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REVIEW OF R. B. KAPLUNOV'S 'TECHNICAL CONTROL

IN AUTO-TRACTOR PLANTS, PARTS II AND II, " 1946

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Kaplunov's book, which came out at the end of 1946, is the continuation of one he published in 1938 under the same title. Since the new work repeatedly refers to material in the earlier volume, we will consider the two books as one and analyze Kaplunov's entire work on the subject.

The author made the serious blunder of including in the first book a large quantity of control devices which were in the planning stage but not yet tested in operation. Subsequent experience revealed that out of 43 devices cited by the author, 22 could not be recommended for adoption since they did not assure the necessary accuracy of measurement.

In the second book, out of 42 items included 15 could not be recommended for use in production. Five devices which the author calls obsolete and inadequate existed at the Plant imeni Stalin up to 1940. There is no mention of the new control techniques required for such modern improvements as hydraulic shock absorbers, involute splined joints, noiseless chain-drive distributors, powerful compressors, and others which are found on such cars as the ZIS-110, ZIS-150, and the GAZ-51.

The bibliographical data used in the book is 10 years old. Looking at technical control as a function only of an OTK (division of technical control), the author loses sight of the fact that the first line of control is the operator himself, and lets slip some serious inconsistencies between working methods and control methods. He has ignored such serious problems as self-shifting in gear boxes and has failed to describe, or prescribe remedies for, such defects as the leakage of oil, water, and gasoline from engine and gear housing.

We cannot but conclude that Kaplunov's book does not reflect the advances in control technology.

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