

technical parameters: the number of workstations (workplaces), the number of production jobs, the number of workers and their distribution by workstations (workplaces), the number of units of production and lifting and transport equipment and the area of premises: production, auxiliary, warehouse and administrative and household and development of planning decisions regarding the accepted list of production zones and plots.

The technological calculation is performed for each manufactured unit of the enterprise, and the technical parameters of the enterprise as a whole are determined by summing them up. Before the calculation, the production structure of the enterprise and the form of work organization are selected and substantiated. Technological calculations are performed after the technical and economic substantiation of the construction, reconstruction or expansion of any production. They are the basis of the design of technological processes, their content and sequence of execution are determined by the specifics of the technological scheme being designed. This method allows you to save up to 20% of the total area of the car center.

List of references:

1. ONTP-01-91. All-Union norms of technological design of road transport enterprises // RD 3107938-0176-91. - 1991. - P. 74.
2. Napolsky H.M. Technological design of motor vehicle enterprises and maintenance stations/H.M. Napolsky// Transport. - 1993. - P. 271.

PROBLEMS AND PROSPECTS OF MECHANICAL ENGINEERING AND AUTOMOBILE BUILDING IN UKRAINE

Misnyanka S.S., student,

National Technical University "Kharkiv Polytechnic Institute"

The main problems of the machine-building complex of Ukraine are related to the need to develop economic ties in the supply of components, the loss of traditional product sales markets, the orientation of enterprises to the production of military

products, as well as technical backwardness and low, compared to international standards, quality of products.

Mechanical engineering originated in Ukraine in the first half of the 19th century.

The main raw material for machine building is the products of the metallurgical complex. At the same time, it cannot do without a large number of construction materials produced by the forestry, chemical, and light industries. Some types of mechanical engineering (production of excavators, equipment for metallurgy, etc.) require a large amount of metal; they are classified as metal-intensive industries of the complex.

Mechanical engineering is characterized by specialization and cooperation of enterprises. This is due to the fact that the production of most modern machines (airplanes, computers, televisions) requires tens of thousands of various parts. It is simply impossible to organize their production at one enterprise. Therefore, machine-building plants often have a narrow specialization (detail and subject).

Now it is important to adjust the production of various component parts within the country, to diversify the range and quality of products, which are necessary, first of all, for own consumption, and also have an important export value.

And now let's consider the automobile industry. The automobile industry is one of the leading branches of the national economy, which should significantly influence the solution of economic, social, environmental and scientific and technical problems in any industrially developed country. The development of the automobile industry should become a priority of state policy aimed at increasing and maintaining the rate of economic growth of the national economy and the level of employment of the population.

The automotive industry in Ukraine is not a developed branch of the national economy compared to others, this concerns both the quality and the range of products, which in the conditions of the general economic crisis led to a significant decline of the industry.

The automotive industry is focused on the possibilities of production cooperation (advantages of transport and geographical location) and labor resources.

Regarding the prospects of innovative development of the automotive industry, it should be noted that scientists identify several main ways of development of this industry in Ukraine.

- The first involves the creation of a national automotive industry based on the transfer of technology by foreign companies. But this direction has certain disadvantages: foreign companies will not locate production locally or agree to the transfer of their technology, if such a presence does not give them privileged access to the main markets of Ukraine, and at the same time it will be necessary to implement an export strategy to support the national automotive industry. The prerequisite for such development will be the national market, which, in turn, is a good sign on the path of Ukraine's development.

- The second is regional integration, which makes it possible to develop the division of labor among different regions and will enable the circulation of goods and information across regions of Ukraine.

- The third configuration is characterized by the integration of new countries. The Czech and Romanian experiences ("Skoda" and "Dacia") are very indicative in the development of the automotive industry in this direction, at the same time, Ukraine has somewhat destroyed trust in foreign companies and ties with the Daewoo company, as well as foreign companies lost confidence after the economically unsubstantiated AvtoZAZ-Daewoo project.

Automobile manufacturing is developed in Lviv (bus factory and forklift factory), Kremenchuk (heavy-duty vehicle factory, where the production of Iveco minibuses was established), Zaporizhzhia (passenger car factory), Lutsk (passenger car factory), Melitopol (engine plant). Production of trolleybuses in Lviv, Dnipropetrovsk and Kyiv, small-capacity buses in Cherkasy and Kherson has begun.

References.

1. M. I. Vyklyuk The place and role of transport engineering in the innovative development of Ukraine / M. I. Vyklyuk // Scientific Bulletin of the National Technical University of Ukraine. – Lviv: NLTU of Ukraine, 2007.
2. Palamarchuk M. M. Geography of Ukraine: Podr. for medium sh. — 2nd ed., revised and supplemented. — K.: Education, 1992.
3. Placement of productive forces of Ukraine: Teaching method. self-help manual studied disc. / S. I. Doroguntsov, Yu. I. Pityurenko, Y. B. Oliynyk and others.

PROSPECTS FOR THE DEVELOPMENT OF THE CAR SERVICE IN UKRAINE

*Diachenko D. S., student,
Voronova Ye.M. - Associate Professor,
Kharkiv National Automobile and Highway University*

The continuous growth of the car fleet of the population leads to the improvement of car service development and, of course, the need to update the production and technical base with the aim of increasing the quality of maintenance and repair. However, according to statistics, as of today, 70% of the territory of Ukraine does not have a car service, and independent car services in different regions serve from 80 to 97% of cars. 70% of car service enterprises employ 3-5 people and have a capacity of 1-2 stations. Most of the car service personnel are non-core, and their qualifications are not formally confirmed (90% of non-core personnel [1]).

When determining the ways to develop and improve a car service, it is necessary to take into account the improvement of cars themselves, especially automotive electronics. Therefore, one of the most important areas of development is repairing electronic systems, while expanding the tasks of diagnosing components and assemblies is justified. The main options for the development of the enterprise's production processes are: - determination of directions for prospective expansion of the nomenclature of automobile services; - provision of a combination of car maintenance and repair services and the trade sector of the service enterprise; - development and