

The new model averages 16.8 mpg, the same as its predecessor despite being substantially larger and heavier. GM's GMC division completely redesigned the Sonoma's exterior and interior with a 2.2L I-4 engine and a 5-speed manual transmission. The Sonoma average fuel economy is 25.5 mpg an improvement of 0.5 mpg over MY 1993 light truck. GM also redesigned the companion Chevrolet S-10 pickup.

B. Engine and Transmission Technology

Some manufacturers made significant improvements in engine technology for model year 1994. GM has a new pushrod engine, which bears a close resemblance to familiar engines. The base Chevy Caprices gets a 4.3 L V-8 variant of the LT1 V-8 to replace the 5.0 L V-8. The 4.3 L engine produces 200 hp at 5200 revolutions per minute (rpm) (30 hp more than last year's 5.0 L) and 245-pound-feet of torque at 2400 rpm.

Ford introduced a more powerful engine controller called EEC-V on the MY 1994 Thunderbird, Cougar, and Mustang. Compared with EEC-IV, the new unit operates 20 percent faster and has 66 percent more memory. Developed in part through Ford's Formula 1 racing program, EEC-V features a "Flash Erasable Electrically Programmable Read Only Memory" chip (Flash-EEPROM) that allows service technicians to reprogram the computer, rather than replace it, when defects arise or upgrades becomes available.

Still in development at Ford is a new two-stroke gasoline engine. A major obstacle to two-stroke engine development in the United States is the Tier II emissions requirement of 0.2 grams per mile nitrogen oxide (NO_x) which is, at best, marginally achievable with current lean-system two-stroke technology. According to *Ward's Automotive Yearbook 1994*, GM's two-stroke development program is winding down. GM preferred to proceed with development of its simpler dry-sump, roller-bearing version but reportedly was experiencing piston cooling and cylinder-bore distortion problems. Ford and Chrysler are moving ahead with two-stroke programs. Ford is field testing a two-stroke hybrid vehicle in Europe, and press reports indicate that Chrysler expects to show what it believes is a marketable wet-sump, externally scavenged engine some time in the near future.

C. Electronics

Applications of electronic components in vehicles continue to rise. Some of the applications include four-

wheel steering, tire-pressure sensing, instrumentation, and in-car entertainment grouping. However, the main concentration is in engine management, powertrain management, antilock braking systems, air bags, air conditioning, and, increasingly, suspension control.

Electronic controllers are gradually being incorporated in all modern automatic transmissions, and this year Ford's 4R70W four-speed automatic truck transmission and GM's 4L60-E rear-drive four-speed automatic, both have electronic controls. The GM unit features a performance mode that provides quicker shifts and higher shift point speeds. In a quest for consistent shift quality, the controller alters shifting strategies at high altitudes, as components wear, and as temperatures rise.

D. Materials

For MY 1994, automakers chose aluminum, high strength steel, powder metal (P/M), and magnesium for a number of significant new component applications in their cars, and light trucks. The reduced weight of these components contributes to improved fuel economy of the models using them.

Aluminum usage has increased by five-eight pounds (lbs.) annually per vehicle since 1990 in North America, as reported in *Ward's Automotive Yearbook 1994*. Since 1990, the annual increase of plastic usage has been cut in half every year and is likely to increase only 0.5 lbs. per vehicle during MY 1994.

Even as the use of plastics and aluminum has grown, steel continues as the primary material in U.S.-built vehicles, comprising well over 50 percent of the weight of the average passenger car according to *Ward's 1994 Automotive Yearbook*. The amount of steel used in vehicles continues to grow, due mainly to redesigned vehicles that are longer, wider and/or taller than those they replaced. These models include the redesigned compact GMC Sonoma and Chevrolet S-10 pickup trucks, Cadillac's new Sedan De Ville and De Ville Concours, Chrysler's Dodge Ram pickup, and Ford's Mustang. The new Sonoma/S10 grew 10.6 inches and added 262 lbs. in MY 1994 over MY 1993. The long-box version of the truck gained 384 lbs. from the previous year. Ford added 200 lbs. to the Mustang, and Chrysler's new Dodge Ram full-size pickup has added 226 lbs.

New safety features added to vehicles also increase the amount of steel usage in today's vehicles. It is the material used for most door intrusion beams, roof structures and undercarriage

reinforcements designed to protect occupants in crashes, rollovers and side impacts. The light-truck market has particularly shown an increase in steel usage as regulations and consumer demands force light truck manufacturers to incorporate the same safety features as cars. The GMC Jimmy, for instance, adds new side-door steel guard beams running the full length of the door. Steel intrusion beams also are standard in MY 1994 Ford's F-series pickups.

Other new applications include composite steel camshafts in GM's 3.1 L V-6s and 2.2 L 4-cylinder engines, and steel tubing on the Dodge Ram's radiator enclosure panels. Also the use of medium-strength steels, mostly bake-hardenable varieties, increased in MY 1994.

P/M makes up about 27 lbs. of weight of a typical family vehicle accordingly to *Ward's Automotive Yearbook 1994*. It continues to play an increasingly significant role because it can be used to make strong and lightweight parts that have very complex shapes. Applications for P/M have been growing steadily in recent years, and several new and expanded applications were introduced in MY 1994, including P/M bearing caps on GM's 3100 and 3800 series V-6 engines and P/M inserts in the bearing cap girdles for Ford's new aluminum 2.5 L and 3 L V-6 engines.

