

U.S. PRODUCERS' QUESTIONNAIRE

CHASSIS AND SUBASSEMBLIES FROM MEXICO, THAILAND, AND VIETNAM

This questionnaire must be received by the Commission by **March 12, 2025**

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 countervailing and antidumping duty investigations concerning chassis and subassemblies ("chassis") from Mexico, Thailand, and Vietnam (Inv. Nos. 701-TA-755-756 and 731-TA-1734-1736 (Preliminary)). 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)).

Name of firm _____

Address _____

City _____ State _____ Zip Code _____

Website _____

Has your firm produced chassis (as defined on next page) in the United States at any time since January 1, 2022?

☐

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 Commission's secure portal by clicking on the following link:

<https://usitc.gov/qportal>. (PIN: **GEAR**, Phase: **Preliminary**). 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 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 a petition filed on February 26, 2025, by the U.S. Chassis Manufacturers Coalition, whose members are Cheetah Chassis Corporation, Berwick, Pennsylvania and Stoughton Trailers, LLC, Stoughton, Wisconsin. Countervailing and 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 subsidization/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/8271/investigation/8718>

Chassis covered by this proceeding are chassis and subassemblies thereof, whether finished or unfinished, whether assembled or unassembled, whether coated or uncoated, regardless of the number of axles, for carriage of containers, or other payloads (including self-supporting payloads) for road, marine roll on/roll-off (RORO) and/or rail transport. Chassis are typically, but are not limited to, rectangular framed trailers with a suspension and axle system, wheels and tires, brakes, a lighting and electrical system, a coupling for towing behind a truck tractor, and a locking system or systems to secure the shipping container or containers to the chassis using twistlocks, slide pins or similar attachment devices to engage the corner fittings on the container or other payload.

Subject merchandise includes, but is not limited to, the following subassemblies:

- Chassis frames, or sections of chassis frames, including kingpin assemblies, bolsters consisting of transverse beams with locking or support mechanisms, goosenecks, drop assemblies, extension mechanisms and/or rear impact guards;
- Running gear assemblies or axle assemblies for connection to the chassis frame, whether fixed in nature or capable of sliding fore and aft or lifting up and lowering down, which may or may not include suspension(s) (mechanical or pneumatic), wheel end components, slack adjusters, dressed axles, brake chambers, locking pins, and tires and wheels; and
- Assemblies that connect to the chassis frame or a section of the chassis frame, such as but not limited to, pintle hooks or B-trains (which include a fifth wheel), which are capable of connecting a chassis to a converter dolly or another chassis.

Importation of any of these subassemblies, whether assembled or unassembled, constitutes an unfinished chassis for purposes of these investigations.

Subject merchandise also includes chassis, whether finished or unfinished, entered with or for further assembly with components such as, but not limited to: hub and drum assemblies, brake assemblies (either drum or disc), dressed axles, brake chambers, suspensions and suspension components, wheel end components, landing gear legs, spoke or disc wheels, tires, brake control systems, electrical harnesses and lighting systems.

Processing of finished and unfinished chassis and components such as trimming, cutting, grinding, notching, punching, drilling, painting, coating, staining, finishing, assembly, or any other processing either in the country of manufacture of the in-scope product or in a third country does not remove the product from the scope. Inclusion of other components not identified as comprising the finished or unfinished chassis does not remove the product from the scope.

Individual components entered and sold by themselves are not subject to the investigations, but components entered with or for further assembly with a finished or unfinished chassis are subject merchandise. A finished chassis is ultimately comprised of several different types of subassemblies. Within each subassembly there are numerous components that comprise a given subassembly.

This scope excludes dry van trailers, refrigerated van trailers and flatbed trailers. Dry van trailers are trailers with a wholly enclosed cargo space comprised of fixed sides, nose, floor and roof, with articulated panels (doors) across the rear and occasionally at selected places on the sides, with the cargo space being permanently incorporated in the trailer itself. Refrigerated van trailers are trailers with a wholly enclosed cargo space comprised of fixed sides, nose, floor and roof, with articulated panels (doors) across the rear and occasionally at selected places on the sides, with the cargo space being permanently incorporated in the trailer and being insulated, possessing specific thermal properties intended for use with self-contained refrigeration systems. Flatbed (or platform) trailers consist of load carrying main frames and a solid, flat or stepped loading deck or floor permanently incorporated with and supported by frame rails and cross members.

