



A 4-wheel-driven, cross-country passenger car was one of the special military vehicles we built.

The TLV 4-wheel-driven, cross-country truck with armoured body was another.

Aero-Engine Company, a basis for co-operation was established, that meant an increase in employment for our engine factory. As great skill and precision are required when manufacturing aero-engine parts, this must in the long run have a great influence on the Penta works, and means that their products will reach a standard which is even higher than that which they have hitherto attained.

On the other hand, this increase in production at the Penta works turned out to be more of a disadvantage than an advantage. The manufacture of both standard and military vehicles had become larger than we had anticipated when we took over the aero-

engine factory and our requirements with regard to engines from Penta had grown accordingly. Moreover, the blockade became more stringent and prevented us from importing those automobile parts which we had previously bought from USA and England. This compelled us to start the manufacture of many of these special parts in Sweden, primarily at the Penta Works, where we had not only modern machines but also a well trained and experienced staff of engineers and workmen. A typical example of this were the rear axle gears, which we make in Gleason machines, which were delivered from America just before Sweden was completely cut off

from the rest of the world as a result of the blockade.

All this meant that tremendous pressure was put on the Penta Works, which for a considerable time had the triple task of manufacturing a) aero-engine parts b) Volvo engines and c) various other parts for Volvo chassis.

But Penta was not the only factory that had to tackle jobs of this kind. Several prominent Swedish industries, which were old suppliers to Volvo, saddled their share of the burden and attacked various manufacturing problems with praiseworthy energy.

Besides the Penta factory we had access to another plant, namely the Ulvsunda Works, which we had acquir-

ed in connection with the purchase of the Swedish Aero-Engine Company.

The Ulvsunda Works already had a very good reputation for fine workmanship when we took them over. During the course of many years special parts for Bofors guns, which demand the most scrupulous accuracy and precision, had been manufactured by them. Their long experience was therefore invaluable when we were in need of a supplier of articles which we had hitherto imported.

#### Increased use of Swedish made parts.

Before the war we imported 10—15 % of the parts employed in the