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HARAKATLANUVCHI TARKIBNING ISHINI TASHKIL QILISH USULLARI

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Annotatsiya: Avtomobil notekis yo'lda harakatlanganda harakat tezligi pasayadi, yoqilg'i sarfi, yuk tashish narxi va yo'l harakati qoidalariga rioya qilmaslik holatlari soni ortadi. Bundan tashqari, avtomobilning texnik nosozligi ortishi natijasida ta'mirlash xarajatlari ortadi. Harakatlanuvchi tarkib ish unumi uning ma'lum vaqt ichida bajargan transport ishi (t. km) va tashilgan yuk hajmi (tonna) bilan o'lchanadi. Tashilgan yuk hajmi transport ishi unumdorligi to'g'risida to'la tasavvur bera olmaydi. Chunki ma'lum vaqtda tashiladigan yukning hajmi tashish masofasiga bog'liqdir. Transport ishini yuk tashish hajmi va masofasini hisobga olgan holda tonna kilometrlarda o'lchanadigan ish unumdorligi orqali ifodalash maqsadga muvofiqdir.

Kalit so'zlar: *Intelektual transport, Avtomobil, Yuk avtomobillari, Yo'l, Vaqtincha saqlash joylari, A darajasi, B darajasi, D darajasi.*

УДК 629.854:044

МЕТОДЫ ОРГАНИЗАЦИИ РАБОТЫ МОБИЛЬНЫХ КОМПОНЕНТОВ

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Аннотация: Движение по неровным дорогам снижает скорость, увеличивает расход топлива, стоимость перевозки и увеличивает количество нарушений ПДД. Кроме того, в результате увеличения технической неисправности автомобиля увеличиваются затраты на ремонт. Производительность подвижного состава измеряется выполненной им за определенное время транспортной работой (т.км) и объемом перевезенного груза (тонны). Объем перевезенных грузов не может дать полного представления об эффективности работы транспорта. Потому что размер груза, перевозимого в определенное время, зависит от дальности перевозки. Работу транспорта уместно выражать через производительность труда, измеряемую в тонно-километрах, с учетом объема и дальности грузоперевозок.

Ключевые слова: *Интеллектуальный транспорт, Автомобиль, Трубопроводный транспорт, Дорога, Пункты временного хранения, Места временного хранения, Уровень А, Уровень Б, Уровень Д.*

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METHODS OF ORGANIZING THE WORK OF THE MOBILE COMPONENTS

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Abstract: Driving on uneven roads reduces speed, increases fuel consumption, freight costs and increases the number of traffic violations. In addition, as a result of the technical failure of the car, the repair costs increase. Rolling stock productivity is measured by the transport work performed by it in a certain time (t. km) and the volume of transported cargo (tons). The volume of transported cargo cannot give a full picture of the productivity of transport work. Because the size of the cargo transported at a certain time depends on the transportation distance. It is appropriate to express the work of transport through work productivity measured in ton-kilometers, taking into account the volume and distance of cargo transportation.

Key words: *Intellectual transportation, Rail transportation, Trucks, Pipeline transportation, Temporary storage facilities, Level A, Level B, Level D.*

Kirish. Avtomobil transportida yuk tashish hajmining o‘sishi va harakat xavfsizligining ta’minlanishi avtomobil yo‘llarining holatiga bog‘liq bo‘ladi. Avtomobil notekis yo‘lda harakatlanganda harakat tezligi pasayadi, yoqilg‘i sarfi, yuk tashish narxi va yo‘l harakati qoidalariga rioya qilmaslik holatlari soni ortadi. Bundan tashqari, avtomobilning texnik nosozligi ortishi natijasida ta’mirlash xarajatlari ortadi. Hozirgi kunda xalq xo‘jaligiga avtomobillarning yuqori tezlikda turli ob-havo sharoitlarida ham qatnovini ta’minlaydigan yaxshi avtomobil yo‘llari kerak [1].

