

## AVTOMOBIL SAROYI VA AVTOTURARGOHLAR HOLATINI MIQDORIY BAHOLASH

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Avtomobil- bu qayta tiklanadigan murakkab mahsulot va transport jarayonining predmeti bo'lib, u muayyan vaqtlarda holatlardan birida bo'lishi mumkin: marshrutda ishlash, texnik xizmat ko'rsatish yoki ta'mirlash joyida, mijozlarni kutishda va h.k. [1-3].

Avtomobil yoki avtomobillar guruhi ishlashining yetarlicha katta vaqtlari uchun bir holatdan ikkinchi holatga o'tish ehtimoli ancha barqaror (yoki barqarorga yaqin) bo'lib qoladi va avtomobillarning ma'lum bir holatda o'rtacha sarflagan vaqtini tavsiflaydi (9.1-jadval). Ushbu holatlarning umumiy davomiyligi tsiklni tashkil etadi.

$$D_C = D_E + D_N + D_R \quad (1)$$

Tsikl qisqa muddatli (kunlik, haftalik, oylik)? yoki uzoq muddatli (bir yillik ( $D_C = D_G$ ) kapital ta'mirlashgacha ( $D_C = L_K$ ) yoki hisobdan chiqarishgacha ( $D_C = L_A$ ) bo'lishi mumkin [4-7]:

1-jadval

Avtomobilning eng muhim statsionar holatlari

Avtomobilning texnik holati	Joylashuv	Jarayon	Davomiyli gi, kunlar (smenalar, soatlar)
Texnik soz	Marshrutd a ishda	Tashish	$D_E$
Texnik soz	Saqlash joyida	Ishni kutish (dam olish kunlari, ishning, yoki ishchining yo'qligi)	$D_N$
Texnik nosoz	Texnik xizmat ko'rsatish va ta'mirlash joyida	Texnik xizmat ko'rsatish, ta'mirlash va ularni kutish	$d_r$

Statsionar ko'rsatkichlar quyidagilarni tavsiflaydi:

- avtomobil yoki parkning ishlash qobiliyati;
- muhandislik-texnik va transport xizmatlari o'rtasidagi munosabatlar;
- muhandislik-texnik xizmat (ITX)larining samaradorligi.

Avtotransportning (parkning) statsionar holatining asosiy ko'rsatkichlari quyidagilardan iborat [8,9]:

$\alpha_B$ - marshrutga chiqish koeffitsienti bo'lib, u avtomobil (yoki park)ning marshrutda kalendar vaqtida haqiqatda tashishni amalga oshirgan nisbatini belgilaydi.

Avtomobil uchun:

$$\alpha_B = \frac{D_{\text{Э}}}{D_{\text{Э}} + D_P + D_H} = \frac{D_{\text{Э}}}{D_{\text{Ц}}}; (2)$$

park uchun:

$$\alpha_B = \frac{AD_{\text{Э}}}{AD_{\text{Э}} + AD_P + AD_H} = \frac{AD_{\text{Э}}}{AD_{\text{Ц}}}, (3)$$

Bu yerda AD- ma'lum kunlar (smenalar) uchun belgilangan holatda bo'lgan avtomobillar soni.

$\alpha_T$ - texnik tayyorgarlik koeffitsienti (ТТК), bu transport vositasi (park)ning texnik soz holatda bo'lgan va tashish jarayonida foydalanish mumkin bo'lgan ish vaqtining nisbatini belgilaydi:

avtomobil uchun:

$$\alpha_T = \frac{D_{\text{Э}}}{D_{\text{Э}} + D_P}; (4)$$

park uchun:

$$\alpha_T = \frac{AD_{\text{Э}}}{AD_{\text{Э}} + AD_P}. (5)$$

$\alpha_H$  - ishlaymaydigan kunlar koeffitsienti, tashkiliy sabablarga ko'ra (dam olish kunlari, ishning va xodimlarning yo'qligi, ob-havo va iqlim sharoitlari) transport jarayonida xizmat ko'rsatishga yaroqli transport vositasi (avtomobillar guruhi ) ishlatilmaydigan kalendar vaqtiga nisbati :

$$\alpha_H = \frac{D_H}{D_{\text{Ц}}}; (6)$$

$$\alpha_H = \frac{AD_H}{AD_{\text{Ц}}}. (7)$$

Texnik tayyorgarlik koeffitsienti avtomobil va parklarning ish faoliyatini tavsiflovchi ko'rsatkichlardan biridir [10-14]. Keling, nisbatni ko'rib chiqaylik

