

U.S. IMPORTERS' AND/OR PURCHASERS' QUESTIONNAIRE

CERTAIN FREIGHT RAIL COUPLERS AND PARTS THEREOF FROM CHINA AND MEXICO

This questionnaire must be received by the Commission by **April 3, 2023**
See last page for filing instructions.

The information called for in this questionnaire is for use by the United States International Trade Commission in connection with its antidumping and countervailing duty investigations concerning certain freight rail couplers and parts thereof ("freight rail couplers") from China and Mexico (Inv. Nos. 701-TA-682 and 731-TA-1592-1593 (Final)). The information requested in the questionnaire is requested under the authority of the Tariff Act of 1930, title VII. This report is mandatory and failure to reply as directed can result in a subpoena or other order to compel the submission of records or information in your firm's possession (19 U.S.C. § 1333(a)). For further information, contact Ahdia Bavari (202-205-3191, ahdia.bavari@usitc.gov) and John Benedetto (202-205-3270, john.benedetto@usitc.gov).

Name of firm _____
Address _____
City _____ State _____ Zip Code _____
Website _____

Has your firm purchased, imported for its own use, or otherwise brought into the United States in **any** manner described on pp. 2-3, freight rail couplers (including mounted/attached to a railcar or in any other form described on pp. 2-3), or out-of-scope freight rail coupler system components (defined on p. 3) from **any country** at **any time** since January 1, 2020?

☐ **NO:** Sign the certification below and promptly return **only** this page of the questionnaire to the Commission

☐ **YES:** Complete the entire questionnaire, and return the entire questionnaire to the Commission

Return questionnaire via the U.S. International Trade Commission **Drop Box** by clicking on the following link:
<https://dropbox.usitc.gov/oinv/>. (PIN: **RAIL**)

CERTIFICATION

I certify that the information herein supplied in response to this questionnaire is complete and correct to the best of my knowledge and belief and understand that the information submitted is subject to audit and verification by the Commission. By means of this certification I also grant consent for the Commission, and its employees and contract personnel, to use the information provided in this questionnaire and throughout this proceeding in any other import-injury proceedings conducted by the Commission on the same or similar merchandise.

I, the undersigned, acknowledge that information submitted in response to this request for information and throughout this proceeding or other proceedings may be disclosed to and used: (i) by the Commission, its employees and Offices, and contract personnel (a) for developing or maintaining the records of this or a related proceeding, or (b) in internal investigations, audits, reviews, and evaluations relating to the programs, personnel, and operations of the Commission including under 5 U.S.C. Appendix 3; or (ii) by U.S. government employees and contract personnel, solely for cybersecurity purposes. I understand that all contract personnel will sign appropriate nondisclosure agreements.

Name of Authorized Official

Title of Authorized Official

Date

Signature

Phone

Email address

PART I.—GENERAL INFORMATION

Background. -- This proceeding was instituted in response to petitions filed on September 28, 2022, by McConway & Torley LLC, Pittsburgh, Pennsylvania, and the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO, CLC.

Antidumping and countervailing duties may be assessed on the subject imports as a result of these proceedings if the Commission makes an affirmative determination of injury, threat, or material retardation, and if the U.S. Department of Commerce ("Commerce") makes an affirmative determination of subsidization and/or dumping.

Questionnaires and other information pertinent to this proceeding are available at <https://ids.usitc.gov/case/8085/investigation/8331>.

PLEASE READ

This questionnaire collects data on several methods of domestic and cross-border transactions regarding freight rail couplers (also known as "fits" or "assemblies"), as well as out-of-scope freight rail coupler system components (e.g., yokes and follower blocks), and other merchandise. Please read the definitions of these and other terms on the following pages.

The following are **examples** of entities that may be required to provide information in this questionnaire:

- Importers/purchasers of:
 - Freight rail couplers
 - New railcars that were entered or imported into the United States for the first time since January 1, 2020
- Class I railroad companies
- Owners/operators of freight railcar fleets
- Railroad pooling companies
- Railcar builders/servicers
- Distributors of freight rail couplers or out-of-scope components

This list is **not** exhaustive. It is imperative your firm provide data as specific to your operations as possible, in the applicable sections (further instructions on **page 4**). Please contact the staff identified on the first page of the questionnaire if you need assistance.

Freight rail couplers covered by these investigations are certain freight railcar couplers (also known as “fits” or “assemblies”) and parts thereof. Freight railcar couplers are composed of two main parts, namely knuckles and coupler bodies but may also include other items (e.g., coupler locks, lock lift assemblies, knuckle pins, knuckle throwers, and rotors). The parts covered by these investigations include: (1) E coupler bodies; (2) E/F coupler bodies; (3) F coupler bodies; (4) E knuckles; (5) F knuckles; as set forth by the Association of American Railroads (AAR). The freight rail coupler parts are included within the scope of these investigations when imported individually.

Subject freight railcar couplers and parts are included within the scope whether finished or unfinished, whether imported individually or with other subject or nonsubject parts, whether assembled or unassembled, whether mounted or unmounted, or if joined with nonsubject merchandise, such as other nonsubject parts or a completed railcar. Finishing includes, but is not limited to, arc washing, welding, grinding, shot blasting, heat treatment, machining, and assembly of various parts. When a subject coupler or subject parts are mounted on or to other nonsubject merchandise, such as a railcar, only the coupler or subject parts are covered by the scope.

The finished products covered by the scope of these investigations meet or exceed the AAR specifications of M-211, “Foundry and Product Approval Requirements for the Manufacture of Couplers, Coupler Yokes, Knuckles, Follower Blocks, and Coupler Parts” and/or AAR M-215 “Coupling Systems,” or other equivalent domestic or international standards (including any revisions to the standard(s)).

The country of origin for subject couplers and parts thereof, whether fully assembled, unfinished or finished, or attached to a railcar, is the country where the subject coupler parts were cast or forged. Subject merchandise includes coupler parts as defined above that have been further processed or further assembled, including those coupler parts attached to a railcar in third countries. Further processing includes, but is not limited to, arc washing, welding, grinding, shot blasting, heat treatment, painting, coating, priming, machining, and assembly of various parts. The inclusion, attachment, joining, or assembly of nonsubject parts with subject parts or couplers either in the country of manufacture of the in-scope product or in a third country does not remove the subject parts or couplers from the scope.

Freight rail couplers are provided for in HTS subheading 8607.30.10. Unfinished subject merchandise (that does not have the essential character of a finished coupler) may also be reported under HTSUS statistical reporting number 7326.90.8688. Subject merchandise attached to finished railcars may be imported under HTSUS statistical reporting numbers 8606.10.0000, 8606.30.0000, 8606.91.0000, 8606.92.0000, 8606.99.0130, 8606.99.0160, or under subheading 9803.00.5000 if imported as an Instrument of International Traffic. Subject merchandise may also be imported under HTSUS subheading 7325.99.50. The HTSUS provisions are for convenience and customs purposes; the written description of the scope is dispositive.

Out-of-scope freight rail coupler system components.-- Components of a full freight rail coupler system that are not covered under the scope of these investigations (e.g., follower blocks, yokes, etc.).

Importer.--Any person or firm engaged, either directly or through a parent company or subsidiary, in importing freight rail couplers into the United States from a foreign manufacturer or through its selling agent.

Imports.--Those products identified for Customs purposes as imports *for consumption* for which your firm was the importer of record (i.e., was responsible for paying any import duty).

! **Note:** *Unless explicitly stated otherwise, the term "import(s)" refers hereafter to imports formally entered for consumption only.*

Purchaser.--Any person or firm engaged, either directly or through a parent company or subsidiary, in purchasing freight rail couplers from another firm that produces, imports, or otherwise distributes freight rail couplers.

Purchases.-- Purchase from a U.S. entity such as a U.S. producer, a U.S. importer, or other U.S. firm.

General guide to applicable sections: The table below outlines the parts of this questionnaire, the contents, and the types of entities/firms to which the section and/or certain questions therein may apply.

Part Number and Title	Requests information on:	May apply to:
Part I: General Information (this part)	Overview information, related entities/ownership, other trade actions	<u>All firms must complete all questions this section.</u>
Part II: Trade and Related Information	U.S. imports, shipments, and inventories of freight rail couplers in various forms	Firms that are importers of record
Part III: Pricing and Market Factors	Quarterly price data, pricing methodology, economic trends	Firms that sell freight rail couplers customers/commercial shipments
Part IV: Questions for Purchasers of Freight Rail Couplers	Conditions of competition as they pertain to freight rail couplers, purchasing patterns, economic trends	Purchasers (consignees that are not importers of record) of freight rail couplers.
Part V: Comparability of Freight Rail Couplers and Other Freight Rail Coupler System Components	Out-of-scope freight rail coupler system components	Questions V-1 and V-3: Any firm with familiarity of the out-of-scope merchandise. Question V-2: Firms that are importers of record, customs brokers, or freight forwarders
Part VI: All Other Cross-Border and Related Data	In-service railcar fleet data (border crossings, entry status, etc.)	Class I railroads, owners/operators/lessors/lessees of freight railcars

My firm imports and sells freight railcar couplers: Fill out sections I, II, III, and V.

My firm imports and internally consumes freight railcar couplers: Fill out sections I, II, and V.

My firm imports freight railcars (which include freight railcar couplers already attached to the larger out-of-scope product): Fill out sections I, II, V, and if applicable, VI.

My firm purchases (but does not import) freight railcar couplers: Fill out sections I and IV.

My firm owns, operates, or leases a fleet of freight railcars in the United States: Fill out sections I, IV (if applicable), and VI.

Confidentiality.--The commercial and financial data furnished in response to this questionnaire that reveal the individual operations of your firm will be treated as confidential by the Commission to the extent that such data are not otherwise available to the public and will not be disclosed except as may be required by law (see 19 U.S.C. § 1677f). Such confidential information will not be published in a manner that will reveal the individual operations of your firm; however, general characterizations of numerical business proprietary information (such as discussion of trends) will be treated as confidential business information only at the request of the submitter for good cause shown.

Verification.--The information submitted in this questionnaire is subject to audit and verification by the Commission. To facilitate possible verification of data, please keep all files, worksheets, and supporting documents used in the preparation of the questionnaire response. Please also retain a copy of the final document that you submit.

Release of information.--The information provided by your firm in response to this questionnaire, as well as any other business proprietary information submitted by your firm to the Commission in connection with this proceeding, may become subject to, and released under, the administrative protective order provisions of the Tariff Act of 1930 (19 U.S.C. § 1677f) and section 207.7 of the Commission's Rules of Practice and Procedure (19 CFR § 207.7). This means that certain lawyers and other authorized individuals may temporarily be given access to the information for use in connection with this proceeding or other import-injury proceedings conducted by the Commission on the same or similar merchandise; those individuals would be subject to severe penalties if the information were divulged to unauthorized individuals.

Valid number error messages.--If you are completing this form in a country that uses periods (".") to delineate multiples of 1000 (e.g., one million would appear as \$1.000.000 rather than \$1,000,000), you may be unable to enter in numbers greater than 999 in numeric form fields. The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete this form. Detailed instructions on how to resolve this issue is provided at the end of this questionnaire and is available upon request from Ahdia Bavari (ahdia.bavari@usitc.gov).

D-GRIDS tool.--The Commission has a tool that firms can use to move data from their own MS Excel compilation files into self-contained data tables within this MS Word questionnaire, thereby reducing the amount of cell-by-cell data entry that would be required to complete this form. This tool is a macro-enabled MS Excel file available for download from the Commission's generic questionnaires webpage (https://www.usitc.gov/trade_remedy/question.htm) called the "D-GRIDs tool." Use of this tool to help your firm complete this questionnaire is *optional*. Firms opting to use the D-GRIDs tool to populate their data into this questionnaire will need the D-GRIDs specification sheet PDF file specific to this proceeding (available on the case page which is linked under the "Background" above) which includes the necessary references relating to this questionnaire, as well as the macro-enable MS Excel D-GRIDs tool itself from the generic questionnaires page. More detailed instructions on how to use the D-GRIDs tool are available within the D-GRIDs tool itself.

- I-1. **OMB statistics.**--Please report below the actual number of hours required and the cost to your firm of completing this questionnaire.

