CLASSIFICATION SECRET **SECRET**

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY	USSR	DATE OF INFORMATION	1947 - 1950
SUBJECT	Technological; Economic - Automobile industry		
HOW PUBLISHED	Daily newspapers; monthly periodicals	DATE DIST.	31 May 1950
WHERE PUBLISHED	USSR	NO. OF PAGES	5
DATE PUBLISHED	July 1947 - 22 Mar 1950	SUPPLEMENT TO REPORT NO.	
LANGUAGE	Russian		

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers and periodicals as indicated.

URGE TECHNICAL IMPROVEMENTS, WAGE-SCALE REVISION

SEEKS POWER-LOSS CORRECTION -- Avtomobil'naya Promyshlennost', No 3, Mar 50

Pressure feed has proved to be of some value in correcting the power loss which is suffered when internal-combustion engines are converted from gasoline to generator-gas fuel. In the past, this power loss has seriously hampered the use of gas-generator trucks and automobiles.

Experiments have shown that in pressure feeding the calorific value of the mixture remains constant. The engine power, rate of injection, and specific weight of the mixture are favorable affected.

The system may be pressurized by locating the charger either in front of the generator or behind it. When the charger is in front, it delivers the air into the generator and mixer. When behind, it sucks air and fuel mixture into the engine from the generator. Experiments have indicated that the front position is preferable, since there is less tendency for the charger to clog during operations. The use of the above pressure system requires that the generator be solidly constructed.

EXAMINES COLD-START FACTORS -- Avtomobil'naya Promyshlennost', No 3, Mar 50

It has been shown that initial fuel ignitability in a cold motor is largely dependent on the inductive and capacitive components of the ignition spark discharge. If the start is to be good, the ignition system must not only develop sufficiently high secondary tension (10-12 kilovolts), but also produce a spark discharge of sufficiently powerful inductive and capacitive components.

 SECRET

CLASSIFICATION SECRET

STATE	X	NAVY	X	NSRB		DISTRIBUTION
ARMY	X	AIR	X	FBI		

Sanitized Copy Approved for Release 2011/08/17 : CIA-RDP80-00809A000600310644-2

The ignition system must be so designed that during the start the primary drop in tension at the terminal of the spark plug will be compensated for, and a sufficiently powerful spark discharge thus assured. The GAZ-51 and ZIS-150 trucks and the M-20 automobile have ignition systems answering these requirements.

URGE ADOPTION OF NEW SPEEDOMETER -- Avtomobil'naya Promyshlennost', No 3, Mar 50

The Vladimir Avtopribor Plant is currently putting out five types of speedometer, three for automobiles and two for bicycles. These have not been technically coordinated with one another, with the result that the making of tools and the setting of automatics and presses is complicated and inefficient. Getting conveyer-belt production of parts or assembly of speedometers under way is being seriously hampered by the situation.

All the models currently produced are unsatisfactory in that it is impossible to check or regulate the clearance between the coil and the magnet. The speedometers have inadequate rotation moment, necessitating the use of weak counteraction springs. This in turn causes the needle indicator to waver, especially when the car is running at low speeds. All foreign-made speedometers suffer from this defect.

However, there is available to the plant a speedometer which is free of these defects. It was invented during 1948 by N. P. Shcherbakov, a mechanic at the Avtopribor Plant. The speedometer has a ring-shaped magnet which is small in diameter but very wide. The coil has a high rotation moment, which permits the use of powerful spiral springs with a twist moment of not less than 800 milligram-centimeters at 90 degrees. Springs currently in use have a twist moment of only 200-500 milligram-centimeters.

The new speedometer consumes less material in manufacture, particularly in nonferrous metals. Its base, for example, is made of zinc alloy and weighs only 97 grams as compared with 192 grams in the old models. It is solid, compact, durable, and reliable. The fact that this model can be made in three complete and separate units makes its manufacture on a conveyer belt extremely convenient.

PRIZE-WINNING WELDING MACHINES IN USE AT ZIS -- Sovetskaya Litva, No 65, 15 Mar 50

The Moscow Automobile Plant imeni Stalin is already using the new high-duty automatic welding machines, the development of which won K. A. Kalachev the Stalin Prize. The machines are employed in the welding of truck cabs.

PUTS OUT UNIVERSAL FORK LIFT -- Pravda Ukrainy, No 68, 21 Mar 50

The Moscow Experimental Plant of the Ministry of Automobile and Tractor Industry has begun series production of a new universal fork lift. This machine is designed for loading and unloading all sorts of construction materials and machines. The loads can be piled 9 meters high.

The fork lift has a lifting capacity of 5 tons and a maximum speed of 35 kilometers per hour. It is mounted on the base of the rear axle of the ZIS-150 truck. Its motor is the same type as in the GAZ-51 truck.

50X1-HUM

Moskovskaya Pravda, No 69, 22 Mar 50

The new fork lift can be equipped with a special bucket for handling loose loads. The bucket has a volume of 1.5 cubic meters.

