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SOURCE Newspapers as indicated.

SHORTAGES AT AUTOMOBILE PLANTS;
DATA ON BUS, BICYCLE OUTPUT

ASK LOCAL STEEL, BEARING SUPPLY -- Tbilisi, Zarya Vostoka, 30 Sep 52

The Kutaisi Automobile Plant was forced to turn out 80 type-designations of truck castings in the repair shop foundry which was not suited for the task, because the construction of the cast-iron foundry was not completed on time. The lag in castings production is holding back the output of other shops.

The plant promised to organize the output of modernized propeller shafts in September. Plant designers and technologists made considerable changes in the shafts, and the chassis shop organized the output of the newly designed shafts as promised. In September, the plant also completed an experimental model of the KAZ-585-B modernized dump truck.

The plant is short of workers, especially for unskilled jobs.

Not all machine-tool operators at the plant have become familiar with high-speed metal-cutting methods.

The plant's supply problem is serious, since it depends on a great number of supplying plants. At present, the plant receives a considerable amount of metal from plants thousands of kilometers away, which means that the materials are in transit for one or two months. The Kutaisi Automobile Plant's needs for quality shape steel should be included in the production plan of the Transcaucasus Metallurgical Plant.

Automobile plants and plants of other industries in the republic need bearings, and the time has come to build a bearing plant in the Georgian SSR.

In 1953, the plant's production plan will be doubled and the plan for engines tripled. -- B. Bukiya, director, Kutaisi Automobile Plant

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DESIGNERS DEVELOP SIDE-DUMPING TRUCK -- Tbilisi, Zarya Vostoka, 30 Sep 52

Designers of the Kutaisi Automobile Plant are modifying the KAZ-585-B dump truck to meet the demands of work conditions at the construction projects. One such change is the inclusion of the oil pump for the hydraulic hoist in the transmission housing. This will eliminate the need for a universal joint for the oil pump. The universal joint is a unit which has proved short-lived.

Experience at the construction projects has shown the need for dump trucks which unload from the sides as well as from the back. A hydraulic hoist is being developed that will weigh less than the present hoist and make side dumping possible.

Designers are developing a stronger chassis for the dump truck.

The tractive qualities of the KAZ-585-B must be improved. This can be done by increasing the torque of the KAZ-120 engine. -- A. Kriger, chief designer, Kutaisi Automobile Plant

Tbilisi, Zarya Vostoka, 30 Sep 52

The experimental shop of the Kutaisi Automobile Plant has built three experimental KAZ-150 trucks, based on the ZIS-150 truck. More than 80 changes in the trucks' design have been made, and some of these changes have been approved by the Ministry of Automobile and Tractor Industry and put into practice at the Moscow Automobile Plant imeni Stalin. These experimental trucks have been undergoing tests on the mountainous roads of the Georgian SSR for over a year.

Production of engine blocks with short, acid-resistant cylinder sleeves has greatly increased the life of truck engines.

SCORES INEFFICIENCY AT MINSK PLANT -- Minsk, Sovetskaya Belorussiya, 13 Nov 52

The Minsk Automobile Plant continues to work in spurts, and more than half the monthly output is hurriedly turned out in the last 10 days of the month.

Truck frames are still riveted with pneumatic hammers. Three men are employed at this task, and it takes 3 or 4 minutes to fasten each rivet. The plant has long since developed an attachment for hydraulic riveting which would free one of the men now occupied at the task, make the job easier, and increase labor productivity. However, nothing has been done about producing the attachment.

On the main assembly line one of the major tasks, nut tightening, is done mostly by hand. Electric nut tighteners are used for only a few sizes of nuts and break down quickly because they are not adapted for work on large trucks. The plant does not make special nut tighteners.

Many of the plant's shops are short of dies, and the tool shop does not supply tools on time.

A powerful crank press for cutting out spring leaves has been idle for a long time. A conveyer line for heat treating, planned in 1950, has not yet been put into operation because the foundry has failed to make several parts for it. Domorad, chief mechanic, is responsible for such failures to utilize highly productive equipment.

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Monthly rejects in the foundry are as much as 10 to 12 percent.

Kokin, chief designer of the plant, has long held back an innovator's proposal that accelerator pedals be made of odd pieces of sheet steel instead of being stamped from nonferrous metals, even though this innovation will save 12,700 rubles yearly.

HEAVY DUMP TRUCKS FOR CONSTRUCTION PROJECTS -- Moscow, Izvestiya, 4 Oct 52

The Minsk Automobile Plant has produced seven 25-ton dump trucks for the construction projects.

PIANT BUILDS TROLLEY BUSES -- Tashkent, Pravda Vostoka, 15 Nov 52

The Engel's Plant imeni Uritskiy has shipped five above-plan trolley buses, built in October and the first 10 days of November, to Tashkent and Alma-Ata. The plant started making trolley buses in 1951, and is constantly increasing its output. In October 1952, the plant built 29 trolley buses, almost twice as many as it built in January 1952.

BOOST BIKE OUTPUT -- Riga, Sovetskaya Latvija, 1 Nov 52

In October 1952, the Riga Sarkana Zvaygzne Plant turned out as many bicycles as it did in all of 1946.

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