Hours	Dollars

The questions in this questionnaire have been reviewed with market participants to ensure that issues of concern are adequately addressed and that data requests are sufficient, meaningful, and as limited as possible. Public reporting burden for this questionnaire is estimated to average 40 hours per response, including the time for reviewing instructions, gathering data, and completing and reviewing the questionnaire.

We welcome comments regarding the accuracy of this burden estimate, suggestions for reducing the burden, and any suggestions for improving this questionnaire. Please attach such comments to your response or send to the Office of Investigations, USITC, 500 E St. SW, Washington, DC 20436.

- I-2a. **Establishments covered.**--Provide the name and address of establishment(s) covered by this questionnaire.

"Establishment"--Each facility of a firm involved in the importation of freight rail couplers, including auxiliary facilities operated in conjunction with (whether or not physically separate from) such facilities.

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- I-2b. **Stock symbol information.**-- If your firm or parent firm is publicly traded, please specify the stock exchange and trading symbol: _____.

- I-2c. **External counsel.**-- If your firm or parent firm is represented by external counsel in relation to this proceeding, please specify the name of the law firm and the lead attorney(s).

Law firm:	
Lead attorney(s):	

I-3. **Ownership**--Is your firm owned, in whole or in part, by any other firm?

☐ No ☐ Yes--List the following information, relating to the ultimate parent/owner.

Firm name	Country	Extent of ownership (percent)

"Related firm" --A firm that your firm solely or jointly owned, managed, or otherwise controlled; a firm that solely or jointly owned, managed, or otherwise controlled your firm; and/or a firm that was solely or jointly owned, managed, or otherwise controlled by a firm that also solely or jointly owned, managed, or otherwise controlled your firm.

I-4. **Related U.S. and/or foreign producers/exporters**--Does your firm have any related firms, either domestic or foreign, that are engaged in the production of freight rail couplers or in exporting freight rail couplers from China and/or Mexico to the United States?

☐ No ☐ Yes--List the following information.

Firm name	Country	Affiliation

I-5. **Other trade actions**--To your knowledge, have the products subject to this proceeding been the subject of any other import relief proceedings in the United States or in any other countries?

No	Yes	If yes, please specify.
<input type="checkbox"/>	<input type="checkbox"/>	

PART II.--TRADE AND IMPORT-RELATED INFORMATION

Further information on this part of the questionnaire can be obtained from Ahdia Bavari (202-205-3191; ahdia.bavari@usitc.gov). **Supply all data requested on a calendar-year basis.**

- II-1. **Contact information.**--Please identify the responsible individual and the manner by which Commission staff may contact that individual regarding the confidential information submitted in part II.

Name	
Title	
Email	
Telephone	

- II-2a. **Importing operations.**--Please indicate the nature of your firm's importing operations. Check all that apply.

Importer of record	Takes title to the imported product(s)	Consignee of the imported products(s)	Customs broker/freight forwarder	Other ¹
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>NOTE: If your firm is the consignee only, do <u>not</u> complete this section.</i>				
¹ If other, please explain your firm's importing operations in greater detail:				

- II-2b. **Consignee.**--If your firm is an importer of record, but not the consignee, please list the consignees below (firm name, address, telephone number, and individual to contact).

Firm name	Address	Contact person and phone number

- II-3a. **FTZ or bonded warehouses.**—Since January 1, 2020, has your firm entered or withdrew freight rail couplers into/from any foreign trade zones or bonded warehouses?

“Foreign trade zone” is a designated location in the United States where firms utilize special procedures that allow delayed or reduced customs duty payments on foreign merchandise, as well as other savings. A foreign trade zone must be designated as such pursuant to the rules and procedures set forth in the Foreign-Trade Zones Act.

“Bonded warehouse” is a secured facility supervised by U.S. customs, where dutiable landed imports are stored pending their re-export, or release after payment of import duties, taxes, and other charges. A bonded warehouse must be designed as such pursuant to the rules and procedures set forth in 19 U.S.C. § 1555.

Item	No	Yes	If yes- Please explain your firm's FTZ or bonded warehouse operations in greater detail and complete the relevant subparts of this question.
Foreign trade zones	<input type="checkbox"/>	<input type="checkbox"/>	
Bonded warehouses	<input type="checkbox"/>	<input type="checkbox"/>	

- II-3b. **FTZ data.**--Please provide information on your firm's FTZ operations relating to freight rail couplers that are classified as foreign status merchandise in the specified periods.

Quantity (in 1,000 pounds)			
Item	Calendar year		
	2020	2021	2022
Admissions into FTZ(s)			
Withdrawals into U.S. consumption from FTZs ¹			
Export shipments ²			
End-of-period inventories in FTZ(s)			
¹ Please ensure that these withdrawals are included as U.S. imports in this part of the questionnaire			
² Only include here exports that were not first cleared through U.S. Customs.			

- II-3c. **Bonded warehouse data.**--Please provide information on your firm's bonded warehouse operations relating to freight rail couplers in the specified periods.

Quantity (in 1,000 pounds)			
Item	Calendar year		
	2020	2021	2022
Admissions into the bonded warehouse(s)			
Withdrawals into U.S. consumption ¹			
Export shipments ²			
End-of-period inventories in the bonded warehouse(s)			
¹ Please ensure that these withdrawals are included as U.S. imports in this part of the questionnaire			
² Only include here exports that were first cleared through U.S. Customs.			

II-4a. **Changes in operations: General.**--Please indicate whether your firm has experienced any of the following changes in relation to the importation of freight rail couplers since January 1, 2020. These changes may include:

- Office/warehouse openings
- Office/warehouse closings
- Relocations
- Expansions
- Acquisitions
- Consolidations
- Prolonged shutdowns or importation curtailments
- Force majeure or weather-related
- Other (e.g., technology, labor agreements)

No	Yes	(If checked, please describe the nature, date(s), and significance of any such reported changes as well as the business reasons for them; leave completely blank if not applicable)
<input type="checkbox"/>	<input type="checkbox"/>	

II-4b. **Changes in operations: COVID-19 pandemic.**—Since January 1, 2020, has the COVID-19 pandemic or have any government actions taken to contain the spread of the COVID-19 virus resulted in changes in your firm's supply chain arrangements, importation, employment, and shipments relating to freight rail couplers? In your response, please discuss the duration and timing of any such changes as they relate to your firm's operations.

No	Yes	If yes, describe these changes including a separate discussion of the (a) supply chain impact, (b) importation and shipment impact, and (c) employment impact of the COVID-19 pandemic.
<input type="checkbox"/>	<input type="checkbox"/>	

II-4c. **Changes in operations: AD/CVD investigation on freight rail coupler systems from China: Provisional duties.**— Did the application of provisional AD/CVD duties as a result of the affirmative preliminary determinations in Inv. Nos. 701-TA-670 and 731 TA-1570 and the suspension of liquidation of goods subject to the Department of Commerce's preliminary antidumping and countervailing duty margins result in changes in your firm's supply chain arrangements, importation, employment, and shipments relating to freight rail couplers? In your response, please discuss the duration and timing of any such changes as they relate to your firm's operations, and how these duties are accounted for in Part II of this questionnaire.

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	

Definitions

"Imports" –As defined on page 4 (i.e., for consumption)

"Arranged imports" are imports for which your firm has placed an order with a foreign supplier for subject merchandise, but delivery of those imports is not scheduled to occur until after the date listed above.

"Standalone" means imported independently of (i.e., not attached to) a railcar. Herein, standalone freight rail couplers may be attached to other out-of-scope merchandise (e.g., part of a coupling system), but should report only the data associated with the standalone coupler. See General Reminder 1.

"Import quantities" –Quantities reported should be net of returns.

"Import values" –Values reported should be landed, duty-paid values at the U.S. port of entry, including ocean freight and insurance costs, brokerage charges, and import duties (i.e., all charges except inland freight in the United States).

"Commercial U.S. shipments"— Shipments made within the United States as a result of an arm's length commercial transaction in the ordinary course of business. Report net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods) in U.S. dollars, f.o.b. your point of shipment.

"Internal consumption" –Product consumed internally by your firm. Such transactions are valued at fair market value.

"Transfers to related firms" –Shipments made to related firms. Such transactions are valued at fair market value.

"Export shipments"— Shipments to destinations outside the United States, including shipments to related firms.

"Inventories" --Finished goods inventory, not raw materials or work in progress.

As requested in Part I, please keep all documents used in the preparation of the questionnaire response, as well as a copy of the submitted questionnaire. Commission staff may contact your firm with questions on the data submitted, and may request copies of the supporting documents/records used to compile these data.

General Reminders:

1. **In-scope vs out-of-scope:** The data reported in this Part should only include in-scope freight rail couplers. **Do not** report any quantity, value, or otherwise specified data on out-of-scope freight rail coupler system components in this section- please only do so in Part V.
2. **Country of origin:** Please report the data based on the country of origin of the coupler fit/assembly and/or parts, **not** any product to which they may have been attached. If your firm imported/sold a freight rail coupler attached to any additional out-of-scope parts, only the quantity and value of the in-scope freight rail coupler should be included in your reported data below.

Example: If a freight rail coupler made in Country A was attached to out-of-scope merchandise made in Country B, then imported into the United States from Country B, the data for this import would be reported under Country A.

- II-5a. **Arranged imports.**--Has your firm imported or arranged for the importation of freight rail couplers for delivery after December 31, 2022?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Source	Period			
	Jan-Mar 2023	Apr-Jun 2023	Jul-Sep 2023	Oct-Dec 2023
	Quantity (in 1,000 pounds)			
China: Standalone				
China: Attached to railcar				
Mexico: Standalone				
Mexico: Attached to railcar				
All other sources: Standalone				
All other sources: Attached to railcar				

- II-6. **Reasons for importing if producer.**--If your firm also produces freight rail couplers in the United States, please indicate the reasons for importing this product. If your firm's reasons differ by source, please elaborate.

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- II-7a. **U.S. imports from China (Standalone): Trade Data.**—Report your firm's imports and your firm's shipments and inventories of standalone freight rail couplers imported from China by your firm during the specified periods.

China- Standalone coupler/components

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports: ¹			
Quantity (B)			
Value (C)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption: ³			
Quantity (H)			
Value ² (I)			
Transfers to related firms: ³			
Quantity (J)			
Value ² (K)			
Export shipments: ⁴			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			
¹ Please identify the foreign producers, if known: _____. ³ Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ⁴ Identify your firm's principal export markets: _____.			

RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.—Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.			

- II-7b. **U.S. imports from China (Standalone): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of standalone freight rail couplers imported from China by channel of distribution and product type during the specified periods.

China- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (Q)			
Value (R)			
Coupler bodies			
Quantity (S)			
Value (T)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (U)			
Value (V)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (W)			
Value (X)			
Coupler bodies			
Quantity (Y)			
Value (Z)			

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: $O + Q + S + U + W + Y - F - H - J =$ zero ("0"), if not revise	0	0	0
Value: $P + R + T + V + X + Z - G - I - K =$ zero, ("0"), if not revise.	0	0	0

- II-7c. **U.S. imports from China (Standalone): U.S. shipments containing Bedloe technology.**-- Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from China using Bedloe technology during the specified periods.

China- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (AA)			
Value (AB)			

- II-7d. **U.S. imports from China (Standalone): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of standalone freight rail couplers from China during the specified period.

China- Standalone coupler/components

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

RECONCILIATION OF MONTHLY IMPORTS.-- Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from China (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

- II-7e. **U.S. imports from China (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from China at the end of the specified month.

China- Standalone coupler/components

All suppliers in China	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

***RECONCILIATION OF END-OF-PERIOD INVENTORIES.**-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation for	Calendar year 2022
End-of-period inventories from China (line N), revise if not returning zero ("0")	0

II-7f. **U.S. imports from China (Standalone): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts D and/or E of this question.

<i>(check as appropriate)</i>	Suppliers from China January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

II-7g. **U.S. imports from China (Standalone): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself?	<input type="checkbox"/>
Standalone only (does not include any couplers attached to a railcar)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

II-8a. **U.S. imports from China (Attached): Trade Data.**—Report your firm's imports, shipments, and inventories of freight rail couplers made in China, attached to a railcar, then imported into the United States by your firm during the specified periods.

- ! **Reminder:** the railcars to which the freight rail couplers were attached must have been imported **for consumption**. If these railcars were not imported for consumption, then they (and any associated data on the attached freight rail couplers) should not be included here. Only the quantity and value of the in-scope freight rail coupler should be included in your reported data below.