Magnesium use has risen every year since 1988 by 10 to 16 percent. Magnesium firsts in MY 1994 included knee-bolster retainers, steering wheel armatures, and seat pedestals, or stanchions. The knee-bolster retainers, the first large structural magnesium component application in the U.S. auto industry, debuted on several of GM's standard-size, front-drive cars, including the Buick Park Avenue. Ford replaced steel wheel armature subassemblies with magnesium on its Thunderbird, Cougar, Taurus, and Sable.

E. Summary

The stabilization of oil prices and supply has been a factor resulting in a shift of consumer demand in recent years to more powerful and roomier passenger cars and light trucks. The auto industry, responding to this shift, has increased the horsepower of its engines and shifted its production mix to somewhat larger cars. Still, there were some considerable technical gains, particularly in lightweight material usage, that contributed to improvements in fuel economy on some models in MY 1994.

[FR Doc. 95-7428 Filed 3-31-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY**Public Information Collection Requirements Submitted to OMB for Review**

March 23, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Internal Revenue Service (IRS)

OMB Number: 1545-754

Regulation ID Number: LR-255-81 Final

Type of Review: Extension

Title: Substantiation of Charitable Contributions

Description: Congress intended that the IRS prescribe rules and requirements to assure substantiation and verification of charitable contributions. The regulations serve these purposes.

Respondents: Individuals or households, Business or other for-profit

Estimated Number of Respondents: 26,000,000

Estimated Burden Hours Per Respondent: 5 minutes

Frequency of Response: Other

Estimated Total Reporting Burden: 2,158,000 hours

OMB Number: 1545-0763

Regulation ID Number: LR-200-76 Final

Type of Review: Extension

Title: Qualified Conservation Contributions

Description: The information is necessary to comply with various substantive requirements of section 170(h), which describes situations in which a taxpayer is entitled to an income tax deduction for a charitable contribution for conservation purposes of a partial in real property.

Respondents: Individuals or households, Business or other for-profit, Farms, Not-for-profit institutions, Federal Government, State, Local or Tribal Government

Estimated Number of Respondent: 1,000

Estimated Burden Hours Per Respondent: 1 hour, 15 minutes

Frequency of Response: Other

Estimated Total Reporting Burden: 1,250 hours

OMB Number: 1545-1117

ID Number: IRS Notice 89-61

Type of Review: Extension

Title: Imported Substances; Rules for Filing a Petition

Description: The Notice sets forth procedures to be followed in petitioning the Secretary to modify the list of taxable substances in section 4672(a)(3).

Respondents: Business or other for-profit

Estimated Number of Respondents: 100

Estimated Burden Hours Per Respondent: 1 hour

Frequency of Response: On occasion

Estimated Total Reporting/Recordkeeping Burden: 1 hour

Clearance Officer: Garrick Shear (202) 622-3869, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, NW., Washington, DC 20224.

OMB Reviewer: Milo Sunderhauf (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95-8024 Filed 3-31-95; 8:45 am]

BILLING CODE 4830-01-P

Customs Service**List of Foreign Entities Violating Textile Transshipment Rules**

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General notice.

SUMMARY: This document notifies the public that the list of foreign entities identified by Customs as having violated the textile transshipment rules—authorized to be published by section 333(a) of the Uruguay Round Agreements Act—will not be published for this semiannual period, because Customs has not identified any violators during this time period that clearly fall within the purview of this section.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Crichton, Textile Industry Team, (202) 927-0001 or 927-0162.

SUPPLEMENTARY INFORMATION:**Background**

Section 333 of the Uruguay Round Agreements Act (URAA) (Public Law 103-465, 108 Stat. 4809) (signed December 12, 1994), entitled Textile Transshipments, amended Part V of title IV of the Tariff Act of 1930 by creating a new section 592A, which authorizes the Secretary of the Treasury to publish in the **Federal Register** a list of foreign entities, *i.e.*, the names of any

producers, manufacturers, suppliers, sellers, exporters, or any other persons located outside the Customs territory of the United States, against whom Customs has issued a penalty claim under section 592 of the Tariff Act of 1930, as amended, citing a violation of the Customs textile transshipment rules. See, 19 U.S.C. 1592A(a)(2). The list is to be published semiannually not later than March 31 and September 30 of each year.

In reviewing all information available, Customs has found that no one clearly falls within the purview of this section during this time period. Accordingly, no list will be published for the period ending March 31, 1995.

Dated: March 30, 1995.

Stuart P. Seidel,

Assistant Commissioner, Office of Regulations and Rulings.

[FR Doc. 95-8163 Filed 3-30-95; 12:01 pm]

BILLING CODE 4820-02-P

Fiscal Service

[Dept. Circ. 570, 1994 Rev., Supp. No. 15]

Surety Companies Acceptable on Federal Bonds; Redomestication; Cumberland Casualty & Surety Company

Cumberland Casualty & Surety Company has redomesticated from the state of Texas to the state of Florida effective September 1, 1994. The company was last listed as an acceptable surety on Federal bonds at 59 FR 34151, July 1, 1994.

Federal bond-approving officers should annotate their reference copies of the Treasury Circular 570, 1994 revision, on page 34151 to reflect this change.

Questions concerning this notice may be directed to the Surety Bond Branch, Funds Management Division, Financial Management Service, Department of the Treasury, Washington, DC 20227, telephone (FTS/202) 874-6507.

Dated: March 27, 1995.

Charles F. Schwan III,

Director, Funds Management Division, Financial Management Service.

[FR Doc. 95-8101 Filed 3-31-95; 8:45 am]

BILLING CODE 4810-35-M

[Dept. Circ. 570, 1994 Rev., Supp. No. 16]

Surety Companies Acceptable on Federal Bonds; Financial Pacific Insurance Company

A Certificate of Authority as an acceptable surety on Federal Bonds is hereby issued to the following company