

performance with high dynamic response and improve fuel economy. The results of this research can be applied in such areas as battery charging, electric steering assist, high intensity lighting, active suspension, air conditioning, regenerative braking and electric propulsion. To accomplish this objective, the Parties, working closely with various government entities, suppliers, and universities, will conduct research on various electrical and electronic breakthrough technologies, including power electronic control systems, adjustable-speed drives, power inverters, semi-conductors, and advanced motor/generator technologies and perform other acts allowed by the National Cooperative Research and Production Act that would advance these goals.

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Constance K. Robinson,

Director of Operations, Antitrust Division.

[FR Doc. 96-30981 Filed 12-4-96; 8:45 am]

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Notice Pursuant to the National Cooperative Research and Production Act of 1993—PNGV Manufacturing Technical Team

Notice is hereby given that, on October 30, 1996, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* ("the Act"), General Motors Corporation filed notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing: (1) the identities of the parties to; and (2) the nature and objectives of a research and development venture. The notifications were filed for the purpose of invoking the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Pursuant to Section 6(b) of the Act, the identities of the parties are General Motors Corporation, Detroit, MI; Chrysler Corporation, Auburn Hills, MI; and Ford Motor Company, Dearborn, MI.

The parties have established a Manufacturing Technical Team to conduct joint research necessary to develop methods of producing in high volume and at an affordable cost technologically advanced vehicles that can meet the goals of the Partnership for a New Generation of Vehicles (PNGV). PNGV is the joint effort of the Federal Government and the U.S. Auto Industry

to develop affordable, fuel-efficient, low-emission automobiles that meet today's performance standards. The objective of this joint effort is to improve national competitiveness by significantly upgrading U.S. manufacturing technology by reducing costs, lead times and environmental impact while improving quality. To accomplish this objective, the parties, working in conjunction with government entities, suppliers and universities, will conduct research on: (1) generic manufacturing and design technologies that reduce the cost and time to bring product innovations to market, including design from manufacturing, rapid prototyping, intelligent processes, and agile/flexible manufacturing; and (2) breakthrough vehicle enabling technologies that support affordable, high quality production of technologies used in the design of breakthrough vehicles, such as fuel cells, flywheels, ceramic turbine components and advanced batteries. The parties may also perform other acts allowed by the Act that would advance these goals.

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Director of Operations, Antitrust Division.

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Notice Pursuant to the National Cooperative Research and Production Act of 1993 PNGV Mechanical Energy Storage Technical Team

Notice is hereby given that, on October 30, 1996, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. § 4301 *et seq.* ("the Act"), General Motors Corporation filed notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing (1) the identities of the parties to and (2) the nature and objectives of a research and development venture. The notifications were filed for the purpose of invoking the Act's provisions limiting the recovery of antitrust plaintiffs to actual damages under specified circumstances. Pursuant to Section 6(b) of the Act, the identities of the parties are General Motors Corporation, Detroit, MI; Chrysler Corporation, Auburn Hills, MI; and Ford Motor Company, Dearborn, MI.

The parties have established a Mechanical Energy Storage Technical

Team to conduct joint research aimed at developing and demonstrating viability of lightweight, compact high power energy storage devices, capable of storing and releasing energy at high power levels at very high levels of efficiency in automotive applications. The research and development activities of this group involve efforts to develop flywheel energy storage systems, including efforts to develop lightweight, high strength materials, nearly frictionless bearings, and vehicle mounting systems for flywheels. Flywheel research also includes containment and safety in the event of failure or crash and reducing the cost of these devices. In addition to flywheels, the team may also conduct research and development on other mechanical energy storage systems, such as hydraulic/pneumatic systems. Research on these systems would include developing advanced energy storage accumulators, improved hydraulic pump/motor combinations, and system integration. The results of these efforts will support the Partnership for a New Generation of Vehicles (PNGV) and help the parties better meet the expected needs of their respective customers worldwide. PNGV is the joint effort of the Federal Government and the U.S. auto industry to develop affordable, fuel-efficient, low-emission automobiles that meets today's performance standards. To meet these objectives, the parties will collect, exchange and analyze research information, interact with government agencies, universities, suppliers and other interested entities and perform other acts allowed by the Act that would advance these goals.

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Constance K. Robinson,

Director of Operations, Antitrust Division.

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Notice Pursuant to the National Cooperative Research and Production Act of 1993—PNGV Systems Analysis Technical Team

Notice is hereby given that, on October 30, 1996, pursuant to Section 6(a) of the National Cooperative Research and Production Act of 1993, 15 U.S.C. 4301 *et seq.* ("the Act"), General Motors Corporation filed notifications simultaneously with the Attorney General and the Federal Trade Commission disclosing: (1) the identities of the parties to; and (2) the nature and objectives of a research and