China- Attached to railcar

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports:¹			
Attached to new railcar:			
Quantity (B)			
Value (C)			
Attached to in-use/existing railcar:			
Quantity (D)			
Value (E)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption:²			
Quantity (H)			
Value ² (I)			
Transfers to related firms:²			
Quantity (J)			
Value ² (K)			
Export shipments:³			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			

¹ Please identify the foreign producers, if known: _____.

² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value.

³ Identify your firm's principal export markets: _____.

II-8a. **U.S. imports from China (Attached): Trade Data.– Continued.**

***RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.**--Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.*

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate:_____.			

- II-8b. **U.S. imports from China (Attached): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments of freight rail couplers made in China, attached to a railcar, then imported into the United States by your firm by channel of distribution and product type during the specified periods.

China- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (Q)			
Value (R)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (S)			
Value (T)			
Coupler bodies			
Quantity (U)			
Value (V)			

- II-8b. **U.S. imports from China (Attached): U.S. shipments by channel of distribution and product type.**—*Continued.*

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: $O + Q + S + U - F - H - J =$ zero ("0"), if not revise	0	0	0
Value: $P + R + T + V - G - I - K =$ zero, ("0"), if not revise.	0	0	0

- II-8c. **U.S. imports from China (Attached): U.S. shipments containing Bedloe technology.**-- Report your firm's U.S. shipments of freight rail couplers using Bedloe technology that were made in China, attached to a railcar, then imported into the United States by your firm during the specified periods.

China- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (W)			
Value (X)			

- II-8d. **U.S. imports from China (Attached): Imported for repair under 9803.00.50.**—Were any of your firm's imports of freight rail couplers reported in part A, line B of this question imported under HTS subheading 9803.00.50 (i.e., to repair/replace an instrument of international traffic)?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (in percent)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
	%	%	%

- II-8e. **U.S. imports from China (Attached): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of freight rail couplers made in China, attached to a railcar, then imported into the United States by your firm during the specified period.

China- Attached to railcar

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

***RECONCILIATION OF MONTHLY IMPORTS.**— Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from China (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

- II-7e. **U.S. imports from China (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from China at the end of the specified month.

China- Attached to railcar

All suppliers in China	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

***RECONCILIATION OF END-OF-PERIOD INVENTORIES.**-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation for	Calendar year 2022
End-of-period inventories from China (line N), revise if not returning zero ("0")	0

II-8g. **U.S. imports from China (Attached): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts E and/or F of this question.

<i>(check as appropriate)</i>	Suppliers from China January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

II-8h. **U.S. imports from China (Attached): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself, not the railcar to which it was attached?	<input type="checkbox"/>
Inclusive only of freight rail couplers that were attached to railcars (does not include any imports of standalone couplers)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

- II-9a. **U.S. imports from Mexico (Standalone): Trade Data.**—Report your firm's imports and your firm's shipments and inventories of standalone freight rail couplers imported from Mexico by your firm during the specified periods.

Mexico- Standalone coupler/components

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports: ¹			
Quantity (B)			
Value (C)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption: ³			
Quantity (H)			
Value ² (I)			
Transfers to related firms: ³			
Quantity (J)			
Value ² (K)			
Export shipments: ⁴			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			
¹ Please identify the foreign producers, if known: _____. ³ Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ⁴ Identify your firm's principal export markets: _____.			

RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.—Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.			

- II-9b. **U.S. imports from Mexico (Standalone): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of standalone freight rail couplers imported from Mexico by channel of distribution and product type during the specified periods.

Mexico- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (Q)			
Value (R)			
Coupler bodies			
Quantity (S)			
Value (T)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (U)			
Value (V)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (W)			
Value (X)			
Coupler bodies			
Quantity (Y)			
Value (Z)			

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: $O + Q + S + U + W + Y - F - H - J =$ zero ("0"), if not revise	0	0	0
Value: $P + R + T + V + X + Z - G - I - K =$ zero, ("0"), if not revise.	0	0	0

- II-9c. **U.S. imports from Mexico (Standalone): U.S. shipments containing Bedloe technology.--**
Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from Mexico using Bedloe technology during the specified periods.

Mexico- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (AA)			
Value (AB)			

- II-9d. **U.S. imports from Mexico (Standalone): Imported for repair under 9803.00.50.**—Were any of your firm's imports (line B) of freight rail couplers reported in part A of this question imported under HTS subheading 9803.00.50 (i.e., to repair an instrument of international traffic)?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (in percent)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
	%	%	%

- II-9d. **U.S. imports from Mexico (Standalone): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of standalone freight rail couplers from Mexico during the specified period.

Mexico- Standalone coupler/components

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

RECONCILIATION OF MONTHLY IMPORTS.-- Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from Mexico (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

- II-9e. **U.S. imports from Mexico (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from Mexico at the end of the specified month.

Mexico- Standalone coupler/components

All suppliers in Mexico	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

RECONCILIATION OF END-OF-PERIOD INVENTORIES.-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.

Reconciliation for	Calendar year 2022
End-of-period inventories from Mexico (line N), revise if not returning zero ("0")	0

- II-9f. **U.S. imports from Mexico (Standalone): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts D and/or E of this question.

<i>(check as appropriate)</i>	Suppliers from Mexico January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

- II-9g. **U.S. imports from Mexico (Standalone): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself?	<input type="checkbox"/>
Standalone only (does not include any couplers attached to a railcar)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

II-10a. **U.S. imports from Mexico (Attached): Trade Data.**—Report your firm's imports, shipments, and inventories of freight rail couplers made in Mexico, attached to a railcar, then imported into the United States by your firm during the specified periods.

- ! **Reminder:** the railcars to which the freight rail couplers were attached must have been imported **for consumption**. If these railcars were not imported for consumption, then they (and any associated data on the attached freight rail couplers) should not be included here. Only the quantity and value of the in-scope freight rail coupler should be included in your reported data below.

Mexico- Attached to railcar

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports:¹			
Attached to new railcar:			
Quantity (B)			
Value (C)			
Attached to in-use/existing railcar:			
Quantity (D)			
Value (E)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption:²			
Quantity (H)			
Value ² (I)			
Transfers to related firms:²			
Quantity (J)			
Value ² (K)			
Export shipments:³			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			

¹ Please identify the foreign producers, if known: _____.

² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value.

³ Identify your firm's principal export markets: _____.

II-10a. **U.S. imports from Mexico (Attached): Trade Data.– Continued.**

***RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.**--Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.*

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate:_____.			

- II-10b. **U.S. imports from Mexico (Attached): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments of freight rail couplers made in Mexico, attached to a railcar, then imported into the United States by your firm by channel of distribution and product type during the specified periods.

Mexico- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (Q)			
Value (R)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (S)			
Value (T)			
Coupler bodies			
Quantity (U)			
Value (V)			

- II-8b. **U.S. imports from Mexico (Attached): U.S. shipments by channel of distribution and product type.**—*Continued.*

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: O + Q + S + U – F – H – J = zero ("0"), if not revise	0	0	0
Value: P + R + T + V – G – I – K = zero, ("0"), if not revise.	0	0	0

- II-10c. **U.S. imports from Mexico (Attached): U.S. shipments containing Bedloe technology.**-- Report your firm's U.S. shipments of freight rail couplers using Bedloe technology that were made in Mexico, attached to a railcar, then imported into the United States by your firm during the specified periods.

Mexico- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (W)			
Value (X)			

- II-10d. **U.S. imports from Mexico (Attached): Imported for repair under 9803.00.50.**—Were any of your firm's imports of freight rail couplers reported in part A, line B of this question imported under HTS subheading 9803.00.50 (i.e., to repair/replace an instrument of international traffic)?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (in percent)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
	%	%	%

- II-10e. **U.S. imports from Mexico (Attached): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of freight rail couplers made in Mexico, attached to a railcar, then imported into the United States by your firm during the specified period.

Mexico- Attached to railcar

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

RECONCILIATION OF MONTHLY IMPORTS.-- Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from Mexico (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

- II-9e. **U.S. imports from Mexico (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from Mexico at the end of the specified month.

Mexico- Attached to railcar

All suppliers in Mexico	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

***RECONCILIATION OF END-OF-PERIOD INVENTORIES.**-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation for	Calendar year 2022
End-of-period inventories from Mexico (line N), revise if not returning zero ("0")	0

II-10g. **U.S. imports from Mexico (Attached): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts E and/or F of this question.

<i>(check as appropriate)</i>	Suppliers from Mexico January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

II-10h. **U.S. imports from Mexico (Attached): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself, not the railcar to which it was attached?	<input type="checkbox"/>
Inclusive only of freight rail couplers that were attached to railcars (does not include any imports of standalone couplers)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

II-11a. **U.S. imports from All other sources (Standalone): Trade Data.**—Report your firm's imports and your firm's shipments and inventories of standalone freight rail couplers imported from All other sources by your firm during the specified periods.

All other sources- Standalone coupler/components

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports: ¹			
Quantity (B)			
Value (C)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption: ³			
Quantity (H)			
Value ² (I)			
Transfers to related firms: ³			
Quantity (J)			
Value ² (K)			
Export shipments: ⁴			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			
¹ Please identify the foreign producers, if known: _____. ³ Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ⁴ Identify your firm's principal export markets: _____.			

RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.—Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.			

- II-11b. **U.S. imports from All other sources (Standalone): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of standalone freight rail couplers imported from All other sources by channel of distribution and product type during the specified periods.

All other sources- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (Q)			
Value (R)			
Coupler bodies			
Quantity (S)			
Value (T)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (U)			
Value (V)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (W)			
Value (X)			
Coupler bodies			
Quantity (Y)			
Value (Z)			

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: O + Q + S + U + W + Y – F – H – J = zero ("0"), if not revise	0	0	0
Value: P + R + T + V + X + Z – G – I – K =	0	0	0

zero, ("0"), if not revise.			
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- II-11c. **U.S. imports from All other sources (Standalone): U.S. shipments containing Bedloe technology.**-- Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from All other sources using Bedloe technology during the specified periods.

All other sources- Standalone coupler/components

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (AA)			
Value (AB)			

- II-11d. **U.S. imports from All other sources (Standalone): Imported for repair under 9803.00.50.**— Were any of your firm's imports (line B) of freight rail couplers reported in part A of this question imported under HTS subheading 9803.00.50 (i.e., to repair an instrument of international traffic)?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (in percent)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
	%	%	%

- II-11d. **U.S. imports from All other sources (Standalone): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of standalone freight rail couplers from All other sources during the specified period.

All other sources- Standalone coupler/components

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

RECONCILIATION OF MONTHLY IMPORTS.-- Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from All other sources (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

II-11e. **U.S. imports from All other sources (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from All other sources at the end of the specified month.

All other sources- Standalone coupler/components

All suppliers in All other sources	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

***RECONCILIATION OF END-OF-PERIOD INVENTORIES.**-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation for	Calendar year 2022
End-of-period inventories from All other sources (line N), revise if not returning zero ("0")	0

- II-11f. **U.S. imports from All other sources (Standalone): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts D and/or E of this question.

<i>(check as appropriate)</i>	Suppliers from All other sources January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

- II-11g. **U.S. imports from All other sources (Standalone): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself?	<input type="checkbox"/>
Standalone only (does not include any couplers attached to a railcar)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

II-12a. **U.S. imports from All other sources (Attached): Trade Data.**—Report your firm's imports, shipments, and inventories of freight rail couplers made in All other sources, attached to a railcar, then imported into the United States by your firm during the specified periods.

- ! **Reminder:** the railcars to which the freight rail couplers were attached must have been imported **for consumption**. If these railcars were not imported for consumption, then they (and any associated data on the attached freight rail couplers) should not be included here. Only the quantity and value of the in-scope freight rail coupler should be included in your reported data below.

All other sources- Attached to railcar

Quantity (in 1,000 pounds), value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
Beginning-of-period inventories (quantity) (A)			
Imports:¹			
Attached to new railcar:			
Quantity (B)			
Value (C)			
Attached to in-use/existing railcar:			
Quantity (D)			
Value (E)			
U.S. shipments:			
Commercial shipments:			
Quantity (F)			
Value (G)			
Internal consumption:²			
Quantity (H)			
Value ² (I)			
Transfers to related firms:²			
Quantity (J)			
Value ² (K)			
Export shipments:³			
Quantity (L)			
Value (M)			
End-of-period inventories (quantity) (N)			

¹ Please identify the foreign producers, if known: _____.

² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value.

³ Identify your firm's principal export markets: _____.

II-12a. **U.S. imports from All other sources (Attached): Trade Data.**– Continued.

***RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.**--Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.*

Reconciliation	Calendar year		
	2020	2021	2022
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate:_____.			

- II-8b. **U.S. imports from All other sources (Attached): U.S. shipments by channel of distribution and product type.**--Report your firm's U.S. shipments of freight rail couplers made in All other sources, attached to a railcar, then imported into the United States by your firm by channel of distribution and product type during the specified periods.

All other sources- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (O)			
Value (P)			
U.S. shipments to the replacement market:			
<u>Freight rail coupler fit/assembly:</u>			
Quantity (Q)			
Value (R)			
<u>Freight rail coupler components:</u>			
Knuckles:			
Quantity (S)			
Value (T)			
Coupler bodies			
Quantity (U)			
Value (V)			

- II-8b. **U.S. imports from All other sources (Attached): U.S. shipments by channel of distribution and product type.**—*Continued.*

RECONCILIATION OF US SHIPMENTS.—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through Z) equal the quantity and values reported for U.S. shipments (i.e., lines F through K) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: O + Q + S + U – F – H – J = zero ("0"), if not revise	0	0	0
Value: P + R + T + V – G – I – K = zero, ("0"), if not revise.	0	0	0

- II-12c. **U.S. imports from All other sources (Attached): U.S. shipments containing Bedloe technology.**-
 - Report your firm's U.S. shipments of freight rail couplers using Bedloe technology that were made in All other sources, attached to a railcar, then imported into the United States by your firm during the specified periods.

All other sources- Attached to railcar

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments containing Bedloe technology:			
Quantity (W)			
Value (X)			

- II-12d. **U.S. imports from All other sources (Attached): Imported for repair under 9803.00.50.**—Were any of your firm's imports of freight rail couplers reported in part A, line B of this question imported under HTS subheading 9803.00.50 (i.e., to repair/replace an instrument of international traffic)?

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (in percent)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
	%	%	%

- II-12e. **U.S. imports from All other sources (Attached): Monthly U.S. imports.**—Report your firm's monthly U.S. imports of freight rail couplers made in All other sources, attached to a railcar, then imported into the United States by your firm during the specified period.

All other sources- Attached to railcar

Quantity (in 1,000 pounds)				
Month	2020	2021	2022	2023
January				
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				

***RECONCILIATION OF MONTHLY IMPORTS.**-- Please ensure that the total imports reported for full year 2022 reported in part "a" of this question matches the monthly data reported here. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation	Calendar year		
	2020	2021	2022
U.S. imports from All other sources (part A of this question, line B). Revise if not returning zero ("0")	0	0	0

II-11e. **U.S. imports from All other sources (Standalone): End-of-period inventories.**--Report your firm's end-of-period inventories of freight rail couplers imported from All other sources at the end of the specified month.

All other sources- Attached to railcar

All suppliers in All other sources	
Ending inventory balance by month	Quantity (in 1,000 pounds)
2022.--	
August	
September	
October	
November	
December	
2023.--	
January	
February	

***RECONCILIATION OF END-OF-PERIOD INVENTORIES.**-- Please ensure that the end-of-period inventories reported for December 2022 in this table across all suppliers match the aggregated data reported for end-of-period inventories in part "a" of this question for calendar year 2022. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission.*

Reconciliation for	Calendar year 2022
End-of-period inventories from All other sources (line N), revise if not returning zero ("0")	0

II-12g. **U.S. imports from All other sources (Attached): Foreign Manufacturer.**—Please indicate if any of entities listed below supplied the imports reported in parts E and/or F of this question.

<i>(check as appropriate)</i>	Suppliers from All other sources January 2022 through February 2023
<input type="checkbox"/>	Chongqing Changzheng Heavy Industry Co., Ltd
<input type="checkbox"/>	Chongqing Tongyao Transportation Equipment Co.
<input type="checkbox"/>	CRRC Qiqihar Co., Ltd
<input type="checkbox"/>	NanJing Zhongsheng Rolling Stock Components Co. Ltd
<input type="checkbox"/>	Ningbo Minghui Metal Technology Co., Ltd
<input type="checkbox"/>	Qingdao Lianshan Casting Co., Ltd
<input type="checkbox"/>	Qingdao Sanheshan Precision Casting Co., Ltd
<input type="checkbox"/>	Shaanxi Haiduo Railway Technology Development Co., Ltd
<input type="checkbox"/>	Shanghai Voith Xiagujin Chuang Coupler Technology Co., Ltd
<input type="checkbox"/>	Baotou Shengyu, No 1 Sub-Company Inner Mongolia
<input type="checkbox"/>	Others, not listed above (please specify):

II-12h. **U.S. imports from All other sources (Attached): Data checklist.**--Please check that the import data in the all parts of this question have been correctly reported.

<i>Are the import data reported above:</i>	v if Yes
In 1,000 pounds and 1,000 dollars (not actual or in units)?	<input type="checkbox"/>
Based on the country of origin of the freight rail coupler itself, not the railcar to which it was attached?	<input type="checkbox"/>
Inclusive only of freight rail couplers that were attached to railcars (does not include any imports of standalone couplers)?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

- II-13. **U.S. imports: Imported for repair under 9803.00.50.**—Did your firm import freight rail couplers under HTS subheading 9803.00.50 (i.e., to repair an instrument of international traffic)? *Note: For this question only, imported freight rail couplers may not have been entered for consumption or made formal entry. These imports should ONLY be reported in this question, and should not be included anywhere above.*

No	Yes	If yes, fill out the table below.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity of U.S. imports (<i>in percent</i>)			
Item	Calendar year		
	2020	2021	2022
Imported under HTS subheading 9803.00.50, to repair an IIT:			
China			
Mexico			
All Other Sources			

- II-14. **Semi-finished product analysis.**--Please answer the following questions regarding the differences and similarities in unfinished product(s) and finished product(s) in this proceeding as defined below:

“Finished product(s)” = “Coupler fit/assembly” – A coupler fit/assembly is usually comprised of at least two components, namely, knuckles and coupler bodies but may also include other items (e.g., coupler locks, lock lift assemblies, knuckle pins, knuckle throwers, and rotors).

“Unfinished product(s)” = “Freight rail coupler component” – An in-scope component of a freight rail coupler (e.g., knuckles and/or coupler bodies) shipped as an individual component or series of components comprising less than a finished coupler fit/assembly.

- (a) Are there uses for the unfinished product(s) other than for the production of the finished product(s)?

No	Yes	If yes--Please describe these uses.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Is the market for unfinished product(s) separate and distinct from the market for finished product(s)?

No	Yes	If yes--Please describe how they are separate and distinct.
<input type="checkbox"/>	<input type="checkbox"/>	

- (c) Are there differences in the physical characteristics and functions of the unfinished product(s) and finished products(s)?

No	Yes	If yes--Please describe these differences.
<input type="checkbox"/>	<input type="checkbox"/>	

- (d) Is there a significant difference in the cost or value between unfinished product(s) and finished product(s)?

No	Yes	If yes--Please describe these differences.
<input type="checkbox"/>	<input type="checkbox"/>	

- (e) Would you describe the processes used to transform the unfinished product(s) into the finished product(s) as significant and particularly labor or capital intensive?

No	Yes	If yes--Please describe the labor or capital intensively of the conversion process.
<input type="checkbox"/>	<input type="checkbox"/>	

- II-15. **Transfers to related firms.**--If your firm reported transfers to related firms in any of the data tables in part II, please identify the firm(s) and indicate the nature of the relationship between your firm and the related firms (e.g., joint venture, wholly owned subsidiary) and whether the transfers were priced at market value or by a non-market formula.

--

- II-16. **Other explanations.**--If your firm would like to further explain a response to a question in Part II for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section.

--

PART III.--PRICING AND MARKET FACTORS

Further information on this part of the questionnaire can be obtained from John Benedetto (202-205-32, john.benedetto@usitc.gov).

- III-1. **Contact information.**--Please identify the responsible individual and the manner by which Commission staff may contact that individual regarding the confidential information submitted in part III.

Name	
Title	
Email	
Telephone	

PRICE DATA

- III-2. This question requests quarterly quantity and value data for your firm's commercial shipments of imports to unrelated U.S. customers since January 1, 2020 of the following products your firm imported from China and Mexico:

Product 1.--SE60, Grade E steel coupler (also known as an "assembly" or a "fit"), double shelves, 21.5" shank length, produced to AAR M-211 and/or AAR M-215 specifications.

Product 2.--E50 coupler knuckle, grade E steel, produced to AAR M-211 and/or AAR M-215 specifications.¹

Product 3.--SBE60 coupler body, grade E steel, produced to AAR M-211 and/or AAR M-215 specifications.²

Product 4.--SE60, Grade E steel coupler (also known as an "assembly" or a "fit"), double shelves, 21.5" shank length, produced to AAR M-211 and/or AAR M-215 specifications.

Product 5.--SBE60 coupler body, grade E steel, produced to AAR M-211 and/or AAR M-215 specifications.³

Please note that values should be f.o.b., U.S. point of shipment and should not include U.S.-inland transportation costs. Values should reflect the *final net* amount paid to your firm (i.e., should be net of all deductions for discounts or rebates).

During January 2020-December 2022, did your firm import from China and/or Mexico and sell to unrelated U.S. customers any of the above listed products (or any products that were competitive with these products)?

<input type="checkbox"/>	Yes. --Please complete the following pricing data tables as appropriate.
<input type="checkbox"/>	No. --Skip to question III-3.

¹ Pricing product 2 is an individual knuckle sold separately from a coupler "assembly" or "fit". Do not report or include knuckles sold as part of a coupler "assembly" or "fit".

² Pricing product 3 is an individual coupler body sold separately from a coupler "assembly" or "fit". Do not report or include coupler bodies sold as part of a coupler "assembly" or "fit".

³ Pricing product 3 is an individual coupler body sold separately from a coupler "assembly" or "fit". Do not report or include coupler bodies sold as part of a coupler "assembly" or "fit".

III-2a. **Price data.**--Report below the quarterly price data¹ for pricing products² imported from China and sold by your firm.

China

Report data in **1,000 pounds** and **actual dollars** (not 1,000s).

(Quantity in 1,000 pounds, value in dollars)						
Period of shipment	Product 1		Product 2		Product 3	
	Quantity	Value	Quantity	Value	Quantity	Value
2020:						
January-March						
April-June						
July-September						
October-December						
2021:						
January-March						
April-June						
July-September						
October-December						
2022:						
January-March						
April-June						
July-September						
October-December						

¹ Net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods), f.o.b. your firm's U.S. point of shipment. Please subtract any discounts, rebates, and returns from the quarter in which the sale occurred.

² Pricing product definitions are provided on the first page of Part III.

Note.--If your firm's product does not exactly meet the product specifications but is competitive with the specified product, provide a description of your firm's product. Also, please explain any anomalies in your firm's reported pricing data.

Product 1:

Product 2:

Product 3:

III-2a. **Price data.**--Report below the quarterly price data¹ for pricing products² imported from China and sold by your firm.

China

Report data in 1,000 pounds and actual dollars (not 1,000s).

(Quantity in 1,000 pounds, value in dollars)				
Period of shipment	Product 4		Product 5	
	Quantity	Value	Quantity	Value
2020:				
January-March				
April-June				
July-September				
October-December				
2021:				
January-March				
April-June				
July-September				
October-December				
2022:				
January-March				
April-June				
July-September				
October-December				

¹ Net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods), f.o.b. your firm's U.S. point of shipment. Please subtract any discounts, rebates, and returns from the quarter in which the sale occurred.

² Pricing product definitions are provided on the first page of Part III.

Note.--If your firm's product does not exactly meet the product specifications but is competitive with the specified product, provide a description of your firm's product. Also, please explain any anomalies in your firm's reported pricing data.

Product 4:

Product 5:

III-2b. **Price data.**--Report below the quarterly price data¹ for pricing products² imported from Mexico and sold by your firm.

