

# Tasks of Technical Operation and Maintenance of Passenger Transport of Automobile Enterprises

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**Annotation:** The need for rolling stock is established based on the need to assign to each route such a number of buses of a certain passenger capacity, which provides a minimum of the carrier's costs, provided that the passenger traffic is mastered in compliance with regulatory requirements for the quality of transport services.

At the same time, the prospect for the formation of a rational structure of the rolling stock fleet of motor transport enterprises.

The main objectives of the joint-stock company "Toshshahartranskhizmat" is to coordinate the activities of enterprises and organizations, regardless of the forms of ownership included in the structure of the company, aimed at the most complete satisfaction of the needs of the population in high-quality services of urban passenger transport, as well as improving the efficiency and financial stability of transport.

Ensuring the safety of passenger transportation and a high level of culture, passenger service, compliance with the rhythm, established schedule and intervals of movement of vehicles on public transport routes.

Strengthening discipline in the system of organization of urban passenger transportation through the widespread introduction of information and communication technologies, navigation control systems for rolling stock (GPS), installation of emergency terminals for fixing the time of arrival and departure of vehicles on final routes, increasing the level of dispatch control.

Management processes in motor transport enterprises are carried out cyclically and are relatively closed. The management cycle begins with the collection of information about the state of the managed object (ATP, Workshop, site, etc.), then the information obtained is analyzed and used to make a decision and finally, these decisions are brought to the attention of the executors. Therefore, the basis of management is information about the state of the managed object. This information can be obtained by:

- from the accounting systems operating at the enterprise;
- as a result of specially organized sample observations and personnel interviews;
- from regulatory and reference documentation;
- introduction and analysis of existing experience.

Production accounting reflects the activities of the enterprise by fixing technical, economic and other indicators (for example, specific values of fuel consumption, planned and actual periodicities, mtBF, etc.), information on the performed production and economic operations, is recorded on primary paper or electronic data carriers in the form of natural, cost or other indicators (Table).

To simplify and enable computer processing of data, operation objects can be encoded.

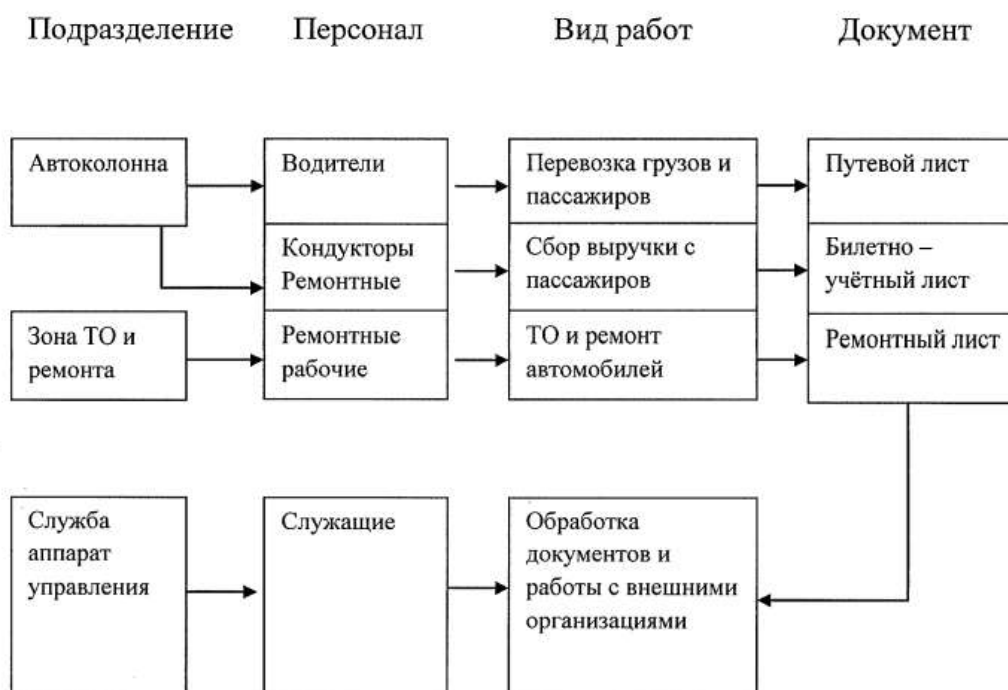
Motor transport enterprises are a set of production units (convoys, maintenance and repair zones, warehouses, sites) and services (accounting, planning, technical department, etc.), in each of which a certain range of tasks is solved. All subdivisions of motor transport enterprises (and the personnel working in them) can be divided into two parts performing their functions on the territory and outside the territory of the enterprise.

The activities of units and personnel are recorded in various documents (timesheets of employees of the entrances to the line, track and repair sheets, for receiving spare parts, etc.). the results of the company's activities are drawn up in the form of various reports and summaries. Thus, the sources of information are

the divisions of motor transport enterprises, in which personnel perform certain types of work. Examples of some sources of visitor information are given in the table.

**Information from some sources and visitors**  
**Table 1.1 Resource requirements by component**

Object	Sources	Information carrier	Parameter
Operating time of the vehicle	Speedometer readings	Waybill	Daily mileage monthly mileage, mileage since the beginning of operation
Fuel consumption	Amount of fuel in the tank	Waybill, help sheet	Cost per shift, excess consumption
Linear failure of the car	Mark of derailment from the line	Waybill repair list	Number of failures
Operation capacity of the aggregate	Parameters of technical condition	Act of technical condition	Aggregate life
Labor intensity of to and TP operation	Labor intensity standards	Repair list	Actual capacity



**Rice. 1.3 Information from some sources**

The use of information technologies in TEA, accompanied by cost reductions in the organization of machine accounting, will allow, if necessary, to change the structure of the system, increasing the number of types of maintenance, as well as to individualize the moments of replacement (write-off or sale) of cars, taking into account economic and technical criteria, managing the age structure of fleets.

Improving the reliability of units and systems of cars, and cabins, adjusting the service life will allow you to abandon the complete overhaul of cars. Improving the repair suitability of vehicle units, the use of compact and mobile diagnostic, maintenance and repair tools will allow gradually for commercial vehicles, which will significantly reduce the downtime of the car in repair.

- The repair sector will mainly focus on the restoration of parts, especially the basic and basic ones, to the level of new ones, which will ensure a significant hanging of the resources of the repaired units and systems.

- The adaptability of car structures for recycling will increase, the secondary use of which will take a direct and expanding part of manufacturers of cars and materials, which will reduce environmental pollution by waste and recycling.

According to available estimates and promising technologies, about 75% (by weight) of parts and materials of a temporary car (metal parts, oils, technical fluids) can be recycled and reused, including in the operation of cars (plastics paint, rubber, glass, etc.) are subject to crushing or grinding with subsequent use in other industries, for example, in construction, or according to economic requirements, burial.

A fundamental change in the planning and warning system is possible at the next step, when the product (or its elements) will be ensured to maintain operability by methods of redundancy or self-healing within the established service life.

Two solutions are possible here: the use of "absolutely reliable" materials and products, the probability of failure of which for a given operating time is negligible (redundancy, increasing the reliability of structural elements), or applying other design principles that provide for self-healing of the product.

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