

U.S. PURCHASERS' QUESTIONNAIRE

TRUCK AND BUS TIRES FROM THAILAND

This questionnaire must be received by the Commission by **August 7, 2024**
See last page for instructions regarding how to file this questionnaire.

The information called for in this questionnaire is for use by the United States International Trade Commission in connection with its antidumping investigation concerning truck and bus tires from Thailand (Inv. No. 731-TA-1658) (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 possession (19 U.S.C. § 1333(a)). Further information on this questionnaire can be obtained from Amelia Preece (202-205-3250, amelia.preece@usitc.gov).

Name of firm _____

Address _____

City _____ State _____ Zip Code _____

Website _____

Has your firm purchased, or imported for its own use or retail sale, truck and bus tires (as defined on next page) from any source (domestic or foreign) at any time since January 1, 2021?

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

☐ **YES** (Complete all parts of the 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: **TIRES**). See last page for detailed instructions.

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 submitting 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 a petition filed October 17, 2023, by the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO, CLC (“USW”), Pittsburgh, Pennsylvania. Antidumping 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 dumping. Pertinent information to this proceeding is available at:

Questionnaires: https://usitc.gov/reports/active_import_injury_questionnaires

Other case information: <https://ids.usitc.gov/case/8149/investigation/8496>

Truck and bus tires covered by this proceeding are new pneumatic tires, of rubber, with a truck or bus size designation. Truck and bus tires covered by the scope may be tube-type, tubeless, radial, or non-radial (also known as bias construction or bias-ply).

Subject tires have, at the time of importation, the symbol “DOT” on the sidewall, certifying that the tire conforms to applicable motor vehicle safety standards. Subject tires may also have one of the following suffixes in their tire size designation, which also appear on the sidewall of the tire:

TR—Identifies tires for service on trucks or buses to differentiate them from similarly sized passenger car and light truck tires; and

HC—Identifies a 17.5 inch rim diameter code for use on low platform trailers.

All tires with a “TR” or “HC” suffix in their size designations are covered by the scope regardless of their intended use.

In addition, all tires that lack one of the above suffix markings are included in the scope, as well as all tires that include any other prefix or suffix in their sidewall markings, are included in the scope, regardless of their intended use, as long as the tire is of a size that fits trucks or busses. Sizes that fit trucks and busses include, but are not limited to, the numerical size designations listed in the “Truck-Bus” section of the *Tire and Rim Association Year Book*, as updated annually. The scope includes all tires that are of a size that fits trucks or busses, unless the tire falls within one of the specific exclusions set out below.

Truck and bus tires, whether or not mounted on wheels or rims, are included in the scope. However, if a subject tire is imported mounted on a wheel or rim, only the tire is covered by the scope. Subject merchandise includes truck and bus tires produced in the subject country whether mounted on wheels or rims in the subject country or in a third country. Truck and bus tires are covered whether or not they are accompanied by other parts, *e.g.*, a wheel, rim, axle parts, bolts, nuts, *etc.* Truck and bus tires that enter attached to a vehicle are not covered by the scope.

Specifically excluded from the scope are the following types of tires: (1) pneumatic tires, of rubber, that are not new, including recycled and retreaded tires; (2) non-pneumatic tires, such as solid rubber tires; and (3) tires that exhibit each of the following physical characteristics: (a) the designation “MH” is molded into the tire's sidewall as part of the size designation; (b) the tire incorporates a warning, prominently molded on the sidewall, that the tire is for “Mobile Home Use Only;” and (c) the tire is of

bias construction (also known as non-radial construction) as evidenced by the fact that the construction code included in the size designation molded into the tire's sidewall is not the letter "R."

The subject merchandise is currently imported under Harmonized Tariff Schedule of the United States (HTSUS) statistical reporting numbers: 4011.20.1015 and 4011.20.5020. Tires meeting the scope description may also be reported under the following HTSUS statistical reporting numbers: 4011.90.1010, 4011.90.1050, 4011.90.2010, 4011.90.2050, 4011.90.8010, 4011.90.8050, 8708.70.4530, 8708.70.4546, 8708.70.4548, 8708.70.4560, 8708.70.6030, 8708.70.6045, 8708.70.6060, and 8716.90.5059.

While HTSUS statistical reporting numbers are provided for convenience and for customs purposes, the written description of the subject merchandise is dispositive.

Purchaser.--Any firm engaged, either directly or through a parent company or subsidiary, in purchasing truck and bus tires from another firm that produces, imports, or otherwise distributes truck and bus tires.