Mexico

Report data in **1,000 pounds** and **actual dollars** (not 1,000s).

(Quantity in 1,000 pounds, value in dollars)						
Period of shipment	Product 1		Product 2		Product 3	
	Quantity	Value	Quantity	Value	Quantity	Value
2020:						
January-March						
April-June						
July-September						
October-December						
2021:						
January-March						
April-June						
July-September						
October-December						
2022:						
January-March						
April-June						
July-September						
October-December						

¹ Net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods), f.o.b. your firm's U.S. point of shipment. Please subtract any discounts, rebates, and returns from the quarter in which the sale occurred.

² Pricing product definitions are provided on the first page of Part III.

Note.--If your firm's product does not exactly meet the product specifications but is competitive with the specified product, provide a description of your firm's product. Also, please explain any anomalies in your firm's reported pricing data.

Product 1:

Product 2:

Product 3:

III-2b. **Price data.**--Report below the quarterly price data¹ for pricing products² imported from Mexico and sold by your firm.

Mexico

Report data in **1,000 pounds** and **actual dollars** (not 1,000s).

(Quantity in 1,000 pounds, value in dollars)				
Period of shipment	Product 4		Product 5	
	Quantity	Value	Quantity	Value
2020:				
January-March				
April-June				
July-September				
October-December				
2021:				
January-March				
April-June				
July-September				
October-December				
2022:				
January-March				
April-June				
July-September				
October-December				

¹ Net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods), f.o.b. your firm's U.S. point of shipment. Please subtract any discounts, rebates, and returns from the quarter in which the sale occurred.

² Pricing product definitions are provided on the first page of Part III.

Note.--If your firm's product does not exactly meet the product specifications but is competitive with the specified product, provide a description of your firm's product. Also, please explain any anomalies in your firm's reported pricing data.

Product 4:

Product 5:

III-2c. **Price data checklist.**--Please check that the pricing data in question III-2(a and b) has been correctly reported.

Are the price data reported above:	✓ if Yes
In actual dollars (not \$1,000)?	<input type="checkbox"/>
F.o.b. U.S. point of shipment (i.e., does not include inland transport transportation costs)?	<input type="checkbox"/>
Net of all discounts and rebates?	<input type="checkbox"/>
Have discounts, rebates, and returns been deducted from gross sales in the quarter in which the sale occurred?	<input type="checkbox"/>
Quantities do not exceed commercial shipments reported in part II in each year?	<input type="checkbox"/>
Only includes data for products sold to unrelated customers and not freight rail couplers attached to railcars and imported as such:	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

III-2d. **Pricing data methodology.**--Please describe the method and the kinds of documents/records that were used to compile your price data.

Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of the price data, as Commission staff may contact your firm regarding questions on the price data. The Commission may also request that your company submit copies of the supporting documents/records (such as sales journal, invoices, etc.) used to compile these data.

If your firm only imports freight rail couplers entirely for their own use, or if your firm only purchases freight rail couplers, please skip to question III-12. Questions III-3 through III-11 are for firms that import freight rail couplers and sell them.

- III-3. **Price setting.**--How does your firm determine the prices that it charges for sales of freight rail couplers (*check all that apply*)?

Transaction by transaction	Contracts	Set price lists	Other	If other, describe
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- III-4. **Discount policy.**--Please indicate and describe your firm's discount policies (*check all that apply*).

Quantity discounts	Annual total volume discounts	No discount policy	Other	Describe
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- III-5. **Pricing terms.**--On what basis are your firm's prices of imported freight rail couplers from China and/or Mexico usually quoted (*check one*)?

Delivered	F.o.b.	If f.o.b., specify point
<input type="checkbox"/>	<input type="checkbox"/>	

- III-6. **Contract versus spot.**-- Approximately what shares of your firm's sales of its freight rail couplers from China and/or Mexico in 2022 were on the basis of (1) short-term contracts, (2) annual contracts, (3) long-term contracts, and (4) spot sales?

Item	Type of sale				Total (should sum to 100.0%)
	Short-term contracts (multiple deliveries for less than 12 months)	Annual contracts (multiple deliveries for 12 months)	Long-term contracts (multiple deliveries for more than 12 months)	Spot sales (for a single delivery)	
Share of 2022 sales	%	%	%	%	0.0 %

- III-7. **Contract provisions.**--Please fill out the table regarding your firm's typical sales contracts for freight rail couplers imported from China and/or Mexico (or check "not applicable" if your firm does not sell on a short-term, annual and/or long-term contract basis).

Typical sales contract provisions	Item	Short-term contracts (multiple deliveries for less than 12 months)	Annual contracts (multiple deliveries for 12 months)	Long-term contracts (multiple deliveries for more than 12 months)
Average contract duration	No. of days		365	
Price renegotiation (during contract period)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed quantity and/or price	Quantity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Price	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Both	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indexed to raw material costs ¹	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
¹ Please identify the indexes used: _____.				

- III-8. **Lead times.**-- What is your firm's share of sales of its freight rail couplers imported from China and/or Mexico from inventory and produced to order, and the typical lead time between a customer's order and the date of delivery for your firm's sales of its freight rail couplers imported from China and/or Mexico?

Source	Share of 2022 sales	Lead time (Average number of days)
From your firm's U.S. inventory	%	
From foreign manufacturers' inventory	%	
Produced to order	%	
Total (should sum to 100.0%)	0.0 %	

III-9. **Shipping information.**—

- (a) Who generally arranges the transportation to your firm's customers' locations?
☐ Your firm ☐ Purchaser (*check one*)
- (b) When your firm sells freight rail couplers imported from China and/or Mexico, from where is it shipped?
☐ Point of importation ☐ Storage facility (*check one*)
- (c) Indicate the approximate percentage of your firm's sales of freight rail couplers imported from China and/or Mexico that are delivered the following distances from your firm's U.S. point of shipment.

Distance from your firm's U.S. point of shipment	Share
Within 100 miles	%
101 to 1,000 miles	%
Over 1,000 miles	%
Total (should sum to 100.0%)	0.0 %

- III-10. **Geographical shipments.**--In which U.S. geographic market area(s) has your firm sold freight rail couplers imported from subject countries since January 1, 2020 (check all that apply)?

Geographic area	China	Mexico
Northeast. —CT, ME, MA, NH, NJ, NY, PA, RI, and VT.	<input type="checkbox"/>	<input type="checkbox"/>
Midwest. —IL, IN, IA, KS, MI, MN, MO, NE, ND, OH, SD, and WI.	<input type="checkbox"/>	<input type="checkbox"/>
Southeast. —AL, DE, DC, FL, GA, KY, MD, MS, NC, SC, TN, VA, and WV.	<input type="checkbox"/>	<input type="checkbox"/>
Central Southwest. —AR, LA, OK, and TX.	<input type="checkbox"/>	<input type="checkbox"/>
Mountains. —AZ, CO, ID, MT, NV, NM, UT, and WY.	<input type="checkbox"/>	<input type="checkbox"/>
Pacific Coast. —CA, OR, and WA.	<input type="checkbox"/>	<input type="checkbox"/>
Other. —All other markets in the United States not previously listed, including AK, HI, PR, and VI.	<input type="checkbox"/>	<input type="checkbox"/>

- III-11. **Inland transportation costs.**—What is the approximate percentage of the cost of freight rail couplers imported from China and/or Mexico that is accounted for by U.S. inland transportation costs? _____ percent.

- III-12. **End uses.**--List the end uses of the freight rail couplers that your firm imports and/or purchases. For each end-use product, estimate what percentage of the total production cost that is accounted for by freight rail couplers and by other inputs (such as labor, energy, and other raw materials).

End-use product	Share of total cost of end-use product accounted for by		Total (should sum to 100.0% across)
	Freight rail couplers	Other inputs	
OEM railcar	%	%	0.0 %
	%	%	0.0 %
	%	%	0.0 %

- III-13. **Demand for end-use products.**—

If your firm is an end user of freight rail couplers,

- (a) Has the demand for your firm's final products incorporating freight rail couplers steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2020?

Steadily increased	Fluctuated up	No change	Fluctuated down	Steadily decreased
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- (b) Has this had any effect on your firm's demand for freight rail couplers?

No	Yes	Explain
<input type="checkbox"/>	<input type="checkbox"/>	

III-14. **Substitutes.**--Can other products be substituted for freight rail couplers?

☐ No ☐ Yes--Please fill out the table.

Substitute	End use in which this substitute is used	Have changes in the price of this substitute affected the price for freight rail couplers?		
		No	Yes	Explanation
1.		<input type="checkbox"/>	<input type="checkbox"/>	
2.		<input type="checkbox"/>	<input type="checkbox"/>	
3.		<input type="checkbox"/>	<input type="checkbox"/>	

III-15. **Demand trends.**--Has the demand for freight rail couplers steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2020, both inside and outside the United States (if known)? Explain any trends and describe the principal factors that have affected these changes in demand. How is it anticipated to change?

Market	Steadily increased	Fluctuated up	No change	Fluctuated down	Steadily decreased	Explanation and factors
Demand since January 1, 2020						
Within the United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outside the United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anticipated future demand						
Within the United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outside the United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- III-16. **Product changes.**--Have there been any significant changes in the product range, product mix or marketing of freight rail couplers since January 1, 2020?

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-17. **Business cycles.**--Is the freight rail couplers market subject to business cycles, either during the year or across years other than the business cycles described in the previous question? If yes, describe.

No	Yes	If yes, please describe, including any changes since January 1, 2020.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-18. **Conditions of competition.**--Is the freight rail couplers market subject to conditions of competition distinctive to freight rail couplers, other than the business cycles described in the previous question? If yes, describe.

No	Yes	If yes, please describe, including any changes since January 1, 2020.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-19. **Supply constraints for importers that sell.**—

If your firm imports freight rail couplers for sales to unrelated U.S customers,

- (a) has your firm refused, declined, or been unable to supply freight rail couplers at any time between January 1, 2020 and September 28, 2022 (examples include placing customers on allocation or "controlled order entry," declining to accept new customers or renew existing customers, delivering less than the quantity promised, being unable to meet timely shipment commitments, impact from changes in operations listed in II-2a, etc.)?

No	Yes	If yes, please describe, including the reason, timing, and duration of the constraint.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Has your firm experienced any supply constraints since the petition was filed on September 28, 2022?

No	Yes	If yes, please describe, including the reason, timing, and duration of the constraint.
<input type="checkbox"/>	<input type="checkbox"/>	

III-20. Supply constraints for purchasers and importers that use.—

If your firm purchases freight rail couplers and/or imports freight rail couplers for its own use,

- (a) Has any firm refused, declined, or been unable to supply your firm with freight rail couplers between January 1, 2020 and September 28, 2022 (examples include placing customers on allocation or “controlled order entry,” declining to accept new customers or renew existing customers, delivering less than the quantity promised, being unable to meet timely shipment commitments, etc.)?

No	Yes	If yes, please describe, including the reason, timing, and duration of the constraint.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Has any firm experienced any supply constraints since the petition was filed on September 28, 2022?

No	Yes	If yes, please describe, including the reason, timing, and duration of the constraint.
<input type="checkbox"/>	<input type="checkbox"/>	

III-21. Raw materials.—

- (a) Have freight rail couplers raw material prices steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2020?

Steadily increased	Fluctuated up	No change	Fluctuated down	Steadily decreased	Explain, noting how raw material price changes have affected your firm's selling prices for freight rail couplers.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Has information on raw material prices affected your firm's negotiations or contracts to purchase freight rail couplers since January 1, 2020?

No	Yes	Explain
<input type="checkbox"/>	<input type="checkbox"/>	

III-22. **Interchangeability.**--Is freight rail couplers produced in the United States and in other countries interchangeable (i.e., can they physically be used in the same applications)?

Please indicate A, F, S, N, or O in the table below:

A = the products from a specified country-pair are *always* interchangeable

F = the products are *frequently* interchangeable

S = the products are *sometimes* interchangeable

N = the products are *never* interchangeable

O = *no familiarity* with products from a specified country-pair

Country-pair	China	Mexico	Other countries
United States			
China			
Mexico			
<p>For any country-pair producing freight rail couplers which is <i>sometimes</i> or <i>never</i> interchangeable, please identify the country-pair and explain the factors that limit or preclude the interchangeable use of freight rail couplers produced in the countries:</p>			

III-23. **Factors other than price.**--Are differences other than price (e.g., quality, availability, transportation network, product range, technical support, bundling etc.) between freight rail couplers produced in the United States and in other countries a significant factor in your firm's sales of the products?