Chassis are currently imported under statistical reporting numbers 8716.39.0090 and 8716.90.5060 of the Harmonized Tariff Schedule of the United States (HTSUS). Imports of finished and unfinished chassis may also be imported under HTSUS statistical reporting number 8716.90.5010. The HTSUS provisions are for convenience and customs purposes; the written description of the scope is dispositive.

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. In addition, if your firm is a U.S. producer, the information you provide on your production and imports of chassis and your responses to the questions in Part I of the producer questionnaire will be provided to the U.S. Department of Commerce, upon its request, for use in connection with (and only in connection with) its requirement pursuant to section 702(c)(4)/732(c)(4) of the Act (19 U.S.C. § 1671a(c)(4)/1673a(c)(4)) to make a determination concerning the extent of industry support for the petition requesting this proceeding. Any information provided to Commerce will be transmitted under the confidentiality and release guidelines set forth above. Your response to these questions constitutes your consent that such information be provided to Commerce under the conditions described above.

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-1a. **Reporting requirements.**--Please report below the actual number of hours required and the cost to your firm of completing this questionnaire for use by the Office of Management and Budget.

Hours	Dollars

Public reporting burden for this questionnaire is estimated to average 55 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-1b. **TAA information release.**--In the event that the U.S. International Trade Commission (USITC) makes an affirmative final determination in this proceeding, do you consent to the USITC's release of your contact information (company name, address, contact person, contact person's title, telephone number, email address) appearing on the front page of this questionnaire to the Departments of Commerce, Labor, and Agriculture, as applicable, so that your firm and its workers can be made eligible for benefits under the Trade Adjustment Assistance program?

☐ Yes ☐ No

- I-2a. **Establishments covered.**--Provide the city, state, zip code, and brief description of each establishment covered by this questionnaire. **Firms operating more than one establishment should combine the data for all establishments into a single report.**

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

Establishments covered ¹	City, State	Zip (5 digit)	Description
1			
2			
3			
4			
5			
6			
¹ Additional discussion on establishments consolidated in this questionnaire: ____.			

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. **Petitioner status.**--Is your firm a petitioner in this proceeding or a member firm of the petitioning entity?

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

I-4. **Petition support.**--Does your firm support or oppose the petition?

Country	Investigation type	Support	Oppose	Take no position
Mexico	Antidumping duty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mexico	Countervailing duty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thailand	Antidumping duty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thailand	Countervailing duty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vietnam	Antidumping duty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I-5. **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-6. **Related importers/exporters**.--Does your firm have any related firms, either domestic or foreign, that are engaged in importing chassis from Mexico, Thailand, and/or Vietnam into the United States or that are engaged in exporting chassis from Mexico, Thailand, and/or Vietnam to the United States?

☐ No ☐ Yes--List the following information.

Firm name	Country	Affiliation

- I-7. **Related producers**.--Does your firm have any related firms, either domestic or foreign, that are engaged in the production of chassis?

☐ No ☐ Yes--List the following information.

Firm name	Country	Affiliation

I-8. **In-scope subassemblies**.--Does your firm produce and ship **ONLY** in-scope subassemblies?

No	Yes	If yes, please explain whether these subassemblies can be used for the production of out-of-scope products, and identify the out-of-scope products for which these subassemblies can be used.
<input type="checkbox"/>	<input type="checkbox"/>	

PART II.--TRADE AND RELATED INFORMATION

Further information on this part of the questionnaire can be obtained from Stamen Borisson (202-205-3125, stamen.borisson@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. **Changes in operations.**--Please indicate whether your firm has experienced any of the following changes in relation to the production of chassis since January 1, 2022.