SUGGESTIONS GET ON-THE-SPOT CONSIDERATION -- Leningradskaya Pravda, No 69, 22 Mar 50

Last year, the number of inventers and rationalizers in Leningrad plants increased almost 1½ times. More than 150,000 suggestions for mechanization, improvement in the quality of products, and economy in materials were submitted. This was the result of better organization of the efforts of inventers and rationalizers by way of conferences, monthly collection of suggestions, contests, and public inspections. A contributing factor was the formation of complex brigades, i.e., inventers and rationalizers, which will play an important role in the future.

At the Leningrad Carburetor Plant imeni Kuybyshev, the number of inventers and rationalizers last year increased 1½ times. The application of their suggestions increased savings 4.5 times. In this plant every suggestion approved is entered in the shop's schedule, and orders are given for its implementation within a specified time. Shop chiefs are required to give a monthly account regarding the realization of such suggestions. These proposals are examined by a committee of experts directly in the shop concerned in the presence of the authors, so that any kind of evasion becomes impossible.

URGES BETTER LABOR CONDITIONS, IMPROVED WAGE SCALE -- Avtomobil'naya Promyshlennost', No 3, Mar 50

A condition for the successful fulfillment of the tasks before the automobile and tractor industry in 1950 is better labor organization and, as a corollary, a better wage scale, since the planned increase in production is to be achieved mainly through an increase in labor productivity.

The introduction of new techniques calls for more highly qualified personnel and, therefore, a radical reorganization of the labor and wage system. An essential step in this connection is the improvement of the work station. Experience at the Moscow Automobile Plant imeni Stalin shows that every effort in this direction results in a production spurt. Therefore, it is necessary to organize special groups in plants for the improvement of the workstation.

Another important measure is the elaboration of a scientifically grounded norm of output, especially with respect to secondary workers, who outnumber by far the production workers and whose norms have been determined hitherto in a haphazard fashion. The realization of this objective would result in more regular production and the elimination of last-minute speed-up.

However, the most important means of raising labor productivity is a proper wage system. Although the majority of the ministry's plants ended 1949 on the credit side with respect to wage disbursements, there were a number of instances where the same wages were paid to skilled and unskilled workers, or where those working under difficult conditions received the same pay as those working under favorable conditions. Such inequalities are inadmissible.

50X1-HUM

Moreover, wages must at all times be in proportion to the output. Plant directors, shop chiefs, and labor experts must make it their daily duty to supervise the enforcement of the wage scale. There must be rigorous computation of output of individual workers; irregularities of any nature must be ruled out.

Particular responsibility rests with the norm computer and foreman, who must see to it that the norms are strictly observed.

AUTO PLANT LAGGING -- Trud, No 66, 17 Mar 50

The Moscow Low-Power Automobile Plant is not fulfilling its plans, employs last-minute speed-up methods, and has frequent stoppages. Workers do not receive the shift, 10-day, or monthly plans. In many shops there is no system of individual socialist obligations.

BICYCLE PLANT FAILS TO UTILIZE POTENTIAL -- Sovetskaya Litva, No 69, 22 Mar 50

At the "Sarkana zvaygzne" Plant, production of bicycles has risen 70 percent within the last year. However, the plant's potentialities are not being fully exploited. For instance, in the prefabrication shop, five machine tools stand unutilized. The plant party organization is to blame for failing to take the initiative.

KUTAISI AUTO PLANT EXPANDS -- Vokrug Sveta, No 6, Jul 47

Kutaisi, an ancient city numbering only 39,000 people before the war, with only 54 small-scale enterprises employing not more than 200 workers, is growing into an industrial center as a result of the building of the Kutaisi Automobile Plant, which covers an area of 75 hectares. The plant's machine and assembly shop, alone, with its chassis and motor sections and main conveyer, covers 4 hectares.

POBEDAS ON SALE -- Ogonek, No 52, Dec 49

Pobeda cars are on sale to individuals for personal use at the following stores of the Glavavtorotraktorosbyt (Main Administration of Automobile and Tractor Sales):

Moscow - Bakuninskaya No 21
Leningrad - Vosstaniya No 20
Kiev - Krasnoarmeyskaya No 5
Tbilisi - Pr. Plekhanov No 189
Tashkent - Ul. Shevchenko
Baku - Ul. Karganov No 8
Minsk - Sovetskaya Ul. No 132
Riga - Ul. Kirov
Alma-Ata - Ul. Gogol' No 55
Novosibirsk - Serebryanikovskaya Ul. 37
Sverdlovsk - Ul. Malyshev No 56
Khabarovsk - Volochayevskaya Ul. No 44
Stalino (Donbass) - Ul. Chelyuskintsev No 55
Karaganda - Privokzal'nyy poselok, Ul. Mikoyan No 5
Stalinsk (Kemerovo Oblast) - Vokzal'naya No 32
Gor'kiy - Nizhnevolozhskaya naberezhnaya No 17

-- Advertisement

50X1-HUM

SELLS CARS AND BICYCLES -- Kommunist Tadzhikistana, No 58, 22 Mar 50

The Tadzhik Office of the Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) announces the sale of Moskvich and Pobeda cars and Moskva bicycles to sport organizations, kolkhozes, and industrial artels. Address: Stalinabad, Ul. Komsomol'skaya, 57. -- Advertisement

- E N D -