Please indicate A, F, S, N, or O in the table below:

A = such differences are *always* significant

F = such differences are *frequently* significant

S = such differences are *sometimes* significant

N = such differences are *never* significant

O = *no familiarity* with products from a specified country-pair

Country-pair	China	Mexico	Other countries
United States			
China			
Mexico			
<p>For any country-pair for which factors other than price are <i>always</i> or <i>frequently</i> a significant factor in your firm's sales of freight rail couplers, identify the country-pair and the relevant factors other than price, and report the advantages or disadvantages imparted by such factors:</p>			

- III-24. **Role of section 301 tariffs.**-- Did the tariffs on Chinese-origin products under section 301, or changes in these tariffs, have an impact on the freight rail couplers market in the United States, including any effects on freight rail couplers cost, price, supply, and/or demand, since January 1, 2020?

Yes	No	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If yes, please describe the impact on cost, price, supply, and/or demand, and include the timing of such impacts.

- III-25. **Role of section 232 measures.**—Did the measures (e.g., tariffs, quotas, etc.) on imported steel/aluminum products under section 232, or changes in the measures (such as the level, coverage, or nature of the measures), have an impact on the freight rail couplers market in the United States, including any effects on freight rail couplers cost, price, supply, and/or demand, since January 1, 2020?

Yes	No	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If yes, please describe the impact on cost, price, supply, and/or demand, and include the timing of such impacts.

III-26. Bedloe technology (i.e., StratoMax products with Bedloe technology).—

- (a) Are you familiar with freight rail couplers that are produced using Bedloe technology?

No (Skip to question III-28)	Yes (answer part (b))	If yes, please describe your familiarity with this product.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Since January 1, 2020, has your firm imported or purchased any freight rail couplers that were produced using Bedloe technology?

No	Yes	If yes, please describe why you have imported or purchased this type of freight rail coupler
<input type="checkbox"/>	<input type="checkbox"/>	

- (c) How frequently are freight rail couplers produced using Bedloe technology substitutable for those produced not using Bedloe technology?

Always	Usually	Sometimes	Rarely or never	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- (d) How do freight rail couplers with Bedloe technology and freight rail couplers without Bedloe technology compare in terms of price?

Freight rail couplers with Bedloe technology are <u>MORE EXPENSIVE</u> than freight rail couplers without Bedloe technology	Freight rail couplers with Bedloe technology and freight rail couplers without Bedloe technology are <u>COMPARABLY PRICED</u>	Freight rail couplers with Bedloe technology are <u>LESS EXPENSIVE</u> than freight rail couplers without Bedloe technology	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

III-26. Bedloe technology.—

(e) Does your firm consider any freight rail coupler products as equivalent to freight rail coupler products with Bedloe technology?

No	Yes	If yes, please explain
<input type="checkbox"/>	<input type="checkbox"/>	

(f) Do freight rail couplers with Bedloe technology have different end uses than freight rail couplers without Bedloe technology?

No	Yes	If yes, please explain
<input type="checkbox"/>	<input type="checkbox"/>	

(g) Are freight rail couplers with/without Bedloe technology supplied to the U.S. market through different (i.e., distinct, non-overlapping) channels of distribution?

No	Yes	If yes, please explain
<input type="checkbox"/>	<input type="checkbox"/>	

(h) Are there meaningful differences between the Association of American Railroads (AAR) certification/classification of freight rail couplers on the basis of Bedloe technology?

No	Yes	If yes, please explain
<input type="checkbox"/>	<input type="checkbox"/>	

III-27. Bundling for importers that sell.—

If your firm imports freight rail couplers for sale to unrelated U.S. customers, does your firm bundle sales of freight rail couplers with complete undercarriages or other products?

No	Yes	If yes, what percentage of your firm's sales of freight rail couplers are made pursuant to a bundling package?	If yes, please describe other products that your firm typically sells in bundles with freight rail couplers.
<input type="checkbox"/>	<input type="checkbox"/>		

III-28. **Bundling for purchasers and importers that use.**—

If your firm purchases freight rail cars and/or imports them for its own use,

How does your firm purchase freight rail couplers-- standalone transactions for freight rail couplers only, freight rail couplers as part of a bundle of railroad car parts, or both?

Standalone	Part of a bundle	Both
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the answer is standalone, please skip to the next question. If the answer is bundled or both, please answer the following questions:

If your firm purchased freight rail couplers as a part of one or more bundled transactions, please list the other components:

--

If your firm purchased freight rail couplers as a part of one or more bundled transactions, what percentage of bundled transactions include freight rail couplers?

--

If your firm purchased freight rail couplers as a part of one or more bundled transactions, what percentage of bundled transactions include freight rail couplers?

--

Does the fact that a supplier offers other products in connection with sales of freight rail couplers increase the likelihood that your firm will purchase that supplier's products?

No	Yes	If yes, please explain
<input type="checkbox"/>	<input type="checkbox"/>	

- III-29. **Customer identification.**—If your firm imports freight rail couplers and sells them to unrelated U.S. customers, list the names and contact information for your firm's 10 largest U.S. customers for freight rail couplers since January 1, 2020. Indicate the share of the quantity of your firm's U.S. shipments of freight rail couplers that each of these customers accounted for in 2022.

	Customer's name	City	State	Share of 2022 sales (%)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

- III-30. **Other explanations.**--If your firm would like to further explain a response to a question in Part III for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section.

--

PART IV.—QUESTIONS FOR PURCHASERS OF FREIGHT RAIL COUPLERS

Further information on this part of the questionnaire can be obtained from John Benedetto (202-205-32, john.benedetto@usitc.gov).

This section is for firms that import freight rail couplers for their own use, and for purchasers of freight rail couplers. Firms that import freight rail couplers only for sale to unrelated U.S. customers may skip this section.

IV-1. **Purchases.**—Report your firm's domestic purchases of freight rail couplers.

“Purchases” – Purchase from a U.S. entity such as a U.S. producer, a U.S. importer, or other U.S. firm.

Item	2020	2021	2022
	Quantity (in 1,000 pounds)		
Purchases of freight rail couplers produced in— United States			
China			
Mexico			
All other countries ¹			
Sources unknown ²			
Total purchases	0	0	0

¹ Please identify these countries:

² Please indicate the firm(s) from which you purchased this merchandise:

IV-2. **Changes in purchasing patterns.**--Please indicate whether the shares of your firm's purchases of freight rail couplers from different sources steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2020.

[illegible]

IV-3. Purchasing subject imports rather than domestic products.—

- (a) Since January 2020, did your firm import and/or purchase imports of freight rail couplers from China and/or Mexico instead of purchasing U.S.-produced freight rail couplers? Respond for each subject country.

Source	Yes (also respond to parts (b) and (c))	No (If "No" for all countries, skip to next question)
China	<input type="checkbox"/>	<input type="checkbox"/>
Mexico	<input type="checkbox"/>	<input type="checkbox"/>

- (b) If you responded "Yes" to part (a), was the imported product priced lower than the domestic product?

Source	Yes	No
China	<input type="checkbox"/>	<input type="checkbox"/>
Mexico	<input type="checkbox"/>	<input type="checkbox"/>

IV-4. Purchasing subject imports rather than domestic products.—

- (c) If you responded "Yes" to part (a), was price a primary reason for importing and/or purchasing subject imports rather than domestic product?

Source	Yes	If Yes, estimate the quantity of imports purchased and/or imported instead of domestic product since January 2020 (in 1,000 pounds)	No	If No, please indicate the reason your firm imported and/or purchased imports instead of domestic product
China	<input type="checkbox"/>		<input type="checkbox"/>	
Mexico	<input type="checkbox"/>		<input type="checkbox"/>	
If the quantity reported above exceeds the total quantity reported in IV-1, please explain.				

IV-5. U.S. producers and import competition.—

- (a) Since January 1, 2020, in connection with a sale or offer to sell freight rail couplers to your firm, did U.S. producers reduce their prices of domestically produced freight rail couplers in order to compete with lower-priced imports of freight rail couplers from the subject countries? Respond for each subject country.

Source	Yes (also respond to question part (b))	No (If “No” for all countries, skip to next question)	Don’t know
China	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mexico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- (b) If your firm responded “yes” to any of the above countries, please provide an estimate of the reduction in U.S. producers’ prices and any additional explanations.

Source	Estimated reduction in U.S. prices (percent)	Additional explanation, including such information as timing (e.g., months/years), frequency of price reductions, or other market/competitive factors
China	%	
Mexico	%	

IV-6. Purchasers of freight rail couplers by type.—

Please estimate the percentage of your total purchases that is accounted for by new, reconditioned, and secondhand coupler bodies for time period.

“Reconditioned” -- components that your firm acquired in the replacement market that have been used and refurbished.

“Secondhand” -- components that your firm acquired in the replacement market that have been used but have not been refurbished.

Item	2020	2021	2022
New freight rail couplers	%	%	%
Reconditioned freight rail couplers	%	%	%
Secondhand freight rail couplers	%	%	%
Total (should sum to 100.0%)	%	%	%

IV-7. Country knowledge.—Please indicate whether your firm has experience or is otherwise familiar with freight rail couplers produced in the following countries.

United States	China	Mexico	Other countries	Other countries (specify)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

IV-8. Firm type.—Which of the following best describes your firm as a purchaser of freight rail couplers (check all that apply)?

Railroad	Railcar pooling company	Railcar builder/ servicer	Distributor	Other	Describe other
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

If your firm is a distributor of freight rail couplers, please answer questions IV-9 and IV-10.

IV-9. Competition for sales.—Does your firm compete for sales to customers with the manufacturers or importers from which your firm purchases freight rail couplers?

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-10. Types of customers.—What are the major types of consumers to which your firm sells freight rail couplers?

IV-11. **Country preferences.**-- Do you or your customers ever prefer to order freight rail couplers produced in a specific country or countries over other possible country sources of supply?

No	Yes	If yes, identify the countries and explain any preferences.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-12. **Importance of purchasing domestic product.**--Please fill out the table below, estimating the share of your firm's total 2022 purchases of freight rail couplers that required freight rail couplers produced in the United States.

	Estimated share of your firm's total 2022 purchases of freight rail couplers
Purchases that did not require domestic product	%
Purchases that were required by law or regulation to be domestic product (e.g., government purchases under "Buy American" provisions)	%
Purchases that were not required by law or regulation, but were required by your customers to be domestic product	%
Purchases that were required to be domestic product for other reasons (explain: _____.)	%
Total (should sum to 100.0%)	0.0 %

IV-13. **Decisions based on producer and country-of-origin.**—

(a) How often does your firm, and if known, your customers, make purchasing decisions involving freight rail couplers based on its producer or country of origin?

Item	Always	Usually	Sometimes	Never	If at least sometimes, explain noting the producers and/or countries.
Decision based on producer					
Your firm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Your customers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Decision based on country of origin					
Your firm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Your customers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

IV-14. Decisions based on producer and country-of-origin.—

(b) How often does your firm, and if known, your customers, make purchasing decisions involving freight rail couplers as replacement equipment based on replacing freight rail couplers produced by the same producer that manufactured the freight rail coupler first installed on the railcar?

Item	Always	Usually	Sometimes	Never	If at least sometimes, explain noting the producers and/or countries.
Decision based on the same producer that manufactured the freight rail coupler first installed on the railcar					
Your firm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Your customers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

IV-15. Availability of supply.--Has the availability of freight rail couplers in the U.S. market changed since January 1, 2020?

Availability in the U.S. market	No	Yes	Please explain, noting the countries and reasons for the changes.
U.S.-produced product	<input type="checkbox"/>	<input type="checkbox"/>	
Subject imports from: Mexico	<input type="checkbox"/>	<input type="checkbox"/>	
China	<input type="checkbox"/>	<input type="checkbox"/>	
Nonsubject imports	<input type="checkbox"/>	<input type="checkbox"/>	

IV-16. Availability of specific product types.--Are certain grades/types/sizes of freight rail couplers only available from certain country sources?

