A Regional Look at Cars in A Mixed Park

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ABSTRACT

The improvement of the motor transport sector creates a basis for reducing transport costs and increasing competitiveness. Management of motor transport through economic relations and consistent improvement of the routing system and the activities of the car and the interaction of types of transport, Innovation in it and invocations the normative-legal framework, which provides for the acceleration of its policy, is increasingly improvement is taking place. Given the passage of cargo flows through the Republic of Uzbekistan, prospective international transport corridors are being formed, opportunities of Uzbek auto-carriers to use international transport communications are growing, and multimodal cargo transportation is developing. Sustainable development of auto transport certification system improving new techniques, advanced diagnostics and repairs application of technology, renewal of the fleet of motor vehicles, consistent inspection and control of vehicle safety.

Keywords: Ventilator belt, transport conditions, a contractual approach, exploitative factors. natural-climatic conditions.

Introduction

The technical condition of the vehicle is influenced by many exploitative factors. The main of them are the following:

- The main parameters of the natural climate that affect the technical condition of the car and determine it are: the temperature of the surrounding air and its range of changes; humidity; wind load; the degree of solar radiation; barometric pressure.
- Ambient air temperature has a very strong impact on the technical condition of the car. For normal operation of the car, the air temperature range from +5 °C to +20 °C is sufficient. In this range, it is possible to maintain the optimal thermal state of the car units and units and ensure their working capacity. High temperatures increase the thermal tension of the details of the engine charge and cause it to overheat.

The engine overheats, as a result of a violation of the balance between the amounts of heat that is allocated and released [1-6]. If the temperature of the liquid in the cooling system exceeds +90 °C, the engine will overheat. As a result of this, the productivity of the water pump decreases, the piston rings are pressed dry, a burn of the piston bottom is observed, the stilindres are deformed occurs, and the spines of the stilindr–Piston Group sharply increase [7-12]. The overheating of the gasoline-powered engine results in a state of detonation, which in turn reduces engine power, gasoline economy and durability. High temperature of air and engine details, reduce the filling coefficient of stylindr, enrich the mixture of gasoline, increase the consumption

of gasoline and the toxicity of used gases [13-19].

Even in diesel engines, the high temperature of the air leads to a decrease in power, an increase in fuel consumption and the toxicity of the used gases. In other aggregates of the car, the intensity of ingestion increases, as the amount of dust in the air increases, the lubrication conditions worsen as the viscosity of the oil decreases.

In order for the engine to not overheat, it is necessary to control the amount of liquid in the cooling system, to clean the radiator surfaces, to clean the cooling system from submerged sediments and crates, to properly install the ignition, to ensure the tension of the ventilator belt, to control the operation of the thermostat and other work [20-28].

The effect of low air temperature on the car is manifested in the commissioning of a cold engine, an increase in the amount of combustion, a deterioration in temperature conditions and an increase in gasoline costs. Starting a cold engine there is a decrease in the ability to conduct cyclones as a result of a deterioration in side-evaporation, an increase in the density of cold air, an increase in side-convection, a decrease in the spark force in the ignition lightning, and for other reasons, there is a thinning of the side-mixture, an increase in the consumption [29-33].

The conditions of use affect the technical condition of the cars, the Working Procedures of the aggregate and details, which can accelerate or slow the change in the parameters of their technical condition. The quantities of the indicators of the reliability of cars differ from each other in different operating conditions, which is also reflected in the change in the indicators of the effectiveness of technical use. As previously noted, it will be necessary to take into account the conditions of use in determining the production-technical base, personnel, parts, operational materials and other needs. Conditions of use are divided into road, traffic, transport conditions, natural-climatic and seasonal conditions [34-47].

Road conditions determine the working order of the car and are characterized by the technical category of the road, the type and quality of the road cover, the eni of the road, the turn radius, the slope of the climb and the slope of the fall.

Alternatively, the order of the work of the car affects the indicators of its reliability. For example, a violation of the road cover reduces the reliability of the car by 14...33 percent.

Conditions of movement are assessed by the influence of external factors on the order of movement, that is, the work of the car and its aggregates. For example, driving on urban and out – of-town roads with the same coating, the work of trucks differs as follows: in urban conditions, the speed is 50...52 percent, the average frequency of the spindle rotation is 130...136 percent, the number of changes in the transmission is 3...3,5 times, the comparative work of the friction of the brakes is 8... Transport conditions: speed of movement, length of walking with load, coefficient of road use, coefficient of use of carrying capacity, coefficient of use of trailers, type of load [46-51].

Natural-climatic conditions: the temperature, humidity of the surrounding air, wind load, the level of solar radiation.

Seasonal conditions are characterized by a change in air temperature, a change in road conditions by seasons, the influence of certain factors (for example, dust, humidity and impurities) on the intensity of changes in the parameters of the technical condition of cars.

The aggressiveness of the environment is due to the high rusting activity of the air, which is characteristic for the Aral Sea region. Such conditions lead to intensive rusting of vehicle details, increased labor volumes of TCC and JT and the need for spare parts, a decrease in the periodicity of the car's performance and TCC.

Geography and transport volume

Distances in each direction are calculated in detail taking into account the weather conditions and other characteristics of the region. In some cases, they can seriously affect the rhythm of transportation and, consequently, financial results.

Then it is necessary to group the routes into blocks according to the geographic print order: grouping for international transport is carried

out by country or region, for Russia and the nearest abroad - by City and region [52-56]. Thus, a potential transport matrix is formed, which can be quite complex, because in order to get an effective and accurate model, it is necessary to build it taking into account both direct and reverse directions. Within the framework of the group of factors" economic and marketing potential of geographic regions", the economy is analyzed in selected geographic regions. The potential capacity of each region or country's transportation market is assessed in terms of cargo transportation and the availability of key market agents. Statistical data on the movement of goods in the selected directions are considered. Often even the right approach is to analyze the list of individual networks and specific potential customers in the region.

You can approach the issue of types of client contracts and potential traffic volumes in different ways. It all depends on the development strategy of the transport company.

The contractual approach principle can be basic. This is due to the fact that modern logistics is based on the mutual obligations of the customer and the supplier of transport services under the contract. So, there are the following:

- one-time contracts for transportation;
- frame contracts without obligations and volume guarantees;
- guaranteed volume contracts;
- contracts concluded by the parties to the contract with partial or specific guarantees arising under certain seasonal or conditions.

Using a contractual approach, it is easy to build a "funnel" of orders by contract types. Thus, in the book of orders, in addition to geographic information and economic indicators, an additional projection on the direction of transportation appears.

General contracts allow you to plan the volume of traffic even in the long term, use the framework and one-time contracts to make scenario plans. The ratio of shares by type of contracts and the planned traffic size makes up the ATP strategy.

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