

wedge fractures are not always present, necessitating the use of additional evidence to comprehensively analyze pedestrian-vehicle contact postures.

In this case, the irregular crack observed from the right knee to the tibia, combined with autopsy findings, indicated that the injury was caused by puncture from the tibia and fibula fracture ends. A comprehensive analysis of vehicle traces and the pedestrian's head injury supported the conclusion that the pedestrian moved from the left side of the vehicle's driving direction to the right. Lower limb injuries vary based on the specifics of each collision, and surface injuries alone should not be used to determine collision posture. Instead, lower limb surface injuries should be analyzed alongside fracture patterns and injuries to other parts of the body for a more accurate assessment.

5. CONCLUSION

Practical cases demonstrate that analyzing pedestrian posture in pedestrian-vehicle collisions based solely on lower limb surface injuries is insufficient. A more thorough analysis requires integrating field investigation results, vehicle trace inspections, injury identification reports, and other relevant materials. A multi-angle, comprehensive approach allows for a more accurate and detailed understanding of pedestrian posture during the collision.

The analysis of pedestrian collision posture and movement in pedestrian-vehicle accidents is a complex and challenging task requiring consideration of multiple factors and information sources. This paper provides valuable practical references for the analysis of pedestrian posture and behavior in similar pedestrian-vehicle collision accidents.

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Conflicts of interests

None declared.