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CHART SWEEPING CHANGES IN SOVIET AUTOMOTIVE OUTPUT;
 PRODUCE NEW TRACTORS

URGES GREATER EFFICIENCY IN AUTOMOBILE AND TRACTOR INDUSTRY -- Minsk, Sovetskaya Belorussiya, 1 Jul 53

The ZIS-150 truck is being modernized to increase the wear resistance of such units as the rear axle, front axle, and frame. The horsepower of the engine and the pay load of the truck will be increased.

The weight of the GAZ-51 truck is being reduced and its pay load is being raised to 3 tons.

Designers are working on a new type of 1½-ton truck.

During the Fifth Five-Year Plan, the output of passenger cars will be increased 49 percent, and the so-called market fund of automobiles, i.e., those for sale to private individuals, will be expanded.

The body of the Pobeda automobile will be replaced with a new, more attractive and more functional body, the present engine will be replaced by a new economical 65- to 70-horsepower engine, and the over-all weight of the automobile will be reduced.

The Moskvich automobile will be produced with a more modern, roomier body while retaining its present over-all dimensions. The Moskvich will be equipped with an economical 37-horsepower engine.

The ZIS-110 automobile will be streamlined, made roomier, and equipped with up-to-date automatic devices.

Output of GAZ-69 passenger cars was started in 1953. This vehicle has greater roadability, is more economical, and carries more passengers than the GAZ-67. The GAZ-69 is intended primarily for rural regions of the USSR.

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During the Fifth Five-Year Plan, the output of plowing tractors and garden and orchard tractors must be considerably increased. The plan calls for increased output of gas-generator and skidding tractors. A new type of tractor for work in swampy regions is being built. All agricultural tractors are being built with diesel engines.

The Design Division of the Moscow Automobile Plant imeni Stalin is not working fast enough to meet the industry's increased requirements, especially in the task of improving the designs of the ZIS-150 and ZIS-151 trucks. Experimental facilities at the Gor'kiy Automobile Plant imeni Molotov are not being used to capacity.

Designers of the Moscow Small Displacement Automobile Plant are not displaying sufficient initiative in designing new automobiles or in improving existing automobiles.

Tractor designers have not yet presented an electric tractor design acceptable for series production.

The number of automatic transfer machine lines will be tripled by the end of the Fifth Five-Year Plan. The automobile and tractor industry faces the problem of completely automatizing the assembly of water and oil radiators, truck platforms, oil filters, springs, and other units.

The automatic production of automotive pistons is being expanded, and automatic shops for making piston rings and pins are being set up.

During the Fifth Five-Year Plan, the automobile and tractor industry is to raise labor productivity 50 percent and lower production costs 40 percent.

Automatic machines for control operations have not been adopted on a sufficiently wide scale. Workers of technical control divisions make up 19 percent of the production workers in the automobile and tractor industry. Hand labor is still prevalent in foundries.

The Yaroslavl' Automobile Plant and the Stalingrad and Lipetsk Tractor plants must take decisive measures to reduce losses due to rejects.

The automobile and tractor industry is generally fulfilling its production plan, but the Miass Ural Automobile Plant imeni Stalin and the Stalingrad Tractor Plant are not meeting their quotas. The Lipetsk, Rubtsovsk Altay, and Minsk tractor plants are not fulfilling their assignments for the entire products list of tractor spare parts. The great majority of enterprises are not working at an even rate throughout the entire month. Glavavtoprom (Main Administration of the Automobile Industry), and Glavtraktoroprom (Main Administration of the Tractor Industry) should take decisive measures to eliminate the above-mentioned shortcomings.

The expansion of automobile and tractor production during the Fifth Five-Year Plan is to be achieved for the most part by using existing facilities. At the same time, a number of plants plan to build new shops and rebuild and redesign existing shops. However, not all the trusts of the Ministry of Construction USSR are fulfilling their assignments for capital construction at automobile and tractor plants. The construction of several large plants for the production of automobile and tractor spare parts is scheduled for the Fifth Five-Year Plan.

The metallurgical industry should further technological progress in the automobile and tractor industry by expanding the products list of stock turned out on periodic-action rolling mills [mills which turn out rolled stock, the shape and thickness of which vary at given intervals along its length], organize the output of special shapes of rolled stock, and improve the quality of metal.

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The chemical industry should reduce the weight of tires without shortening tire life, expand the products list of automotive lacquers, and, at the same time, improve their quality.

Automobile and tractor plants have a great need for high-frequency current equipment for the heat-treating of parts. The electrical industry should turn out an adequate supply of such equipment.

Enterprises of the textile industry should produce inexpensive, durable, and attractive materials (without any wool content) for automobile interiors. -- G. Khlamov, Deputy Minister, Ministry of Machine Building USSR

HIGH-FREQUENCY HARDENING AT TRACTOR PLANT -- Minsk, Sovetskaya Belorussiya, 21 Jun 53

Early in 1952, a high-frequency hardening section was set up at the Minsk Tractor Plant. The unit is equipped with an automatic vacuum-tube generator made in the USSR.

It now takes 12 minutes to harden the teeth of a 40-kilogram final drive gear for the KT-12 tractor to a depth of 1.5-2 millimeters. Using the old hardening process, it took 50 hours to caseharden, quench, and anneal such a gear.

In 1953, the plant set up a high-frequency hardening unit for large-scale processing of sprocket wheels.

More than a third of the basic parts of the KT-12 tractor are hardened by high-frequency currents.

PREPARE TO PRODUCE BELARUS' TRACTOR -- Minsk, Sovetskaya Belorussiya, 2 Jul 53

Workers of the Minsk Tractor Plant have promised to reduce losses due to rejects 35 percent in 1953 as compared to 1952 and to begin production of the Belarus' tractor on schedule.

SERIES-PRODUCE KDP-35 TRACTOR -- Kishinev, Sovetskaya Moldaviya, 1 Jul 53

The Lipetsk Tractor Plant has started series production of the KDP-35 crawler tractor.

TRACTOR PLANT BOOSTS OUTPUT -- Leningradskaya Pravda, 2 Jul 53

In April and May 1953, the Khar'kov Tractor Plant imeni Ordzhonikidze raised gross output 14.7 percent and commodity output 17.6 percent as compared with the corresponding period of 1952. Labor productivity increased 12.4 percent. Five million rubles of above-plan savings were achieved by cutting production costs. The gross output per square meter of production space increased 15.9 percent, and the gross output per 1,000 rubles of basic funds increased 12.7 percent.

Plant workers have promised to save 150 kilograms of metal on each tractor in 1953, and have already succeeded in reducing the weight of tractors 15.5 kilograms. -- M. Pashin, director, Khar'kov Tractor Plant imeni Ordzhonikidze

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Moscow, Trud, 7 Jul 53

The Khar'kov Tractor Plant imeni Ordzhonikidze has raised gross production 15.8 percent and commodity output 17.9 percent as compared with 1952.

SERIES-PRODUCE GAS-GENERATOR TRACTOR -- Tallin, Sovetskaya Estoniya, 4 Jul 53

The Stalingrad Tractor Plant has begun series production of the GB-58 gas-generator tractor, which operates on wood or peat briquettes.

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