

CLASSIFICATION ~~CONFIDENTIAL~~  
 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT   
 CD NO.

50X1-HUM

COUNTRY USSR  
 SUBJECT Economic; Technological - Automotive industry  
 HOW PUBLISHED Daily newspapers  
 WHERE PUBLISHED USSR  
 DATE PUBLISHED 2 Jul - 10 Sep 1952  
 LANGUAGE Russian

DATE OF INFORMATION 1952  
 DATE DIST. 3 Dec 1952  
 NO. OF PAGES 5  
 SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

PLAN FAILURES AT MOSCOW - MINSK AUTOMOTIVE PLANTS

INEFFICIENCY AT AUTO PLANT -- Moscow, Vechernyaya Moskva, 6 Aug 52

The Moscow Small Displacement Automobile Plant fulfilled its production assignments for 1951 and the first 6 months of 1952 ahead of schedule, and turned out many above-plan Moskvich automobiles. In 1951, losses due to rejects were cut in half as compared to 1950. Labor productivity increased. Above-plan savings for the first 6 months of 1952 exceeded 5 million rubles.

However, the plant management has been resting on its laurels and has not taken measures to prepare the plant for the output of a greater number of automobiles. The July 1952 quota was 1 1/2 times as great as the January 1952 quota, but the organizational and technical measures necessary for steady production under this increased load were not taken. Baulin, the plant's deputy director, and others responsible for material and technical supplies, have worsened the supply situation. For example, the output of automobiles was recently held up 2 days because there was no rubber carpet.

In the second quarter 1952, particularly in July, there was an increase in the number of automobiles sent back from final inspection owing to various defects.

In the past 1 1/2 years, five chiefs have been replaced in the press shop and three in the engine and forge shops. Labor turnover at the plant is still excessive.

The plant director rarely consults with shop chiefs or visits the shops, and instead of working patiently along with people, he relies heavily on administrative procedures.

CLASSIFICATION		<del>CONFIDENTIAL</del>		DISTRIBUTION													
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRR															
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI															

CONFIDENTIAL

50X1-HUM

The plant director and the Deputy Minister of the Automobile and Tractor Industry should make a quick decision about the construction of more living space for plant workers. Skoromokhin, assistant to the plant director, has been singled out for criticism because he took no active measures to improve living conditions.

Moscow, Trud, 10 Aug 52

The back court of the Moscow Small Displacement Automobile Plant is filled with rusting, rotting Moskvich automobiles which came off the assembly line in February and March but were found defective in final tests. More and more automobiles are coming off the assembly line with serious defects in engines, chassis, and transmissions, and by the end of July, there was no more room for them in the "graveyard," as the back court is called, and so they now fill all the entrances to the finishing department.

The plant won the Transferable Red Banner of the Ministry of Automobile and Tractor Industry for the second quarter 1952, and, according to the report handed in to the ministry, rejects were reduced from 0.74 percent in the first quarter 1952 to 0.71 percent in the second quarter 1952. However, these average figures conceal the plant's real situation, which can be gauged more accurately by the number of complaints the plant receives about defective output. In January 1952, the plant received 36 complaints; in February, 41; in March, 47; in April, 78; and in July, even more.

Most of the complaints received lately have been about those units and parts which are marked with a personal inspection stamp, and hence have not been inspected by the Division of Technical Control. On a number of cars, the bearings had not been adjusted and there was no lubricant in the front axle. On several cars put out in July, the doors were not weatherstripped on the bottom and the steering gear was not lubricated. All of these operations are performed by workers who have won the privilege of using their own personal inspection stamp.

More than 1,000 workers at the plant now have personal inspection stamps, and the assembly shop has been put on the so-called "self-inspection" system entirely. The controller checks only the final operation here, and that only so that he can fill out the necessary forms for the bookkeeping department.

In the chassis shop, the operation of assembling the front suspension, the propeller shaft, and the rear axle reduction gears, as well as several other operations, has been put on a self-inspection basis. There was only one controller on the washing conveyor in the testing department, but he was recently transferred to another shop.