No	Yes	If yes, please identify the countries and the grades/types/sizes available only from those countries.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-17. Purchasing frequency.--

(a) How frequently does your firm make purchases of freight rail couplers (check one)?

Daily	Weekly	Monthly	Quarterly	Annually	Other	<i>If other, specify</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(b) Has this purchasing frequency changed since January 1, 2020?

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-18. Number of suppliers contacted.--How many suppliers of freight rail couplers does your firm generally contact before making a purchase? Between ____ and ____ firms

IV-19. Supplier negotiations.--Do your firm's purchases of freight rail couplers usually involve negotiations between your firm and suppliers of freight rail couplers?

No	Yes	If yes, explain the factors your firm generally negotiates and note whether your firm quotes competing prices during negotiations.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-20. Change in suppliers.--Has your firm changed suppliers since January 1, 2020?

No	Yes	If yes, please list the supplier(s), whether the firm was added or dropped, and the reasons for the change.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-21. New suppliers.--Are you aware of any new suppliers, either foreign or domestic, that have entered the market since January 1, 2020?

No	Yes	If yes, please identify the firms.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-22. **Supplier certification.**--Do you require your suppliers to be or to become certified or qualified to sell freight rail couplers to your firm?

If yes, provide the following information.

- The number of days required to qualify a new supplier.
- A general description of the certification or qualification process. Also, a brief description of the factors that you consider when qualifying a new supplier (e.g., quality of product, reliability of supplier, etc.).

No	Yes	Number of days	Certification/qualification process and factors considered
<input type="checkbox"/>	<input type="checkbox"/>		

IV-23. **Failure to certify.**--Since January 1, 2020, have any domestic or foreign producers failed in their attempts to certify or qualify their freight rail couplers with your firm or have any producers lost their approved status?

No	Yes	If yes, please identify these producers, the countries where they are located, and the reasons why they failed or lost the certification/qualification.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-24. **Major purchasing factors.**--Please list, in order of their importance, the main factors your firm considers in deciding from whom to purchase freight rail couplers (examples include availability, extension of credit, contracts, price, quality, range of supplier's product line, traditional supplier, bundling, etc.).

1.	
2.	
3.	
Please list any other factors that are very important in your purchase decisions: _____.	

IV-25. **Purchasing factors.**--Please rate the importance of the following factors in your firm's purchasing decisions for freight rail couplers.

Factor	Very important	Somewhat important	Not important
Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bundle freights rail couplers with complete undercarriages and/or other railcar parts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discounts offered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum quantity requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Packaging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Payment terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Price	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Produced using Bedloe technology (i.e., StratoMax products with Bedloe technology)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality meets industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality exceeds industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability of supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical support/service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U.S. transportation costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV-26. **Quality characteristics.**--What characteristics does your firm consider when evaluating the quality of freight rail couplers?

- IV-27. **Minimum quality.**--How often have freight rail couplers from the following countries met minimum quality specifications for your uses or your customers' uses since January 1, 2020?

Source	Always	Usually	Sometimes	Rarely or never	Don't know
United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
China	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mexico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has this changed for any source since before January 1, 2020? No <input type="checkbox"/> Yes <input type="checkbox"/>					
If "Yes," please explain:					

- IV-28. **Frequency of decisions based on price.**--How often does your firm purchase the freight rail couplers that is offered at the lowest price?

Always	Usually	Sometimes	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- IV-29. **Price leaders.**--A price leader is defined as (1) one or more firms that initiate a price change, either upward or downward, that is followed by other firms, or (2) one or more firms that have a significant impact on prices. *A price leader is not necessarily the lowest-priced supplier.*

Please list the names of any firms you have considered price leaders in the freight rail couplers market since January 1, 2020.

Firm(s)	Describe how the firm(s) exhibited price leadership

- IV-30. **AD/CVD investigations on freight rail coupler systems from China: Provisional duties.**— Did the application of provisional AD/CVD duties as a result of the affirmative preliminary determinations in Inv. Nos. 701-TA-670 and 731 TA-1570 and the suspension of liquidation of goods subject to the Department of Commerce's preliminary antidumping and countervailing duty margins result in changes in your firm's supply chain arrangements, purchases, employment, or shipments relating to freight rail couplers? In your response, please discuss the duration and timing of any such changes as they relate to your firm's operations.

No	Yes	Describe
<input type="checkbox"/>	<input type="checkbox"/>	

IV-31. **Factor country comparisons.**--For the factors listed below, please rate how freight rail couplers produced in each country you identified in your response with which you are familiar, as reported earlier in this part, compares with freight rail couplers produced in each of the other countries with which you are familiar.

If you are unfamiliar with the product from a particular country, please leave the boxes for those country comparisons blank.

Factor	Product from <u>United States</u> compared to product from <u>China</u>			Product from <u>United States</u> compared to product from <u>Mexico</u>			Product from <u>China</u> compared to product from <u>Mexico</u>		
	Superior	Comparable	Inferior	Superior	Comparable	Inferior	Superior	Comparable	Inferior
Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bundle freights rail couplers with complete undercarriages and/or other railcar parts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discounts offered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum quantity requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Packaging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Payment terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Price ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Produced using Bedloe technology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality meets industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality exceeds industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability of supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical support/service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U.S. transportation costs ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ A rating of "superior" on price and U.S. transportation costs indicates that the first country generally has lower prices/U.S. transportation costs than the second country.

IV-31 **Factor country comparisons.--Continued.**

If you are unfamiliar with the product from a particular country, please leave the boxes for those country comparisons blank.

Factor	Product from <u>United States</u> compared to product from <u>Nonsubject countries</u>			Product from <u>China</u> compared to product from <u>Nonsubject countries</u>			Product from <u>Mexico</u> compared to product from <u>Nonsubject countries</u>		
	Superior	Comparable	Inferior	Superior	Comparable	Inferior	Superior	Comparable	Inferior
Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bundle freights rail couplers with complete undercarriages and/or other railcar parts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discounts offered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum quantity requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Packaging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Payment terms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Price ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Produced using Bedloe technology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality meets industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality exceeds industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability of supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical support/service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U.S. transportation costs ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ A rating of 'superior' on price and U.S. transportation costs indicates that the first country generally has lower prices/U.S. transportation costs than the second country.

IV-32. **Comparisons between new, reconditioned, and secondhand freight rail couplers.—**

(a) In your business, how often can new freight rail couplers and reconditioned/secondhand freight rail couplers physically be used in the same applications?

Always	Usually	Sometimes	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the answer is “sometimes” or “never,” please describe the different applications for new freight rail couplers and reconditioned / secondhand freight rail couplers.

--

(b) Please describe any similarities or differences between new freight rail couplers and reconditioned / secondhand freight rail couplers (such as producers, customers, end use, price, quality, and availability).

--

(c) If your firm purchased any reconditioned / secondhand coupler bodies since January 1, 2020, please describe the factors that are important in your purchasing decisions (e.g., availability, price, quantity, etc.)

--

IV-33. **Supplier identification.**—If your firm purchases freight rail couplers or imports them for its own use, please list your firm’s **FIVE** largest suppliers for freight rail couplers since January 1, 2020, by quantity. Also, provide the share of the quantity of your firm’s total purchases of freight rail couplers that each of these suppliers accounted for in 2022.

No.	Supplier’s name	City and state	Share of quantity of 2022 purchases
1			%
2			%
3			%
4			%
5			%

- IV-34. **Other explanations.**--If your firm would like to further explain a response to a question in Part V for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section.

--

PART V.-- COMPARABILITY OF FREIGHT RAIL COUPLERS AND OTHER FREIGHT RAIL COUPLER SYSTEM COMPONENTS

Further information on this part of the questionnaire can be obtained from Ahdia Bavari (202-205-3191; ahdia.bavari@usitc.gov).

- V-1. **Comparability of in-scope freight rail couplers and out-of-scope freight rail coupler system components.**--For each of the following indicate whether listed products are: fully comparable or the same, *i.e.*, have no differentiation between them; mostly comparable or similar; somewhat comparable or similar; never or not-at-all comparable or similar; or no familiarity with products.

"In-scope freight rail couplers" – Domestically-produced freight rail couplers that correspond to the scope of these investigations defined on pg. 3 of this questionnaire (*e.g.*, coupler fits/assemblies, knuckles, coupler bodies).

"Out-of-scope freight rail coupler system components" ("Out-of-scope components") – Domestically-produced components of a full freight rail coupler system that are not covered under the scope of these investigations defined on pg. 3 of this questionnaire (*e.g.*, follower blocks, yokes, etc.)

F: fully comparable or the same, *i.e.*, have no differentiation between them;

M: mostly comparable or similar;

S: somewhat comparable or similar;

N: never or not-at-all comparable or similar; or

O: no familiarity with products.

- (a) **Physical Characteristics and End Uses.**--The differences and similarities in the physical characteristics and end uses.

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>physical characteristics and uses</u> :
In-scope freight rail couplers vs out-of-scope components		

- (b) **Interchangeability.**--The ability to substitute the products in the same application.

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>interchangeability</u> :
In-scope freight rail couplers vs out-of-scope components		

- (c) **Channels of distribution.**--Channels of distribution/market situation through which the products are sold (i.e., sold direct to end users, through wholesaler/distributors, etc.).

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>channels of distribution</u> :
In-scope freight rail couplers vs out-of-scope components		

- (d) **Manufacturing facilities, production processes, and production employees.**--Whether manufactured in the same facilities, from the same inputs, on the same machinery and equipment, and using the same employees.

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>manufacturing facilities, production processes, and production employees</u> :
In-scope freight rail couplers vs out-of-scope components		

- (e) **Customer and producer perceptions.**--Perceptions as to the differences and/or similarities in the market (e.g., sales/marketing practices).

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>customer and product perceptions</u> :
In-scope freight rail couplers vs out-of-scope components		

- (f) **Price.**--Whether prices are comparable or differ between the products.

Product-pair	Comparison	Please provide a narrative discussion for the comparability ratings you provided in terms of their <u>price</u> :
In-scope freight rail couplers vs out-of-scope components		

V-2a. **U.S. imports of out-of-scope freight rail coupler components.**—Report your firm's imports and your firm's shipments and inventories of **out-of-scope freight rail coupler components** imported from all import sources in any form by your firm during the specified periods.

All import sources

Quantity (in 1,000 pounds), value (in \$1,000)					
Item	Calendar year			January-March	
	2020	2021	2022	2022	2023
Beginning-of-period inventories (quantity) (A)					
Imports: ¹					
Standalone coupler system components:					
Quantity (B)					
Value (C)					
Attached to freight railcars or other out-of-scope system parts: ²					
Quantity (D)					
Value (E)					
U.S. shipments:					
Commercial shipments:					
Quantity (F)					
Value (G)					
Internal consumption: ³					
Quantity (H)					
Value ² (I)					
Transfers to related firms: ³					
Quantity (J)					
Value ² (K)					
Export shipments: ⁴					
Quantity (L)					
Value (M)					
End-of-period inventories (quantity) (N)					

¹ Please identify the foreign producers, if known: _____.

² Describe the out-of-scope products to which the freight rail coupler is attached at the time of importation: _____.

³ Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value.

⁴ Identify your firm's principal export markets: _____.

V-2a. **U.S. imports from All import sources.–Continued**

***RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.**--Generally, the data reported for the end-of-period inventories (i.e., line N) should be equal to the beginning-of-period inventories (i.e., line A), plus imports (i.e., line B), less total shipments (i.e., lines D, F, H, J, and L). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.*

Reconciliation	Calendar year			January-March	
	2020	2021	2022	2022	2023
A + B + D – F – H – J – L – N = should equal zero ("0") or provide an explanation. ¹	0	0	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.					

- V-2b. **U.S. shipments by product type and channel of distribution: all import sources.**--Report your firm's U.S. shipments (i.e. inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from all import sources by channel of distribution during the specified periods.