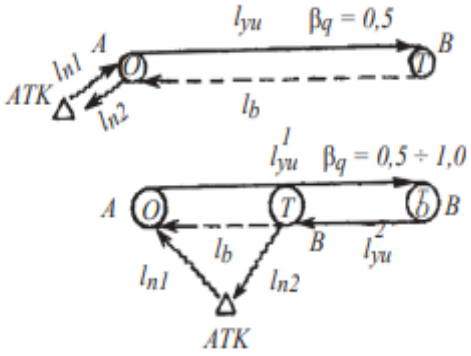
Avtomobil yo‘llarining katta iqtisodiy va siyosiy ma’noga ega bo‘lgani uchun O‘zbekiston Respublikasi Vazirlar Mahkamasi va hukumatimiz avtomobil yo‘llarini ko‘rish, ta’mirlash va saqlashni yaxshilash choralari to‘g‘risida qarorlar qabul qildi. «O‘zavtoyo‘l» davlat aksiyadorlik korporatsiyasi tashkil qilinib, unga respublikamiz iqtisodiy rayonlari magistral, avtomobil yo‘llari tarmog‘ini asosan qishloq joylarida avtomobil yo‘llarining tarmoqlarini kengaytirish vazifasi yuklatildi. Avtomobil yo‘llarining xalq xo‘jaligidagi ahamiyatiga, tashish tavsifiga va transport tarkiblarining harakat jadalligiga qarab quyidagi sinf toifalarga bo‘linadi (1-jadval) [2].

1-jadval

Avtomobil yo‘llarining sinflarga bo‘linishi

T/r	Avlomobil yo'lining xalq xo'jaligi bo‘yicha sinflarga bo‘linishi	Harakat jadalligi, avto/soat	Toi-fasi	Harakat tezligi, km/soat
1.	Umumdavlat miqyosidagi avtomobil yo‘llari (asosiy magistral)	7000 dan ortiq	I	150
2.	Respublika miqyosidagi yo‘llar	3000÷7000	II	120
3.	Viloyat miqyosidagi avtomobil yo‘llari	1000÷3000	III	100
4.	Tuman miqyosidagi avtomobil yo‘llari	200÷1000	IV	80
5.	Mahalliy yo‘llar	200 dan kichik	V	60

Masalaning qo‘yilishi va tadqiqot usuli. Harakatlanuvchi tarkibning yo‘nalishi deb, maksimal ish unumi bilan yuk punktlari orasida ratsional harakatlanish tizimiga aytiladi. Yo‘nalishlar tavsifi yuk jo‘natuvchi va qabul qiluvchi punktlarning joylashishi va tashiladigan yuk partiyasi hajmi, avtotransport korxonalarining joylashishi va shu kabilarga bog‘liq bo‘ladi. Harakatlanuvchi tarkibning yo‘nalish harakati mayatnik va halqasimon yo‘nalishlarda amalga oshiriladi. Yo‘nalish uzunligi deb, harakatlanuvchi tarkibning yo‘nalishda boshlang‘ich punktidan oxirgi punktgacha bosib o‘tadigan masofasiga aytiladi. [3].

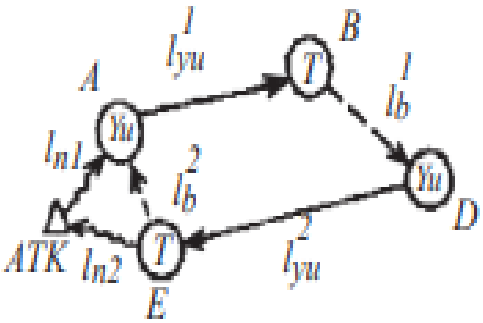


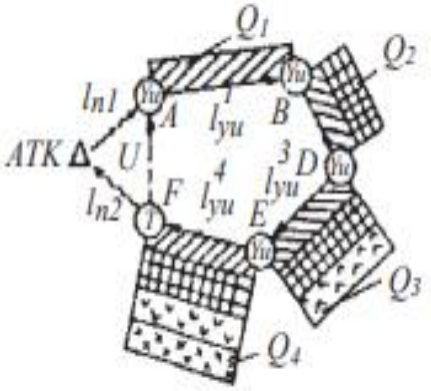
1. rasm. Orqa tamonga yuksiz va (a) orqaga qisman yukli (b) yo‘nalishlar tasviri:

Tadqiqot natijalari va ularning muhokamasi. Halqasimon yo‘nalishda yuk punktlari bir trassada joylashmaydi. Halqasimon yo‘nalishlarning quyidagi uch xil turi mavjud.