Of 1,500 operations in the engine shop which require full control, only 800 are checked by the Division of Technical Control. The rest are on a self-inspection basis and are checked only from time to time. As a result, in July, more than 1,400 defects had to be corrected in engines already mounted in automobiles. The main engine testing department in this shop is on the self-inspection basis. For this very reason, 200-250 defective engines are removed from finished automobiles every month. On 18 July, the plant management instituted rigorous testing by the Division of Technical Control at the testing station, and rejects were reduced immediately.

The quality of output is also bad in body shops No 1 and 2, in the press shop, and other shops. Defects are found in precisely those units which have not been checked by the Division of Technical Control.

- 2 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

Introduction of the personal inspection stamp has led to violations of technological rules and a lowering of quality. Everybody at the plant is convinced of this, but Yakovlev, the plant director, and Matveyev, acting chief engineer, are apparently waiting for special instructions from the ministry before they organize strict technical control in the shops.

Recently, Bulychiev, chief of the finishing department, sent the editors of Trud a copy of the letter he directed to Potapov, deputy minister of the Automobile and Tractor Industry, in which he described the disorder at the plant. He stated that body shop No 1, an "excellent quality" shop, turned out bodies that had to be welded and refinished in the finishing department, and that the engine shop was turning out defective engines. As a result, there are more than 200 cars standing out in the open court yard waiting for new engines.

Bulychiev's letter reached the Ministry of Automobile and Tractor Industry on 28 July and was sent to the Complaints Sector headed by Chredina. Potapov, to whom the letter was addressed, was on leave. On 2 August, the letter was re-addressed to Deputy Minister Krylov, but as of 6 August, Krylov had not read it. Ten days have lapsed since this letter reached the ministry; meanwhile anti state practices continue at the plant.

**BREAKS PRODUCTION PLAN -- Minsk, Sovetskaya Belcrussiya, 15 Jul 52**

The Minsk Automobile Plant exceeded its plan for commodity production for the first 6 months of 1952 and fulfilled its plan for raising labor productivity. However, the plant did not fulfill the plan for gross production. The percentage of rejects is still high, which increases the production cost of some products.

Poor operation of the press shop is holding up the work of the entire plant.

The chief technologist, chief designer, and chief engineer have been intolerant of criticism of their work, and workers who have criticized the management have been persecuted or relieved of their jobs.

**SHIPS TRUCKS, TRAILERS EARLY -- Tashkent, Pravda Vostoka, 26 Jul 52**

The Minsk Automobile Plant shipped three MAZ-525 25-ton dump trucks to the Kuybyshev GES project, thus completing its 1952 plan for MAZ-525 trucks for the construction projects. The plant filled an order for MAZ-205 dump trucks for the Main Turkmen Canal project ahead of schedule.

The plant has designed powerful scraper tractor trucks, 50-ton trailers, and 40-ton tipping trailers for the construction projects.

**IMPROVE DUMP TRUCKS; BUILD TRAILERS -- Kishinev, Sovetskaya Moldaviya, 25 Jul 52**

The Minsk Automobile Plant has carried out 53 design and production changes to improve the quality of the MAZ-205 6-ton dump truck.

The plant is already completing third quarter 1952 shipments of dump trucks and spare parts, and will start filling fourth quarter orders in August.

The plant recently shipped MAZ-525-D scraper tractor trucks, used to haul 15 cubic-meter scrapers, to the construction projects for testing. An experimental model of the MAZ-5206 50-ton trailer, for use on the Kara-Kumy desert, has been built and is being tested at the plant. -- G.M. Kokin, Chief Designer, Minsk Automobile Plant

- 3 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

Moscow, Izvestiya, 7 Aug 52

The MAZ-525 25-ton dump trucks built by the Minsk Automobile Plant, first used in constructing the Volga-Don Canal imeni V. I. Lenin, are now widely used at other projects.

