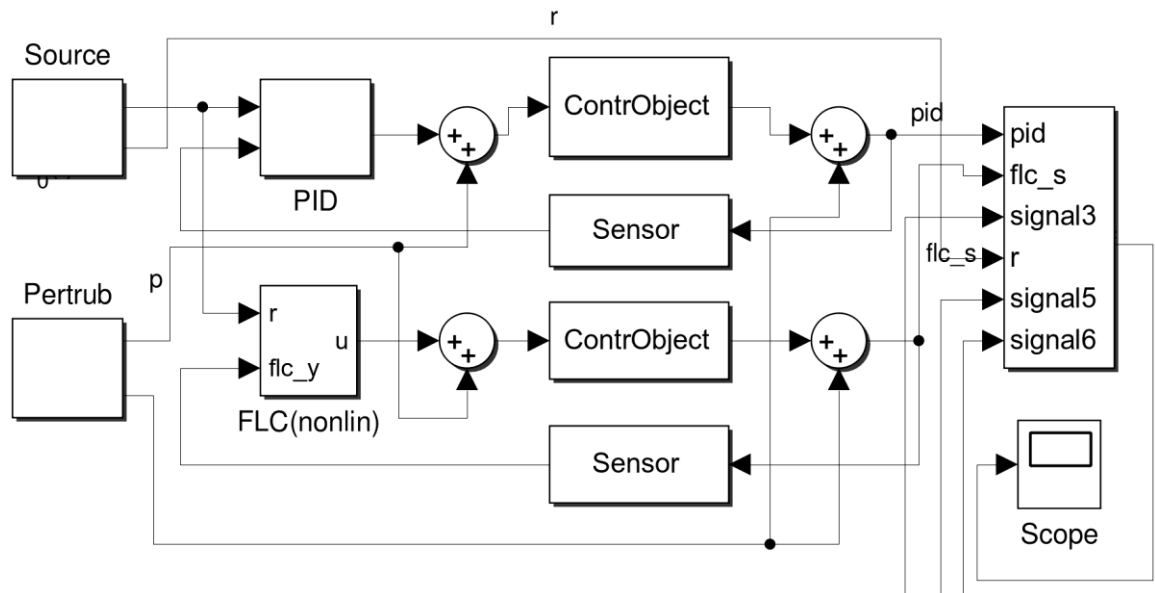


Fig. 2. The simulation model

To verify the developed simulation model we consider the well-known antenna azimuth positioning system [2] with the discrete transfer function $W(z)$ given in Eq. (2) as the generalized controlled object.

$$W(z) = \frac{0,000274(z + 2,959)(z + 0,2037)}{(z - 1)(z - 0,983)(z - 0,3679)} \quad (2)$$

According to [3] the detailed cross-reference rules sets between inputs and output for both Mamdani-type (M) and Takagi-Sugeno-type (TS) FLC were obtained and are defined in Tables 1 and 2, in which next abbreviations are used: N – Negative, NB – Negative Big, NM – Negative Medium, Z – zero, P – Positive, PM – Positive Medium, PB – Positive Big, Min – Minimum, Max – Maximum.

The resulting set of rules for a fuzzy controller allows modeling the behavior of the antenna installation under various initial conditions and under the influence of various external factors in the control loop.

Table 1. Mamdani-type FLC rules set

$\Delta u(k)$		$\Delta e(k)$		
		N	Z	P
$\Delta e(k)$	N	NB	NM	Z
	Z	NM	Z	PM
	P	Z	PM	PB

Table 2. Takagi-Sugeno-type FLC rules set

$\Delta u(k)$		$\Delta e(k)$	
		N	P
$\Delta e(k)$	N	Min	Z
	P	Z	Max

Conclusion. The paper deals with antenna azimuth control system, which is controlled by using conventional proportional-integral-derivate (PID) controllers and both Mamdani-type and Takagi-Sugeno-type fuzzy logic controllers (FLC). In order to obtain system response to various external perturbations the simulation model was developed in Matlab / Simulink environment. The advantages of FLC in comparison with conventional PID controllers were observed under the action of various external perturbations.

Prospects for further research – development of models for the antenna system taking into account the oscillatory motion of the platform in the process of setting the direction to a telecommunication or specialized satellite.

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ANALYSIS OF ROAD SAFETY ASSESSMENT METHODS BY ACCIDENT AND TRAFFIC SAFETY COEFFICIENTS

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The problem of convenience and road safety is not new, but nevertheless its relevance is not reduced. Under the term "road safety" we understand the problem, which includes the analysis of the causes of accidents that occur when individuals and vehicles move on public roads and measures to prevent them.

Road conditions on different sites differ in their properties (type, placement in the field of view of the driver and others). Therefore, drivers are constantly faced with the need to make a decision that is most appropriate for a given traffic situation. The condition of convenient and safe traffic is the creation of such a traffic situation on the road sections, taking into account the psychophysiological characteristics of drivers [1]. The road environment should be created to ensure high traffic safety.

Before developing specific measures to improve the road situation, it is necessary to assess road safety, identify dangerous places. For identification of dangerous sites and forecasting of degree of danger of separate sites of the road use the method offered by Professor V. F. Babkov, - a method of coefficients of accident rate [1-4]. This method is based on the generalization of traffic accident statistics. The degree of danger of road sections is characterized by the final accident rate, which is the product of partial coefficients that take into account the influence of individual hazardous elements of the plan and the longitudinal profile.

With the deterioration of traffic conditions on the road, the values of private accident rates increase.

The final accident rate is determined on the basis of a linear graph of the studied road section. On the schedule put the compressed plan and a longitudinal profile of the road with identification on them of all elements influencing traffic safety (longitudinal slopes crossing roads and footpaths and so forth). In a special graph write out or graphically represent the actual distance of visibility. The scale of the plan and profile is chosen depending on the complexity of the terrain and the situation. The graph captures the intensity according to the records conducted by

In order to curb these disasters, we must plant more trees. Restoration of existing vegetation is equally essential. Population control is another indirect method to save trees and forest areas.

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Наукове видання

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