<i>Check as many as appropriate.</i>		<i>If checked, please describe the nature, timing / duration, and impact on operations of any such reported changes as well as the business reasons for them; leave completely blank if not applicable</i>
<input type="checkbox"/>	Plant openings	
<input type="checkbox"/>	Plant closings	
<input type="checkbox"/>	Prolonged shutdowns	
<input type="checkbox"/>	Production curtailments	
<input type="checkbox"/>	Relocations	
<input type="checkbox"/>	Expansions	
<input type="checkbox"/>	Acquisitions	
<input type="checkbox"/>	Consolidations	
<input type="checkbox"/>	Weather-related or force majeure events	
<input type="checkbox"/>	Other (e.g., revised labor agreements, technology)	

- II-2b. **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, production, employment, and shipments relating to chassis? 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) production and shipments, and (c) employment with respect to chassis.
<input type="checkbox"/>	<input type="checkbox"/>	

- II-3a. **Production using same machinery.**--Please report your firm's production of products using the same equipment, machinery, or employees as used to produce chassis, and the combined capacity (both installed and practical capacity) on this shared equipment, machinery, or employees in the periods indicated.

"Installed overall capacity" – The level of production that your establishment(s) could have attained, assuming your firm's *optimal* product mix, and based solely on *existing capital investments*, i.e., machinery and equipment that is in place and ready to operate. This capacity measure does not take into account other constraints to production such as existing workforce constraints, availability of raw materials, or downtime for maintenance, repair, and clean-up. This capacity measure is sometimes referred to as "nameplate" or "theoretical" capacity.

"Practical overall capacity" – The level of production that your establishment(s) could reasonably have expected to attain, taking into account your firm's *actual* product mix over the period. This capacity measure is based on not only existing capital investments, i.e., machinery and equipment that is in place and ready to operate; but also non-capital investment constraints, such as (1) normal operating conditions, including normal downtime for maintenance, repair, and cleanup; (2) your firm's existing in place and readily available labor force; (3) availability of material inputs; and (4) any other constraints that may have limited your firm's ability to produce the reported products. Importantly, this capacity measure is the maximum "practical" production your firm could have achieved without hiring new personnel or expanding the number of shifts operated in the period.

"Practical chassis capacity" – The level of production of chassis that your establishment(s) could reasonably have expected to attain. The same assumptions apply to this capacity measure as for practical overall capacity, but only includes the portion of practical overall capacity allocated to the production of chassis based on the actual product mix experienced over the period.

"Production" – All production in your U.S. establishment(s), including production consumed internally within your firm and production for another firm under a toll agreement.

Takes into account	Installed overall capacity	Practical overall capacity	Practical chassis capacity
Existing capital investments	Yes	Yes	Yes
Product mix	Yes	Yes	Yes
Normal downtime, maintenance, repair and clean-up	No	Yes	Yes
Existing labor force	No	Yes	Yes
Availability of material inputs	No	Yes	Yes
Actual number of shifts and hours operated	No	Yes	Yes
Limited to chassis	No	No	Yes

II-3a. Production using same machinery.--Continued

Quantity (in units)			
Item	Calendar year		
	2022	2023	2024
Capacity measures:			
Installed overall capacity ¹			
Practical overall capacity ^{1 2}			
Practical chassis capacity ^{3 4}	0	0	0
Production of:			
Chassis ^{3 4}	0	0	0
Other out-of-scope products ⁵			
Total production using same machinery or workers	0	0	0
<p>¹ Data reported for both "installed overall" and "practical overall" capacity should each individually be greater than data reported for total production (last line). Additionally, data reported for "installed overall" capacity should be greater than "practical overall" capacity in every period.</p> <p>² Please provide details in your response to the question on capacity constraints in question II-3d below that explain the differences reported between "installed" overall capacity and "practical" overall capacity.</p> <p>³ Data for this indicator will populate here once reported below in question II-8.</p> <p>⁴ Data reported for practical chassis capacity should be greater than the data reported for production of chassis in each period, if not revise prior to submission to the Commission. Additionally, if your firm reports the production of no other products on the same machinery and using the same workers as chassis then "practical overall" and "practical chassis" capacity measures should be equal to each other.</p> <p>⁵ Please identify these products: _____.</p>			

- II-3b. **Operating parameters.**--The *practical* overall capacity reported in II-3a is based on the following operating parameters:

Hours per week	Weeks per year

- II-3c. **Capacity calculations.**--Please describe the methodology used to calculate *installed* and *practical* overall production capacities reported in II-3a, and explain any changes in reported capacities.