The plant has already completed its 1952 quota for dump trucks for the construction of the Main Turkmen Canal, and is building trucks for the Kuybyshev and Stalingrad GES projects ahead of schedule. The heavy truck shop, which makes 25-ton dump trucks, has completed its 8-month plan.

1952 GOALS OF BELORUSSIAN PLANTS -- Minsk, Sovetskaya Belorussiya, 13 Aug 52

Workers of the Belorussian SSR have assumed the following obligations for the remainder of 1952:

**Minsk Automobile Plant:** To fulfill the 1952 gross production plan in its assigned products list by 26 December, to reduce labor consumption on basic output 10 percent beyond the plan, to raise labor productivity 2 percent above the plan, to reduce the production cost of output one percent beyond the plan, to reduce the metal consumption for each MAZ-205 truck by 80 kilograms as compared to the established 1952 norms, and to save at least 7.5 million rubles by utilizing innovations and inventions.

**Minsk Tractor Plant:** To exceed the 1952 plan for gross production, to increase labor productivity one percent, to lower production costs 0.5 percent beyond the plan, to reduce labor consumption of basic parts of the KT-12 tractor by 25 percent, to reduce labor consumption of the KT-12 starting motor by 18 percent, to reduce labor consumption of the KD-35 diesel engine by 25 percent, and to facilitate early completion of the schedules for planning and preparing technological equipment for the production of Belarus' wheel tractors.

**Motorcycle and Bicycle Plant:** To fulfill the 1952 gross and commodity production plans by 26 December; to raise labor productivity 2 percent above the plan; to reduce labor consumption of the V-16 bicycle by 12 percent and of the M-1A motorcycle by 35 percent; to save, in 1952, metal and materials amounting to 7 percent of the consumption norm; to save, in 1952, no less than 1.5 million rubles by utilizing innovations; and to reduce production costs one percent beyond the plan.

WASTED METAL -- Moscow, Pravda, 2 Jul 52

In the first 5 months of 1952, the Yaroslavl' Automobile Plant wasted, in shavings and rejects, more than 100 tons of high-grade carbon and alloy steel, 27 tons of ferroalloy, 3 tons of lead, and 21 tons of rolled tubing.

Half the metal is wasted in shavings in making piston pins, and 72 percent of the metal in making simple rivets.

SHIP 10-TON DUMP TRUCKS -- Moscow, Izvestiya, 5 Aug 52

The Yaroslavl' Automobile Plant shipped 45 10-ton dump trucks to the Kuybyshev GES project ahead of schedule.

- 4 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

PERFECT SUPERIOR TWO-CYCLE ENGINE -- Moscow, Pravda, 2 Aug 52

Petrusevich, doctor of technical sciences, read a report on the development of a new two-cycle gas engine for heavy trucks and buses at a session of the presidium of the Academy of Sciences USSR. He reported that the Institute of Machine Studies of the Academy of Sciences, together with designers of the Yaroslavl' Automobile Plant, has built a new model two-cycle gas engine that is superior to existing gas engines, uses local gas fuels, and improves the operating qualities of heavy trucks.

Tallin, Sovetskaya Estoniya, 14 Aug 52

Designers of the Yaroslavl' Automobile Plant, in cooperation with the Institute of Machine Studies, Academy of Sciences USSR, have developed a new two-cycle gas engine for heavy trucks and buses. A. A. Malyshev, chief designer of the plant, states that the engine is superior to all previous engines of this kind and is even more powerful than a diesel engine. The engine will operate on local combustible gases, and can be used wherever gas-cylinder filling stations have been set up.

The plant is now running-in the fifth of these new engines. The first models, installed in heavy trucks and buses, successfully passed tests in Moscow and Yaroslavl'.

SET UP NEW MACHINE -- Leningradskaya Pravda, 10 Sep 52

A 200-ton horizontal forging machine has been set up in forge shop No 1 of the Gor'kiy Automobile Plant imeni V. M. Molotov. The machine was built by the plant's machine repair department, which has built more than 500 units of press forging, casting, and machine equipment in the past 3 years.

- E N D -

- 5 -

CONFIDENTIAL