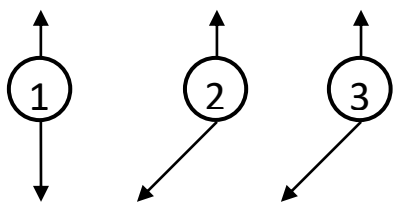
$$\frac{\alpha_B}{\alpha_T} = \frac{D_{\text{Э}} + D_P}{D_{\text{Э}} + D_P + D_H} = \frac{D_{\text{Ц}} - D_H}{D_{\text{Ц}}} = 1 - \frac{D_H}{D_{\text{Ц}}} = 1 - \alpha_H, \quad (8)$$

bundan

$$\alpha_B = \alpha_T \cdot (1 - \alpha_H). \quad (9)$$

Shunday qilib, marshrutga chiqish koeffitsienti texnik tayyorgarlik koeffitsienti va ishlaydigan kunlar koeffitsientiga bog'liq. Bu uch koeffitsientning nisbati har bir avtomobil transporti quyi tizimlarining transport jarayoniga qo'shgan hissasini va transport vositalarining ish unumdorligini aniqlaydi. Yuk tashish uchun [15-18]:

$$W_a = 365 \cdot \alpha_T \cdot (1 - \alpha_H) \cdot q \cdot \gamma \cdot \beta \cdot l_{CC}, \text{ t}\cdot\text{km/yil} \quad (10)$$



$$\alpha_B = \alpha_T \cdot (1 - \alpha_H)$$

bu yerda 1- avtomobilning potentsial ish unumdorligini; 2- tashish uchun ITXning texnik jihatdan soz transport vositalari bilan ta'mirlash orqali transport ishlariga hissa qo'shishi; 3- transport va boshqaruv xizmatining (buyurtmalarning mavjudligi, tashish jarayonini tashkil etish, mijozlar bilan ishlash, transport harakati, korxonaning ish rejimlari va boshqalar) hisyasi;

$q$ - nominal yuk ko'tarish qobiliyati;  $\gamma$  - yuk ko'tarish qobiliyatidan foydalanish koeffitsienti;  $\beta$ - avtomobilning yurgan masofasidan foydalanish koeffitsienti ;  $l_{CC}$ - o'rtacha kunlik kilometr [19-23].

Avtomobil saroyi uchun

$$W_A = A_{VA} \cdot W_a, \text{ t}\cdot\text{km/yil} \quad (11)$$

qaerda  $A_{VA}$ - parkdagi avtomobillarning soni.

Yoqilg'i va energiyaning transport xarajatlariga ta'siri to'g'ridan-to'g'ri texnik xizmat ko'rsatish va ta'mirlash xarajatlari moddalarini, shuningdek yoqilg'ining boshqa xarajatlar moddalariga bilvosita ta'siri bilan belgilanadi. Texnik xizmat ko'rsatish va ta'mirlash uchun to'g'ridan-to'g'ri xarajatlar, shu jumladan transport vositalarini kapital ta'mirlash, shinalar va ITXning umumiy xarajatlari transport xarajatlarining taxminan 22...26% ni tashkil qiladi. Texnik xizmat ko'rsatishni tashkil etish darajasi va sifati (texnik xizmat ko'rsatish va ta'mirlash) transport xarajatlarining bir qator boshqa moddalariga, xususan, yoqilg'i, moylash materiallari va ekspluatatsiya materiallari xarajatlariga sezilarli ta'sir ko'rsatadi. Umuman olganda, tashish narxining 45...50% bevosita yoki bilvosita transport vositalarining texnik ekspluatatsiyasi sifati va samaradorligiga bog'liq [24-27].

Barcha avtotransport xodimlarining 26% dan ortig'i (va haydovchilarning texnik xizmat ko'rsatish va ta'mirlashda qatnashish vaqtini hisobga olgan holda- 36%) murakkab avtotransport vositalarining ITXida ishlaydi.

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