1. Oddiy halqasimon yo‘nalish.
2. Yig‘uvchi halqasimon yo‘nalishi.
3. Tarqatuvchi halqasimon yo‘nalishi.

O d d i y h a l q a s i m o n yo‘nalishlar yirik partiyali yuklar tashilganda, yuksiz yurish masofasini kamaytirish maqsadida qo‘llaniladi (3 rasm). **Yig‘uvchi va tarqatuvchi halqasimon** yo‘nalishlardan mayda partiyadagi yuklar tashiladi (4-rasm). Masalan, pochta yuklarini va savdo-sotiq do‘konlariga tovarlarni tashish bunga misol bo‘ladi. Ayrim holatlarda bir yo‘nalishda yig‘ish va tarqatish jarayonlarining bir vaqtda bajarilishi mumkin. Bunday yo‘nalishni yig‘uvchi-tarqatuvchi halqasimon yo‘nalish deyiladi.





3. rasm. Oddiy halqasimon yo‘nalish.

4. rasm. Yig‘iluvchi halqasimon yo‘nalish va yuk oqimi epyurasi

Xulosa. Ba’zi hollarda harakatlanuvchi tarkib turi, tanlanayotgan harakatlanuvchi tarkiblar unumdorliklari bir xil bo‘ladigan masofaga qarab ham tanlanadi. (l_{um}) Masalan, bortli va avtomobil-tyagach tanlashda, agarda ($l_{ut} < l_{qu}$) bo‘lsa, bortli avtomobil agarda ($l_{ut} < l_{qu}$) bo‘lsa, ag‘darma avtomobilni, agarda ($l_{ut} < l_{qu}$) bo‘lsa, bortli avtomobilni tanlash kerak. Tashilgan yuk hajmi transport ishi unumdorligi to‘g‘- risida to‘la tasavvur bera olmaydi. Chunki ma’lum vaqtda tashiladigan yukning hajmi tashish masofasiga bog‘liqdir. Transport ishini yuk tashish hajmi va masofasini hisobga olgan holda tonna kilometrlarda o‘lchanadigan ish unumdorligi orqali ifodalash maqsadga muvofiqdir [6-7].

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ANALYSIS OF ELECTRICAL AND MECHANICAL CONDITION MONITORING OF ASYNCHRONOUS MOTOR SUPPLIED FROM SOLAR PANEL ENERGY SOURCE.

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Abstract: In today's era of digital technology and artificial intelligence, the demand for electricity generation and all types of energy is increasing day by day, in which the importance of renewable energy sources occupies a special place. the possibility of transferring it to the energy supplied by means of it is considered one of the most advantageous aspects, today the most electric power-consuming device of consumers of solar energy sources, as well as conditional energy resources, is asynchronous motors, one of the three phases of asynchronous motors It is important to study the differences between physical, mathematical and magnetic processes in it from three-phase, its mechanical characteristics, and to introduce the brands of asynchronous motors for the energy produced by the solar panel into production. When one and three-phase asynchronous motors are connected to solar energy sources in an off-line and on-line system, the power consumption is changed to a signal form through electromagnetic current converters in the control and management, and the consumed electric power is transferred to the primary o The results of modeling of the effects of signal change magnitude and parameters on the physical and technical processes taking place in gartkichi, based on the structure of the change device are presented.

Key words: single-phase motor, mechanical characteristics, electric power, pulsating magnetic flux, multi-section part, phase shift.

A single-phase motor consists of a fixed stator and an excited (rotating) short-circuited and winding rotor, which is efficient when supplied with solar energy. A multi-section coil is placed in the stator, and the working frame occupies two-thirds of the stator slots. When we connect the stator coil to a single-phase source, alternating current creates a pulsating magnetic field. The magnetic field vector is perpendicular to the plane of the stator phase windings in space and is fixed and variable in value and direction. To understand the principle of operation of a single-phase asynchronous motor, we divide the pulsating magnetic field vector into two homogeneous magnetic field vectors rotating in the direction of travel. The amplitude of the resulting magnetic field is equal to half of the current of the pulsating magnetic field, that is, we replace the single-phase stator winding with two three-phase windings with different phase sequences and connected to a common three-phase source.