Reporting of information.--If information is not readily available from your records, provide carefully prepared estimates. If your firm is completing more than one questionnaire (i.e., a producer, importer, and/or purchaser questionnaire), you need not respond to duplicated questions.

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.

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

Hours	Dollars

Public reporting burden for this questionnaire is estimated to average 25 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 provide such comments to the Office of Investigations, import_injury@usitc.gov.

- I-2a. **Establishments covered.**--Provide the name and address of your U.S. establishment(s) covered by this questionnaire, if different from that listed on the cover page. **Firms operating more than one establishment should combine the data for all establishments into a single response.**

"Establishment"--Each facility of a firm involved in the purchase of truck and bus tires, 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, having filed an entry of appearance, 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)

I-4. **Related producers/importers/exporters.**--Does your firm have any related firms, either domestic or foreign, that produce truck and bus tires, import truck and bus tires into the United States, or export truck and bus tires to the United States?

“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.

☐ No ☐ Yes--List the following information.

Firm name	Type (i.e., producer, exporter, importer)	Country	Affiliation

PART II.--PURCHASES

Contact information.--Please identify the responsible individual and the manner by which Commission staff may contact that individual regarding the confidential information submitted in this questionnaire.

Name	
Title	
Email	
Telephone	

- II-1. **Purchases and imports.**--Report separately your firm's domestic purchases and imports of truck and bus tires.

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

"Import" – Purchase directly from a foreign supplier and your firm is the importer of record.

Item	Calendar year			January-June	
	2021	2022	2023	2023	2024
	Quantity (in tires)				
Purchases of truck and bus tires produced in— United States					
Thailand by Bridgestone					
Thailand by Prinx Chengshan					
Thailand by all other suppliers					
All other countries ¹					
Sources unknown ²					
Total purchases	0	0	0	0	0
Imports of truck and bus tires from— Thailand: Bridgestone					
Thailand: Prinx Chengshan					
Thailand: all other suppliers					
All other countries ¹					
Total imports ³	0	0	0	0	0

Table continued

II-1. **Purchases and imports.--** (Continued)

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

“Import” – Purchase directly from a foreign supplier and your firm is the importer of record.

Item	Calendar year			January-June	
	2021	2022	2023	2023	2024
	Value (in \$1,000)				
Purchases of truck and bus tires produced in— United States					
Thailand by Bridgestone					
Thailand by Prinx Chengshan					
Thailand by all other suppliers					
All other countries ¹					
Sources unknown ²					
Total purchases	0	0	0	0	0
Imports of truck and bus tires from— Thailand: Bridgestone					
Thailand: Prinx Chengshan					
Thailand: all other suppliers					
All other countries ¹					
Total imports ³	0	0	0	0	0
¹ Please identify these countries: ² Please indicate the firm(s) from which you purchased this merchandise: ³ If your firm imported truck and bus tires at any time since January 1, 2021, please also complete and return a U.S. importers' questionnaire in this proceeding.					

II-2. **Changes in purchasing patterns.**—

- (a) Please indicate whether the shares of your firm's purchases of truck and bus tires steadily decreased, fluctuated but ended lower, were constant, fluctuated but ended higher, or steadily increased since January 1, 2021 from the listed sources.

Select one box per row.

Source of purchases	Did not purchase	Steadily increased	Fluctuated up	No change	Fluctuated down	Steadily decreased	Explanation for trend
United States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Thailand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
All other countries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sources unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- (b) **COVID-19 pandemic.**—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, purchases, employment, and shipments relating to truck and bus tires? 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 the impact over time on the (a) supply chain, (b) purchases and shipments, and (c) employment with respect to truck and bus tires.
<input type="checkbox"/>	<input type="checkbox"/>	

- (c) How important were the delays caused by COVID-19 for your firm?

	No delays	Very important	Somewhat important	Not important
Importance of delays caused by COVID-19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

II-2. Changes in purchasing patterns.—Continued

(d) Were the delays caused by COVID-19 greater for U.S. product or imported product?

Type of tire	Did not purchase or do not know	U.S. delays much greater than for product from Thailand	U.S. delays slightly greater than for product from Thailand	Delays similar	No delays	Thailand delays slightly greater than for product from the U.S.	Thailand delays much greater than for product from the U.S.
OEM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
After market	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

(a) Since January 2021, did your firm import and/or purchase imports of truck and bus tires from Thailand instead of purchasing U.S.-produced truck and bus tires?