All import sources

Quantity (in 1,000 pounds) and value (in \$1,000)			
Item	Calendar year		
	2020	2021	2022
U.S. shipments to OEMs:			
<u>Yokes or follower blocks that were sold as part of a full freight rail coupler system:</u>			
Quantity (M)			
Value (N)			
<u>Freight rail coupler system components that were sold separately (i.e., not as part of a full coupler system):</u>			
Yokes:			
Quantity (O)			
Value (P)			
Follower block:			
Quantity (Q)			
Value (R)			
U.S. shipments to replacement market:			
<u>Yokes or follower blocks that were sold as part of a full freight rail coupler system:</u>			
Quantity (S)			
Value (T)			
<u>Freight rail coupler system components that were sold separately (i.e., not as part of a full coupler system):</u>			
Yokes:			
Quantity (U)			
Value (V)			
Follower block:			
Quantity (W)			
Value (X)			

V-2b. **U.S. shipments by product type and channel of distribution: all import sources.**—*Continued RECONCILIATION OF US SHIPMENTS.*—Please ensure that the quantities and values reported for U.S. shipments in this question (i.e., lines O through T) equal the quantity and values reported for U.S. shipments (i.e., lines D through I) in each time period. If the calculated fields below return values other than zero (i.e., “0”), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar year		
	2020	2021	2022
Quantity: $M + O + Q + S + U + W - D - F - H = \text{zero ("0")}$, if not revise	0	0	0
Value: $N + P + R + T + V + X - E - G - I = \text{zero, ("0")}$, if not revise.	0	0	0

V-3. **Expansion of the domestic like product.**— The merchandise currently under investigation in these investigations is freight rail coupler fits/assemblies and parts thereof. If you believe the Commission should (or should not) expand its analysis to include freight rail car coupler systems and components thereof as defined in the prior investigation (*Freight Rail Coupler Systems and Components from China*, Inv. Nos. 701-TA-670 and 731 TA-1570 (Final), product description available https://www.usitc.gov/sites/default/files/publications/701_731/pub5331.pdf, pp. I-6-7), please explain your position below. Be sure to address the six factors listed in question V-1 (physical characteristics and end uses; interchangeability; channels of distribution; manufacturing facilities, production processes, and production employees; customer and producer perceptions; and, price) in your response.

PART VI.— ALL OTHER CROSS-BORDER AND RELATED DATA: RAILROADS/RAILCAR FLEET

Further information on this part of the questionnaire can be obtained from Ahdia Bavari (202-205-3191; ahdia.bavari@usitc.gov).

This section is for Class I railroads as well as firms that own, lease, or operate in some form, in-service railcars. Firms that import freight rail couplers only for sale to unrelated U.S. customers may skip this section.

- VI-1. **In-service freight railcars in the United States.**—Does your firm own, lease, or operate in-service freight railcars that include in-scope freight rail couplers in the United States?

Item	No	Yes	If yes, please indicate the total fleet size of your firm's freight cars in the specified periods.
My firm owns, leases, or operates in the United States in-service freight cars	<input type="checkbox"/>	<input type="checkbox"/>	

Item	Quantity (<i>in units</i>)		
	As of December 31		
	2020	2021	2022
Domestic (U.S. produced) freight railcar with freight rail couplers produced in: United States			
China			
Mexico			
All other sources			
Foreign freight railcar (built outside of the United States) with freight rail couplers produced in: United States			
China			
Mexico			
All other sources			
Total in-service fleet of freight railcars	0	0	0

VI-2. **Entries into service.**—Please report the entries into service of either new railcars or refurbished railcars with new/replacement freight rail couplers in your fleet in the specified periods.

Item	Quantity (<i>in units</i>)		
	Calendar year		
	2020	2021	2022
Domestic (U.S. produced) freight railcar with freight rail couplers produced in: United States			
China			
Mexico			
All other sources			
Foreign freight railcar (built outside of the United States) with freight rail couplers produced in: United States			
China			
Mexico			
All other sources			
Total entries into service of either new or refurbished freight railcars	0	0	0

VI-3. **In-service freight railcars: Border transits.**--Please provide the following data relating to your firm's fleet of in-service freight railcars.

Item	Data point
Share of in-service freight railcar fleet reported above involved in international transportation (percent)	%

Item	Quantity (<i>total number of crossings</i> ¹)		
	2020	2021	2022
U.S.-Canada and/or U.S.-Mexico border crossings made by your firm's fleet of in-service railcars			
¹ Count the number of cars by crossing. For example, if one train transited the U.S.-Mexican border with 25 freight railcars owned or leased by your firm, count that crossing as 25 crossings (i.e., number of crossings per car).			

VI-4. **In-service freight railcars: Method of entry.**— Please provide the following data relating to entries of your firm's in-service fleet of foreign freight cars since January 1, 2020.

Item	Share across (<i>percent of fleet</i>)		
	Made formal entry into the United States at least once	Not formally entered into the United States at least once ¹	Total (<i>should sum to 100.0 across</i>)
Foreign freight railcar with freight rail couplers produced in: United States			0.0
China ²			0.0
Mexico ³			0.0
All other sources			0.0
¹ Respond to question IV-5 if a share greater than zero is reported in this column. ² On average, how much of the year did these foreign built railcars with Chinese freight rail couplers spend physically within the borders of the United States (percent of a year). ³ On average, how much of the year did these foreign built railcars with Mexican freight rail couplers spend physically within the borders of the United States (percent of a year).			

VI-5. **In-service freight railcars: Method of entry.**— Under what authority or exemption is/was your firm able to own, lease, or operate these freight railcars in the United States without formal entry? (Describe below.)

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- VI-6. **In-service freight railcars: Method of entry.**— Are there restrictions on your firm's use of such freight railcars in the United States? (e.g., limited to international trips)?

No	Yes	If yes, please describe these restrictions and indicate what share of the year on average these restricted freight railcars are in service within the United States.
<input type="checkbox"/>	<input type="checkbox"/>	

- VI-7. **In-service freight railcars in the United States: Status change.**—At any point since January 1, 2020, did any part of your firm's in-service fleet of foreign freight railcars initially exempt from entry under 19 C.F.R. § 141.4(b)(3) or (4) (i.e., as an Instrument of International Traffic or other certain duty-free locomotives and freight cars) lose this status and then formally entered for consumption?

No	Yes	If yes, please describe. For each occurrence, to the best of your ability, please identify when formal entry was made and the total number of freight railcars affected. You may be asked to provide to Commission staff a copy of your original manifest for reference.
<input type="checkbox"/>	<input type="checkbox"/>	

Correcting valid number error messages.--If you are completing this questionnaire in a country that uses periods (".") to delineate multiples of 1000 (i.e., one million would appear as \$1.000.000 instead of as \$1,000,000), you may be unable to enter in numbers greater than 999 in the numeric form fields. This issue stems from your computer's number formatting setting (i.e., not the MS Word document itself, but the computer from which you are opening up the document). In the United States commas (",") delineate multiples of 1000 and periods (".") delineate fractions less than one. Many EU and other countries use the reverse where multiples of 1000 are delineated with periods (".") and fractions less than one are delineated with commas (","). The U.S. International Trade Commission's questionnaires are set-up in the United States with the U.S. number formatting. When this formatting interacts with a computer set to EU or other country number formatting, we believe this may cause this issue.

The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete the questionnaire.

To temporarily change your computer's number settings to U.S. settings, please do the following (for Microsoft Windows Operating system):

START

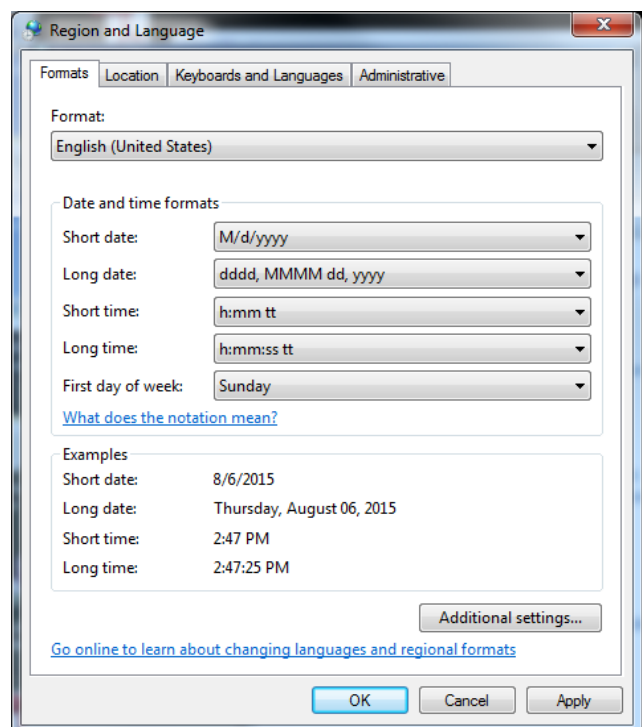
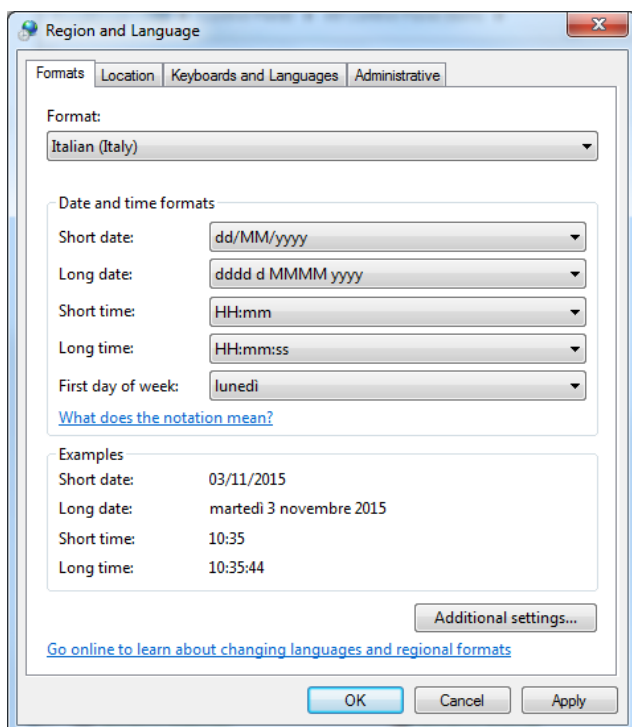
Control Panel

Region and Language (under Clock, Language, and Region category)

Format tab

Change the Format from your existing one (e.g., "Italian (Italy)") to "English (United States)" (see screen shots below)

When you do this the number "twelve million dollars and thirty five cents" would change from \$12.000.000,35 (Italy format) to \$12,000,000.35 (U.S. format), and then there will be no conflict with the USITC importer questionnaire form. When you finish reporting the data then you can close the questionnaire and switch back to Italy (or your country) settings.



HOW TO FILE YOUR QUESTIONNAIRE RESPONSE

This questionnaire is available as a “fillable” form in MS Word format on the Commission’s website at: <https://ids.usitc.gov/case/8085/investigation/8331>

Please do not attempt to modify the format or permissions of the questionnaire document. Please submit the completed questionnaire using one of the methods noted below. If your firm is unable to complete the MS Word questionnaire or cannot use one of the electronic methods of submission, please contact the Commission for further instructions.

- **Upload via Secure Drop Box.**—Upload the MS Word questionnaire along with a scanned copy of the signed certification page (page 1) through the Commission’s secure upload facility:

Web address: <https://dropbox.usitc.gov/oinv/> **Pin:** **RAIL**

- **E-mail.**—E-mail the MS Word questionnaire to ahdia.bavari@usitc.gov; include a scanned copy of the signed certification page (page 1). *Submitters are strongly encouraged to encrypt nonpublic documents that are electronically transmitted to the Commission to protect your sensitive information from unauthorized disclosure. The USITC secure drop-box system and the Electronic Document Information System (EDIS) use Federal Information Processing Standards (FIPS) 140-2 cryptographic algorithms to encrypt data in transit. Submitting your nonpublic documents by a means that does not use these encryption algorithms (such as by email) may subject your firm’s nonpublic information to unauthorized disclosure during transmission. If you choose a non-encrypted method of electronic transmission, the Commission warns you that the risk of such possible unauthorized disclosure is assumed by you and not by the Commission.*

If your firm did not import this product, please fill out page 1, print, sign, and submit a scanned copy to the Commission.

Parties to this proceeding.—If your firm is a party to this proceeding, it is required to serve a copy of the completed questionnaire on parties to the proceeding that are subject to administrative protective order (see 19 CFR § 207.7). A list of such parties may be obtained from the Commission’s Secretary (202-205-1802). A certificate of service must accompany the completed questionnaire you submit (see 19 CFR § 207.7).