# Developing an Effective Mechanism of Service

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A B S T R A C T

*This article discusses issues related to the maintenance of road signs by installing hydraulic systems on economical machines, the development of economical mechanisms for maintenance and repair, and safe maintenance.*

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As soon as someone “invented” roads, he needed road signs, for example, to show routes. For these purposes, the ancient people used all available means: broken twigs, pits in the bark of trees, stones of a certain shape installed along the paths. It’s not the most informative option, and you can’t always see a broken branch right away, so people thought about how to separate the character from the landscape. So, along the paths, they began to put statues, for example, Greek gers - tetrahedral columns, the sculptural head of Hermes (hence the original name). Then, from the 5th century BC, the heads of other characters began to appear on the germ: Bacchus, Pan, fauns, statesmen, philosophers, and others. When the inscription appeared, the inscriptions on the stones, often the names of the settlements began to be written.

The first road signs in the modern sense appeared in 1903 in France. The emergence of the first cars, which led to the revision of the traffic warning system, and, accordingly, the inevitable accidents that have occurred here and there. The car was faster than a horse-drawn carriage, and if danger arose, it could not slow down as fast as a normal horse. In addition, the horse is alive, he is able to behave without waiting for the decision of the coach. Accidents, however, are rare, but because they are so rare, they have aroused great public interest. To reassure the public, three road signs were installed on the streets of Paris: "steep descent", "dangerous turn", "rough road"

The system of road signs is now developed in Ancient Rome in the III century BC. In the center of Rome, near the temple of Saturn, a golden finish was erected, from which all the roads that separated in all directions were counted. great empire. On important roads, the Romans set up cylindrical steps with inscriptions about the distance from the Roman forum. The route system was used not only in the Roman Empire, but also in many countries, including Russia, where for the first time, by order of Fyodor Ivanovich, routes were established on the road from Moscow to Kolomensk. Later, in the time of Peter I, an edict was issued "to establish routes painted and signed with numbers, to place hands at the intersection." However, it turned out that the simple number in the column was not enough, and they began to put additional information: the name of the area, the boundaries of the property, the distance.

Road transport was, of course, only developed in France, and every state was thinking about how to ensure movement. In 1906, representatives of European countries gathered to discuss this issue and developed the International Convention on the Movement of Motor Vehicles. The convention defined the requirements and basic rules for the car itself, congestion, as well as introduced four road signs: "rough road", "roundabout", "intersection", "railway crossing". Signs must be installed 250 meters before the danger zone. Sometime later, after the ratification of the convention, road signs appeared in Russia and characteristically motorists ignored them.

Despite the convention, each country has begun to develop its own road signs, which is not surprising: four signs are not enough for all situations. For example, Japan and China limited themselves to a few hieroglyphs representing some rule, while European countries were deprived of the opportunity to represent the whole rule with two writing symbols, so they invented symbols and images. In the USSR, a small man crossing a pedestrian crossing was invented. Everything in the country was clear with the characters, but the man who traveled abroad found himself in an unpleasant situation, where two or three of the many characters turned out to be familiar. To facilitate the lives of drivers, in 1931 in Geneva, the "Convention on the introduction of uniformity and signaling on the roads" was signed by the USSR, most European countries and Japan. Although this does not lead to complete uniformity of road signs. For example, in the pre-war period, two systems of road signs operated simultaneously: Europe based on the same convention of 1931, and Anglo-American, where symbols were used instead of symbols. the characters themselves were square or rectangular.

Road signs are conditional signs that are hung in appropriate places to regulate the movement of drivers, pedestrians, passengers, and road repairers, livestock drivers on highways and city streets, to warn them about dangerous sections. Efforts have been made in advance to regulate traffic on the roads. Replacement of carriages and carriages by cars, etc. As vehicles became more and more occupied, the rules and signs on them also improved.

Graphs and technical details of road signs were developed in accordance with the requirements of the 1968 Vienna Convention on Road Signs and Signals and the European Convention (1971, Geneva), which complements this convention. In 2001, the Republic of Uzbekistan developed new "traffic rules" on the basis of international standards, taking into account local conditions. These rules include the following 4 main types of road signs: warning, privileged, prohibitive, command group, as well as information signs, services, additional information signs. Warning signs are used to inform road users about the location of dangerous parts of the road and their characteristics, which require action depending on the situation on the road. Privilege signs are used at intersections, at the intersections of separate sections of traffic, as well as on the narrow part of the road to determine the order of movement of road users. Prohibition signs are used to impose or lift certain restrictions on traffic. Commanding signs - instruct vehicles to move in the specified direction or only in certain directions Information signs are used to inform road users about the characteristics of the traffic rules and the location of settlements and addresses. Service signs are used to inform vehicles, passengers and drivers about places of service. Additional information signs are used to clarify the signs used in conjunction with them or to limit their impact. All signs should be illuminated in the dark or covered with materials that allow them to be seen from a distance of at least 100 meters.

When carrying out these works, ie when servicing road signs with hydraulic suspension units with a special economic indicator;

Achieving cost - effectiveness first

Second, to achieve ease of service

Third, issues such as safe service delivery and human health would be addressed.

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