Source	Yes (also respond to parts (b) and (c))	No (If “No” to all sources, skip to next question)
Thailand: Bridgestone	<input type="checkbox"/>	<input type="checkbox"/>
Thailand: Prinx Chengshan	<input type="checkbox"/>	<input type="checkbox"/>
Thailand: all other suppliers	<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
Thailand: Bridgestone	<input type="checkbox"/>	<input type="checkbox"/>
Thailand: Prinx Chengshan	<input type="checkbox"/>	<input type="checkbox"/>
Thailand: all other suppliers	<input type="checkbox"/>	<input type="checkbox"/>

II-3. Purchasing subject imports rather than domestic products.— continued

- (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 2021 (in number of tires)	No	If No, please indicate the reason your firm imported and/or purchased imports instead of domestic product
Thailand: Bridgestone	<input type="checkbox"/>		<input type="checkbox"/>	
Thailand: Prinx Chengshan	<input type="checkbox"/>		<input type="checkbox"/>	
Thailand: all other suppliers	<input type="checkbox"/>		<input type="checkbox"/>	
If the quantity reported above exceeds the total quantity reported in II-1, please explain.				

[illegible]

- II-6. **Supplier identification.**--Please list your firm's **FIVE** largest suppliers for truck and bus tires since January 1, 2021, by quantity. Also, provide the share of the quantity of your firm's total purchases of truck and bus tires that each of these suppliers accounted for in 2023.

No.	Supplier's name	City and state	Share of quantity of 2023 purchases
1			%
2			%
3			%
4			%
5			%

PART III.--MARKET CHARACTERISTICS AND PURCHASING PRACTICES

- III-1. **Firm type.**--Which of the following best describes your firm as a purchaser of truck and bus tires (check all that apply)?

End user (OEM)	Aftermarket distributor	Other	Describe other
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

If your firm is a distributor of truck and bus tires, please answer questions III-2 and III-3.

- III-2. **Competition for sales.**--Does your firm compete for sales to customers with the manufacturers or importers from which your firm purchases truck and bus tires?

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

- III-3. **Types of customers.**--What are the major types of customers to which your firm sells truck and bus tires?

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If your firm is an end user of truck and bus tires, please answer questions III-4 and III-5.

- III-4. **End uses.**--List the top 3 products your firm makes using truck and bus tires and estimate the percent of your total production cost that is accounted for by truck and bus tires and by other inputs (such as labor, energy, and other raw materials).

Product(s) your firm produces	Share of total cost in each of the product(s) your firm produces accounted for by				Total (should sum to 100.0% across)
	Truck and bus tires		Other inputs		
For OEMs, a new Heavy Duty (Class 7 or 8) Truck or Bus ¹	%	+	%	=	0.0 %
For OEMs, a new Medium Duty (Class 6 or lower) Truck or Bus ¹	%	+	%	=	0.0 %
Other ²	%	+	%	=	0.0 %
¹ The share of the total cost for an OEM to produce the specified class of truck or bus tires (estimates are acceptable). The other inputs include everything else that makes up a truck/bus. Include trailer costs in this calculation/analysis if appropriate. ² Describe the end use: .					

- III-5. **Demand for end-use products.**--

- (a) Has the demand for your firm's final products incorporating truck and bus tires steadily decreased, fluctuated but ended lower, were constant, fluctuated but ended higher, or steadily increased since January 1, 2021?

Select one answer.

Steadily increased	Fluctuated up	Constant	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 truck and bus tires?

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

III-6. **Substitutes.**--Can other products be substituted for truck and bus tires?

☐ 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 truck and bus tires?		
		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-7. **Demand trends.**-- Has demand within the United States and outside of the United States (if known) for truck and bus tires steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2021? Explain any trends and describe the principal factors that have affected these changes in demand.

Select one box per row.

Market	Steadily increase	Fluctuate up	No change	Fluctuate down	Steadily decrease	Explanation and factors
Overall market (OEM and aftermarket combined)						
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"/>	
OEM						
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"/>	
Aftermarket						
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-8. **Country preferences.**-- Do you or your customers ever prefer to order truck and bus tires 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"/>	

- III-9. **Importance of purchasing domestic product.**--Please fill out the table below, estimating the share of your firm's total 2023 purchases of truck and bus tires that required truck and bus tires produced in the United States.

	Estimated share of your firm's total 2023 purchases of truck and bus tires
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 %

- III-10. **Business cycles.**--Is the truck and bus tires market subject to business cycles, either during the year or across years? If yes, describe.

No	Yes	If yes, please describe, including any changes since January 1, 2021.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-11. **Conditions of competition.**--Is the truck and bus tires market subject to conditions of competition distinctive to truck and bus tires 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, 2021.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-12. **Decisions based on producer, country-of-origin, and brand.**-- How often does your firm, and if known, do your customers, make purchasing decisions involving truck and bus tires based on its producer, country of origin, and brand?

