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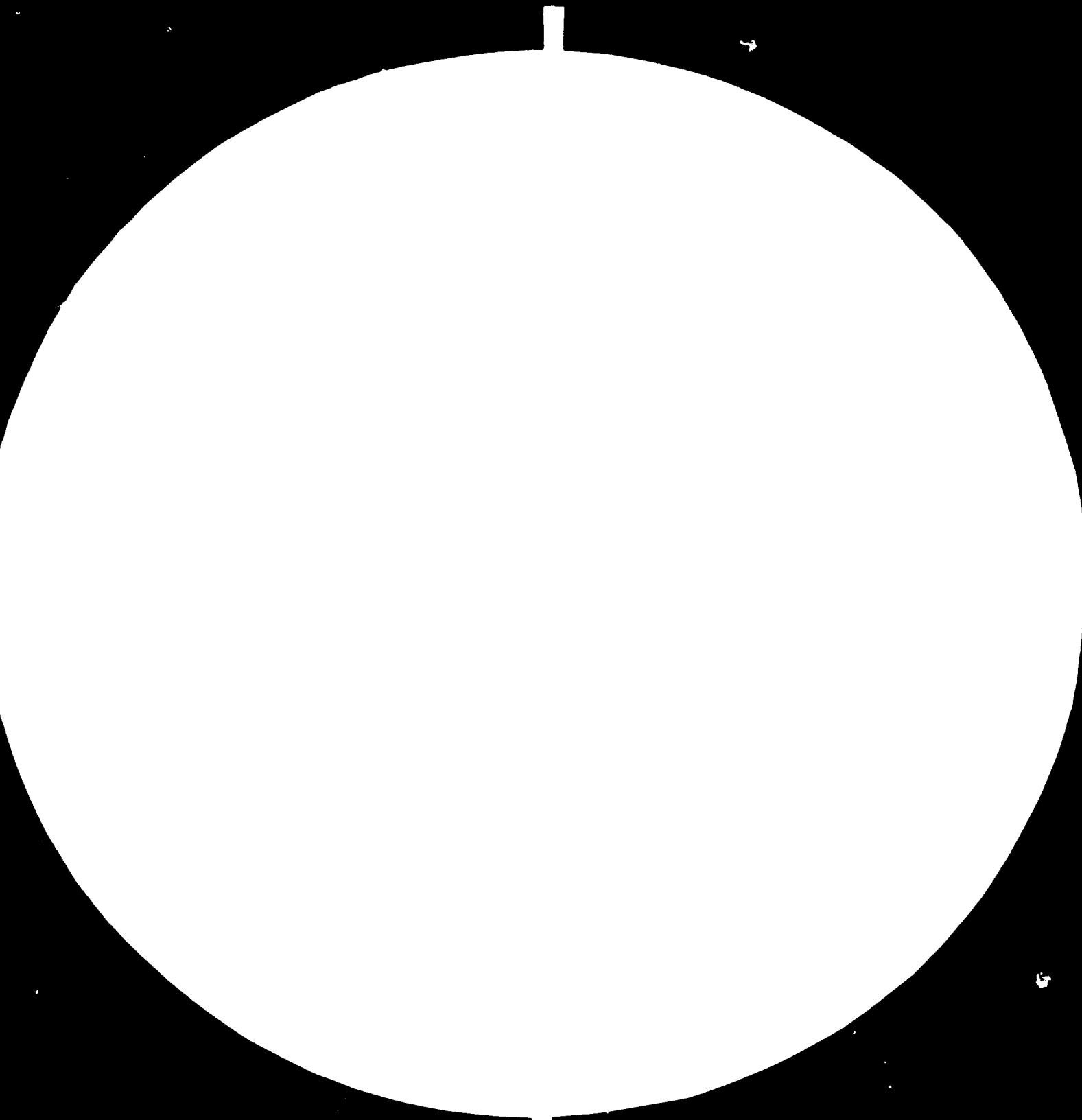
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2.8

Resolution test pattern 2.5, consisting of five vertical bars on the left and five horizontal bars on the right, with the number 2.5 to the right of the vertical bars.

3.2



4.0



MIKROELEKTRONIK GmbH, Postfach 10 15 53, D-4000 Düsseldorf 1

12379

Re : Contract N° 82/97 - DP/TUR/76/007 -

Turkey.

Report on the services of Mr. Paul Couzelin,
Inspector from DECOUFLE S.A.R.L. at Cigarette
Factory in Malatya from January 17th to Febru-
ary 23rd, 1983 -

Right from the very beginning, after having checked the essential parts of several machines, I noticed that the basic principals for the various important settings, as for the safety of the staff and the performance of the machines, had not been followed, either by inadvertance or by ignorance.

All defects have been rectified one by one, with participation of the mechanics and all the machines were correctly set again.

After the machines had been repaired, a significant improvement in the production has been noticed : The amount of 41 tons of cigarettes, never achieved before, has been reached. The average of daily production of 39 - 40 tons has been achieved during my stay at Malatya.

To maintain and increase the production I made out a complete documentation with drawings of all the settings done with the mechanics.

That documentation, thirty pages thick, has been duplicated on tracing paper and translated into Turkish. It will be given to all the mechanics, so that they will not ignore in the future the importance of these settings.

The management of the Malatya plant asked me about the capacity of the machines, i.e. if there would be no inconvenience in increasing the speed from 2300 t/min. to 2500 t/min.
My answer was that the Malatya LOF machines are made to produce 2500 cigarettes per minute without any risk on following conditions :

- 1.) All the previously described settings are fully respected.
- 2.) The housing of the cutter is completely bolted as it was originally and without the risk that it can be opened at the smallest shock, as it is the case right now.
- 3.) To have a permanent stock of spare parts to be able to repair rapidly in case of necessity and not to have to wait until a piece is manufactured or delivered I handed over a complete list of the smallest necessary quantities of spare parts for each batch of 8 machines.
- 4.) To have in stock some subassemblies, new or renewed, to be able to change a defective unit without loosing any time. The defective one is then repaired and put in stock. A list of these standard subassemblies has been handed over to the responsible people at Malatya.
- 5.) To overhaul systematically the machines one by one with taking the time required to repair it and go over all the parts of the machine; after that, to have it running again until the production is correct. To start the same work with another machine, always taken out from the most used ones and to keep on doing so.
- 6.) When the shift is over, the machine has to be cleaned during fifteen minutes so that the new shift starts his work with a clean machine.

At the end of the week a more important cleaning of at least three hours has to be done.

- 7.) To equip the repair-shop next to the machinery room with various simple machine-tools to save time in repairing the machines. For the time being, there are no such tools or machines, that would help in all the settings that have to be done.

I insisted on the importance of having that stock of spare parts and of standard sub-assemblies, summed up in the lists I gave them, and on the fact that they should get them urgently, either straight from us or manufactured locally as long as the DECOUFLE dimensions are respected.

The mechanics are skilled enough and well instructed by their superiors so that the production can be improved in the future, if the above mentioned advices are followed.

Also, I want to express my great satisfaction for the warm welcome I got in Malatya and for the strong and eager collaboration in the work-field from both the mechanics and the management.

Paris, March 25th, 1983

Paul Couzelin

Inspector



