

## PROGRAMMED AND PURPOSEFUL METHODS OF MANAGING TECHNOLOGICAL PROCESSES OF MOTOR TRANSPORT ENTERPRISES.

*Haydarova Shakhnoza Zakirjonovna,*

*associate professor of technical sciences (PhD)*

*Olimova Hafizakhan Erkinjon qizi- graduate student*

*Andijan Mechanical Engineering Institute, Andijan city, Uzbekistan*

**Abstract.** After our republic gained independence, the foundation of automobile industry was laid in our country, the operating automobile factories such as GM Uzbekistan, SamAvto and MAN make a great contribution to the economic potential of our republic, in particular, with the production of buses, cars and trucks, and the vehicle composition of enterprises is updated. This, in turn, leads to a significant increase in the weight of the cars produced in our country in the fleet of currently operating motor transport enterprises. Effective and reliable use of rolling stock in motor transport enterprises (ATK) depends to a large extent on the state of the production equipment base, the level of mechanization, compliance with the parameters of the vehicles in operation, and the operating conditions. Mechanization of technological processes of maintenance and repair in ATK is one of the main ways to reduce costs in ensuring the performance of cars and high quality of work performed. Reduction of maintenance and repair work is achieved by reducing the time spent on certain technological operations as a result of the use of mechanization tools. Knowing the real value of the level of mechanization of technological processes in ATK allows to determine the share of manual labor, heavy and unskilled work in which production departments, and to develop comprehensive measures to eliminate them.

**Key words.** Motor transport, mechanization, automobile, capacity, bus, light and truck, workshop, economic cooperation.

Basic concepts of management. There are several definitions of the concept of control, and its definition in engineering practice is as follows. The process of converting the controlled system from the initial state to the specified or optimal state (about the state of the system) into a specific goal-directed action is called control. If the state of the system improves, management is considered rational. If the optimal state is reached, the control is considered optimal. Let's look at the terms initial state, fixed state, and action given in the definition. The initial state of the automobile enterprise may be the presence of excess production buildings due to the decrease in demand for these vehicles and their use for servicing private cars. The defined state of the system (goal) - it is possible to increase profits and reduce costs due to the efficient use of production buildings by organizing posts, regions, workshops of personal car service on the ATK base. Action: analysis of students for services, attraction of investments, reconstruction of ATK, advertising, etc. As a result, the diversification of production typical for market conditions takes place. In this case, the combination of traditional transportation and production (service, repair, maintenance of private cars) with car service of private cars. [1]



A set of sufficient levels for rational management is: information about the state of the system, the goal of the system, the available resources, the achievement of the goals of the system, and the time required for this action. Naturally, this set needs to be located and applied in a defined sequence, which constitutes a model stage or management technology, and is applied and generalized with minimal dependence for different sectors, enterprises and issues. The main sample stages of management are as follows. [2]

Determining the goal facing the managed system or sub-system (network, ATK, workshop, region, brigade). The goal of the system is its future state, which is achieved with the help of certain actions and the result of the decisions made. The tools chosen depend on the correct definition of the goal, and the goals of the elements must be consistent with the goals of the higher-level system. For example, the goals of technical operation must be consistent with the goals of road transport. The task of the workshop and the region in the automobile transport enterprise should be determined in such a way that it provides the number and complex of vehicles to ensure the given transportation process. Setting a goal and implementing it should be within the framework of a programmatic approach. [3]

Getting information about the state of the system and external factors affecting the system. Information about the state of the system is objective information about the state of the system and the external factors affecting it. For example, in the development of measures aimed at increasing the technical readiness coefficient, information about the state of the system - operational reliability of cars, breakdowns, etc. is considered. In this case, operating conditions, organization of material equipment supply, etc. are taken as external factors. In collecting and processing information, that is, all concepts that complement our knowledge and understanding of the system and external factors are divided into the following types:

A message is an ordered set of symbols (Latin alphabet, numbers, etc.) used to represent information (telegram text, letters, letterhead, bar code, and hakazo). [4]

A document is a material that carries information in the form of letters, references, notes, lists and other forms. Signals are evidence, events and processes that serve to transmit and collect messages

Noise - obstacles that make it difficult to receive a signal. Information processing and analysis. At this stage, the accuracy, importance, reliability, authority and value of the information are evaluated. [5] It should be noted that the objectivity, reliability and comprehensibility of information about the state of the system (enterprise, company, bank) is important not only for internal management, but also as a means of increasing competitiveness in market conditions. Ensuring competitiveness in the market is carried out on the basis of the principle (or code) of corporate governance, the main of which are: honesty, openness, responsibility and accountability. These principles were adopted by the Organization for Economic Co-operation and Development in Europe in 1998 after the United States and, first of all, set strict requirements for accountability in the system: transparency, comprehensibility, regularity of information about the current financial situation, calculation according to international criteria. carry out their work. Compliance with the corporate governance code increases the rating of the system (including the international rating), its competitiveness, the value of its securities, and provides favorable conditions for investment.

## CONCLUSION

In conclusion, it can be said that the renewal of the content in motion in motor transport enterprises, the complexity and electronicization of vehicle constructions require the use of control



diagnostics and technological equipment corresponding to these changes in technical use, as well as ensuring their reliability, accuracy and metrology dimensions. demand will increase. This type of work requires the involvement of qualified personnel and the use of complex technological equipment, their implementation is mainly developed in specialized enterprises and productions, as well as in high-class enterprises.

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