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"/>	
Decision based on brand					
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"/>	

- III-13. **Availability of supply.**--Has the availability of truck and bus tires in the U.S. market changed since January 1, 2021?

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 (Thailand)	<input type="checkbox"/>	<input type="checkbox"/>	
Nonsubject imports	<input type="checkbox"/>	<input type="checkbox"/>	

III-14. Supply constraints.—

- (a) Has any firm refused, declined, or been unable to supply truck and bus tires to your firm at any time between January 1, 2021 and October 17, 2023, and since the petition was filed on October 17, 2023 (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.)?

Period	No	Yes- U.S. producer	Yes- foreign producer or importer	If yes, please describe, including the name of the supplier(s) and country of origin of the truck and bus tires, and the reason, timing, and duration of the constraint.
2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2023	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
January 1- October 17, 2023	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Since October 17, 2023	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- (b) **Lead Times.**—Report the average lead time between your order and the date of delivery for your firm’s purchases of its U.S.-produced or imported truck and bus tires during each period listed.

Period	Type of purchase	Average lead time (number of days)
2021	U.S.-produced tires	
	Imported tires	
2022	U.S.-produced tires	
	Imported tires	
2023	U.S.-produced tires	
	Imported tires	

III-15. **Availability of specific product types.**--Are certain grades/types/sizes of truck and bus tires 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"/>	

III-16. **Purchasing frequency.**--

(a) How frequently does your firm make purchases of truck and bus tires (check one)?

Daily	Weekly	Monthly	Quarterly	Annually	Other	If other, specify
<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, 2021?

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

III-17. **Raw material prices.**—

(a) Is your firm familiar with the prices for raw materials used in the production of truck and bus tires?

No	Yes – please answer (b)
<input type="checkbox"/>	<input type="checkbox"/>

(b) Has information on raw material prices affected your firm's negotiations or contracts to purchase truck and bus tires since January 1, 2021?

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

III-18. **Number of suppliers contacted.**--How many suppliers of truck and bus tires does your firm generally contact before making a purchase? Between ____ and ____ firms

III-19. **Supplier negotiations.**--Do your firm's purchases of truck and bus tires usually involve negotiations between your firm and suppliers of truck and bus tires?

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"/>	

III-20. **Change in suppliers.**--Has your firm changed suppliers since January 1, 2021?

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"/>	

III-21. **New suppliers.**--Are you aware of any new suppliers, either foreign or domestic, that have entered the market since January 1, 2021?

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

III-22. **Supplier certification.**--Do you require your suppliers to be or to become certified or qualified (other than DOT required certification) to sell truck and bus tires 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"/>		

III-23. **Failure to certify.**--Since January 1, 2021, have any domestic or foreign producers failed in their attempts to certify or qualify their truck and bus tires 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"/>	

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

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

- III-25. **Purchasing factors.**--Please rate the importance of the following factors in your firm's purchasing decisions for truck and bus tires.

Factor	Very important	Somewhat Important	Not important
Availability	<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"/>
Durability/wear resistance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Major brand	<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"/>
Product consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality exceeds industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality meets industry standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability of supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retreadability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sold under contract along with services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical support/service/warranty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U.S. transportation costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- III-26. **Quality characteristics.**--What characteristics does your firm consider when evaluating the quality of truck and bus tires?

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III-27. Minimum quality.—

- a) How often does truck and bus tires from the following countries meet minimum quality specifications for your uses or your customers' uses?

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"/>
Thailand	<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"/>

- b) Does the minimum quality of truck and bus tires differ between Thai truck and bus tires produced by Bridgestone, Prinx Chengshan, and other Thai producers?

No	Yes	If yes, please report differences and specify which of the three sources are higher or lower quality.
<input type="checkbox"/>	<input type="checkbox"/>	

III-28. Frequency of decisions based on price.--How often does your firm purchase the truck and bus tires that is offered at the lowest price?

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

III-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 truck and bus tires market since January 1, 2021.

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

- III-30. **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 truck and bus tires market in the United States, including any effects on truck and bus tires cost, price, supply, and/or demand, since January 1, 2021?

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-31. **Market categories.**—

- (a) In your view, is the U.S. truck and bus tires market divided into categories (e.g., Best/Better/Good; Tier 1/Tier 2/Tier 3; Flagship/Secondary/Mass-market)?

No	<input type="checkbox"/>	If no, please skip to question III-32
Yes	<input type="checkbox"/>	If yes, please describe each tier/category and identify the producers and brands that belong to in each category in the table below. Five potential tiers are provided for your convenience; only fill out the number of tiers that you perceive there to be in the market.

