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 CENTRAL INTELLIGENCE AGENCY REPORT

INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO. []

COUNTRY USSR
 SUBJECT Economic; Technological - Automobile industry
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED USSR
 DATE PUBLISHED 13 Jul - 20 Nov 1951
 LANGUAGE Russian

DATE OF INFORMATION 1951
 DATE DIST. 15 Mar 1952
 NO. OF PAGES 3
 SUPPLEMENT TO REPORT NO.

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BUILD GEORGIAN TRUCK;
PROMISE TO INCREASE GUARANTEED RUN OF TRUCKS

KUTAIISI PLANT STARTS TRUCK PRODUCTION -- Tbilisi, Zarya Vostoka, 19 Aug 51

On 18 August 1951, the first Georgian-built ZIS-150 truck, equipped with a KAZ-120 motor, rolled off the main assembly line of the Kutaisi Automobile Plant. B. Bukiya is the director of the new plant on the outskirts of Kutaisi.

The plant has built an experimental model of a new improved truck to be called the KAZ-150.

Tbilisi, Zarya Vostoka, 11 Oct 51

The Kutaisi Automobile Plant is equipped with modern machinery, and a steady stream of trucks rolls off the main assembly line. The first consignments of these trucks have been shipped to various parts of the USSR. Powerful KAZ-120 motors made by the plant are being used in the construction of the Kaklovka GES and the South Ukrainian and North Crimean canals. In August and September, the plant shipped large consignments of motors to the Volga-Don Canal project considerably ahead of time. The plant is now making various truck parts for the Volga-Don Canal project, and has also shipped truck motors to the Stalingrad GES project.

The plant's foundry completed its 1951 program in 9 months.

The plant plans to organize the output of automobile chassis and dump trucks by the end of 1951.

G. Khlamov, Minister of Automobile and Tractor Industry USSR, was present at a meeting of the plant's party-management aktiv which adopted a resolution to eliminate shortcomings in the work of plant personnel and to improve automobile production.

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The Chief Designer's Division has worked out more than 80 changes in the design of the ZIS 150 truck, and the most important changes have been adopted in production, increasing the life of parts and of the truck as a whole. For instance, the cylinder sleeves are now made of an acid-resistant material, thus increasing the life of the motor three or four times. The adoption of porous chrome-plating of the upper compression piston rings increased their life two or three times.

The Kutaisi Automobile Plant has developed and made a model of the KAZ-150 truck. KAZ-150 motors have already received high ratings.

Eighty-two percent of the plant workers are youths.

SEEK TO DOUBLE GUARANTEED RUN OF URAL ZIS-5 -- Moscow, Pravda, 13 Jul 51

In 1950, stoppages of machine tools for medium repairs at the Miass Ural Automobile Plant imeni Stalin were cut in half, and the output per unit of equipment was increased considerably.

The plant has 19 Stakhanovite shops and 180 Stakhanovite bays and sections. Almost three fourths of all production workers are now in Stakhanovite units. Plant workers are now faced with the task of doubling the guaranteed run of trucks produced by the enterprise.

In the past 2 years, a number of improvements have been made in trucks made by the plant. A new rear-axle reduction gear that is far longer-lasting than the old one has been adopted. The trucks have hydraulic brakes on all four wheels instead of mechanical brakes on the rear wheels alone. A new fine oil filter is now used, and the design of the gasoline tank has been changed.

Annealing of parts by high-frequency currents, high-speed metal cutting, and other modern techniques are finding ever wider application at the plant. However, the ZIS-5 trucks produced by the plant still have comparatively weak units. A number of improvements are being made to increase the guaranteed run of the trucks from 25,000 to 50,000 kilometers.

Porous chrome-plating of piston rings and cylinders is being adopted to lengthen their life. The plant plans to chrome-plate parts that wear out in a comparatively short time, such as the differential spider, the rear-axle reduction gear, and steering rocker arm pins. Shot-blasting units for processing valve springs and rear springs are being constructed. At present, these parts sometimes give out after 10,000-12,000 kilometers, but shot-blasting will undoubtedly increase their wear resistance.

