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1950 PLAN EMPHASIZES INCREASED TRUCK OUTPUT

The automobile and tractor industry is going into 1950 with a record of notable achievements both in respect to production and the application of new techniques. Output in 1949 increased 40 percent in comparison with 1948, the rise coming mainly in new-type cars. The output of passenger cars was tripled and that of tractors increased 1½ times. Particular success was achieved in the production of Diesel tractors. In the fourth quarter of 1949, the Kharkov and Stalingrad Tractor plants converted to manufacture of the Dt-54 tractor, at the same time ceasing the production of the SKhTZ-NATI. For the first time in the history of tractor manufacturing, the changeover was accomplished without halting production.

Production of bearings showed an over-all increase, with a particularly sharp rise in the output of large-dimension and precision bearings.

The Yaroslavl' and Minsk Automobile plants designed and produced new models of trucks and dump trucks of 10 tons and more. The Gor'kiy Automobile Plant imeni Molotov designed and built a new passenger car, the ZIM, which falls in a class between the Pobeda and ZIS-110. Models of a 5-ton truck have been successfully tested.

Despite the completion of the plan in general and the over-all increase in production, the Yaroslavl', Minsk, and Kutaisi Automobile plants, the Lipetsk Tractor Plant, the State Bearing Plant No 8, and the Kiev and Irbit Motorcycle plants failed to fulfill their year plans.

The 1950 plan calls for increase in production of all important types of vehicles. The output of new models will constitute 80 percent of the total. Production of GAZ-51 trucks will increase 90 percent; YaZ-200 trucks, more than 100 percent; MAZ-205 dump trucks, more than 100 percent; GAZ-93, 60 percent; and the Moskvich, 50 percent.

In 1950, operations at the Moscow Automobile imeni Stalin must reach a state of complete automatization.

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The Gor'kiy Plant imeni Molotov will increase its production of GAZ-51 trucks and Pobedas. It must also lay the groundwork for the industrial production of ZIM cars. The necessary molds, tools, and attachments for manufacture of the new model must be made by the plant itself.

The Gor'kiy Autobus Plant, in collaboration with the Plant imeni Molotov, is to produce busses based on the GAZ-51.

The Moscow Low-Power Automobile Plant must increase considerably the output of Moskviches and expand its production potential not less than 35-40 percent.

The Ural'sk Automobile Plant imeni Stalin will increase its production of ZIS-5 gas-generator trucks and motors.

The Ul'yanovsk Plant must meet production schedules, increase its range of products, cut down its dependence on the Gor'kiy Automobile Plant, and expand its own potential.

The Yaroslavl' and Minsk Automobile plants must increase their production potential and put out more heavy freight trucks.

Tractor plants must increase their output, particularly of the Kirovets D-35 tractors (Lipetsk Tractor Plant) and the D-34 (Stalingrad and Kharkov Tractor Plants).

In 1950, the first experimental group of electric tractors will be produced. Greater application will be made of the following techniques: anode-mechanical method of treating cutting tools, forming of forged pieces on high-duty machine presses, the use of parts which have been rolled by pilger rather than section mills, stretching and cold stamping of races, and high-production heating of parts prior to stamping, i.e., heating by electric contact and high-frequency currents. Automatic-transfer machine lines for machining major bulky parts will be installed at the new plants. The checking of mass-produced parts at bearings plants will be made more automatic.

The integration of new techniques is expected to result in a reduction of labor-consumption as follows: ZIS-150, 19 percent; GAZ-51 and Moskvich, 15 percent; Pobeda, 20 percent; and Kirovets D-35 tractor, 35 percent.

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