Tier/categories	Producers	Brands
1.		
2.		
3.		
4.		
5.		

Tier/ category	If yes, please describe the characteristics of the tires and methods of sales and services in the tier/category and how this differs from the tiers above and/or below the tier/category.
1.	
2.	
3.	
4.	
5.	

- (b) Please report the share of your firm's purchases of truck and bus tires for each tier/category. Five potential tiers are provided for your convenience; only fill out the number of tiers that you perceive there to be in the market.

Tiers	Share of your firm's 2023 purchases for OEM use	Share of your firm's 2023 purchases for aftermarket use
Tier 1	%	%
Tier 2	%	%
Tier 3	%	%
Tier 4	%	%
Tier 5	%	%
Total (should sum to 100.0%)	0.0 %	0.0 %

- (c) Does your firm's purchases of truck and bus tires concentrate in certain tiers?

No	Yes	If yes, please explain which tiers, and why your firm's purchases are concentrated in this/these tiers.
<input type="checkbox"/>	<input type="checkbox"/>	

- (d) Has your firm's purchases of truck and bus tires shifted between tiers since January 1, 2021?

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

- (e) Do truck and bus tires in the highest/best tier have the same physical characteristics and performance as truck and bus tires in the lowest/mass market tier?

Always	Frequently	Sometimes	Never	Explanation
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- (f) Is there a difference in quality between tiers?

No	Yes	If yes, please report the differences in quality between market tiers.
<input type="checkbox"/>	<input type="checkbox"/>	

(g) What criteria (other than quality) are used to delineate market tiers?

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(h) How frequently do you and your customers compare prices of truck and bus tires between market tiers and within market tiers?

Item	Always	Usually	Sometimes	Never	Don't know or not applicable
Compare prices <u>between</u> market tiers					
Your firm	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>
Compare prices <u>within</u> market tiers					
Your firm	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>

III-32. **Branding.**—

(a) How competitive in terms of quality and price are private-label tires with their name-brand counterparts?

Item	Very competitive	Somewhat competitive	Not competitive	Explanation and factors
Price	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(b) Does your firm purchase private label and branded truck and bus tires with the same specifications at different prices?

No	Yes	If yes, please explain and estimate the price differences.
<input type="checkbox"/>	<input type="checkbox"/>	

PART IV.—PRODUCT COMPARISONS**IV-1. Interchangeability.—**

- c) How often are truck and bus tires 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	Thailand	Other countries
United States		
Thailand	X	
For any country-pair producing truck and bus tires 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 truck and bus tires produced in the countries:		

- d) Does the interchangeability of truck and bus tires from the United States and Thailand differ between Thai truck and bus tires produced by Bridgestone, Prinx Chengshan, and other Thai producers?

No	Yes	If yes, please report differences and specify which of the three sources are more or less interchangeable.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-2. **Factors other than price.**—

- a) How often are differences other than price (e.g., quality, availability, transportation network, product range, technical support, *etc.*) between truck and bus tires produced in the United States and in other countries a significant factor in your firm's purchases 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	Thailand	Other countries
United States		
Thailand		
<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 purchases of truck and bus tires, identify the country-pair and the relevant factors other than price and report the advantages or disadvantages imparted by such factors:</p>		

- b) Do factors other than price (e.g., quality, availability, transportation network, product range, technical support, *etc.*) of truck and bus tires from the United States and Thailand differ between Thai truck and bus tires produced by Bridgestone, Prinx Chengshan, and other Thai producers?

No	Yes	If yes, please report differences and specify which of the three sources are different.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-3. **Factor country comparisons.**--For the factors listed below, please rate how truck and bus tires produced in each country you identified in your response with which you are familiar, as reported in question II-5, compares with truck and bus tires 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 United States compared to product from Thailand			Product from United States compared to product from Nonsubject countries			Product from Thailand compared to product from Nonsubject countries		
	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"/>
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"/>
Durability/wear resistance	<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"/>
Fuel efficiency	<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"/>
Major brand	<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"/>
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 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"/>
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"/>
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"/>
Retreadability	<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"/>
Safety	<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"/>
Sold under contract along with services	<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/warranty	<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.

PART V.—ADDITIONAL INFORMATION

- V-1. **Other explanations.**--If your firm would like to further explain a response to any question for which a narrative response box was not provided, please note the question number and the explanation in the space provided below.

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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://usitc.gov/reports/active_import_injury_questionnaires.

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: TIRES

- **E-mail.**—E-mail the MS Word questionnaire to amelia.preece@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 does not purchase 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 your firm submits (see 19 CFR § 207.7).