The water-pump drive will be modernized. The countershaft gear will be mounted on antifriction bearings instead of on babbitt bushings as at present. The front-axle king pin unit, spring fastenings, and other units will be changed. A new, easier-operating steering gear, a strengthened platform, and a water pump mounted on ball bearings will be installed.

INNOVATIONS SAVE MONEY -- Moscow, Izvestiya, 19 Oct 51

In 9 months of 1951, 2,077 proposals were adopted in production for a saving of 5,551,300 rubles at the Miass Ural Automobile Plant imeni Stalin. A change in the process of annealing small parts saved the plant 137,000 rubles.

PROMISE ABOVE-PLAN OUTPUT, SAVINGS -- Moscow, Vechernyaya Moskva, 20 Nov 51

Workers of the Moscow Automobile Plant imeni Stalin have promised to produce millions of rubles of above-plan output including ZIS-150 and ZIS-151 trucks,

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and ZIS-155 busses, in honor of Stalin Constitution Day (December 5). In November, the plant will turn out several hundred thousand rubles' worth of new equipment and will accumulate at least 4 million rubles above the plan by reducing production costs.

MINSK PLANT BUILDS DUMP TRUCKS FOR PROJECTS -- Tula in, Sovetskaya Estoniya, 4 Aug 51

The Minsk Automobile Plant recently shipped 68 flatcars loaded with MAZ-205 dump trucks to the Volga-Don Canal project.

Minsk, Sovetskaya Belorussiya. 16 Sep 51

A special shop has been set up at the Minsk Automobile Plant for the series production of 25-ton dump trucks. Parts and units of the truck are made by automobile plants in Moscow [Automobile Plant imeni Stalin], Gor'kiy [Automobile Plant imeni Molotov], Yaroslavl' [Automobile Plant], and Miass [Ural Automobile Plant imeni Stalin].

Recently completed trucks will be sent to the Volga-Don Canal project, where the first experimental models were tested. Surveys of the performance of the experimental trucks led to several changes in design. Changes were made in the steering gear to make it more durable and to make steering easier. A new design radiator will be installed on these trucks in the future. The Altay [Tractor?] Plant is now supplying the Minsk Plant with motors of improved design. -- B. Shaposhnik, chief designer of the 25-ton dump truck

Minsk, Sovetskaya Belorussia, 25 Sep 51

Workers of the Minsk Automobile Plant have promised to increase the run of their trucks before capital repairs are needed to 100,000 kilometers.

BELORUSSIAN SSR SETS GOALS FOR REMAINDER OF 1951 -- Moscow, Pravda, 1 Oct 51

Workers, engineers, technicians, and other employees in Belorussian SSR assume the following obligations for the remainder of 1951:

[Minsk] Automobile Plant: To fulfill the 1951 plan for gross output by 21 December, to increase labor productivity 3 percent beyond the plan, to lower the production cost of goods one percent beyond the plan, to lower the labor consumption of basic output 25 percent, and to increase the coefficient of utilization of equipment by 3 percent. To reduce the metal consumption of each MAZ-205 truck by 200 kilograms as compared to 1950. To organize the series output of the large MAZ-205 dump trucks and MAZ-200 trucks.

[Minsk] Tractor Plant: To fulfill the 1951 plan by 21 December, to increase labor productivity 2 percent beyond the plan, and to lower the production cost of comparable output 2 percent beyond the plan. To organize the production and assure fulfillment of the 1951 plan for KT-12 skidding tractors.

[Minsk] Bicycle Plant: To complete the 1951 plan for gross and commodity output by 21 December, to increase labor productivity 5 percent beyond the plan, and to lower the labor consumption of V-16 bicycles 32 percent by the end of the year. To organize the production of M1-A motorcycles. To achieve a saving of 900,000 rubles by adopting innovations. To raise the qualifications of 350 workers and train 550 new workers by the end of the year.

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