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- II-3d. **Practical overall capacity constraints.**--Please describe the constraint(s) that set the limit(s) on your firm's practical overall capacity over the period reported in question II-3a. If different constraints were binding over different periods reported, please specify when each constraint was limiting your reported practical overall capacity. If a constraint was not actually binding over the period reported, but was still a constraint to achieving the installed capacity level, indicate at what level it would have been binding.

Constraint (check as many as appropriate)		Description (If checked, please describe the details, timing, and duration of the constraint; leave completely blank if not applicable)
<input type="checkbox"/>	Production bottlenecks	
<input type="checkbox"/>	Existing labor force	
<input type="checkbox"/>	Supply of material inputs	
<input type="checkbox"/>	Fuel or energy	
<input type="checkbox"/>	Storage capacity	
<input type="checkbox"/>	Logistics/transportation	
<input type="checkbox"/>	Other constraints (list the specific constraints in the description field)	

- II-3e. **Reaching installed overall capacity.**--Please describe and quantify the amount of time it would take and the additional actions that would be needed (e.g., hiring new workers, expanding shifts, procuring larger sources of raw material supply, etc.) for your firm to be able to fully utilize the installed overall capacity reported in II-3a.

--

- II-3f. **Excess installed overall capacity.**--To the extent that your company is reporting excess installed overall capacity, please report, with specificity: (1) which machines or equipment (or other elements of production) would need to be brought back into production for your plant to operate at full capacity, and (2) the specific dates on which such machines or equipment were last used by your plant to produce chassis.

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- II-4. **Product shifting.**--

- (a) Is your firm able to switch production (capacity) between chassis and other products using the same equipment and/or labor?

No	Yes	If yes—(i.e., have produced other products or are able to produce other products) Please identify other actual or potential products.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Please describe the factors that affect your firm's ability to shift capacity between products (e.g., time, cost, relative price change, etc.), and the degree to which these factors enhance or constrain such shifts.

--

- II-5. **Capacity checklist.**--Please check that the capacity numbers reported in question II-3a follow the Commission's relevant definitions for capacity.

Item	✓ if Yes
Are all three capacity measures reported based on <u>currently installed machinery and equipment</u> (i.e., the reported capacity level would not require additional capital investments in order to achieve)?	<input type="checkbox"/>
Are practical overall capacity and practical chassis capacity measures reported based on <u>existing labor force</u> (i.e., the reported capacity level would not require hiring additional production related workers or adding shifts)?	<input type="checkbox"/>
Are practical overall capacity and practical chassis capacity measures based on <u>the actual availability of material inputs</u> ?	<input type="checkbox"/>
Do both practical overall capacity and practical chassis capacity measures account for <u>normal downtime, maintenance, repair and clean-up</u> activities?	<input type="checkbox"/>
Does the difference between practical overall capacity and practical chassis capacity equal the portion of practical overall capacity that is dedicated to the production of out-of-scope products?	<input type="checkbox"/>

Note: If your firm is not able to answer "yes" to any of the above criteria as it relates to your firm's reported capacity levels, please revise your capacity numbers to be in conformance with the appropriate definition prior to submission to the Commission.

- II-6. **Tolling.**--Since January 1, 2022, has your firm been involved in a toll agreement regarding the production of chassis?

"Toll agreement"-- Agreement between two firms whereby the first firm ("tollee") furnishes the raw materials and the second firm ("toller") uses the raw materials to produce a product that it then returns to the first firm with a charge for processing costs, overhead, etc.

No	Yes	
<input type="checkbox"/>	<input type="checkbox"/>	If yes—Please complete the table below.

Does your firm act as the toller or tollee in this arrangement?	Toller: <input type="checkbox"/>	Tollee: <input type="checkbox"/>
Report the share of your firm's production of chassis that was included in this toll arrangement in 2024.	%	
Please describe the activities performed in this tolling arrangement:		
Please indicate the name(s) of the firm(s) involved:		

II-7. Foreign trade zones.--

- (a) **Firm's FTZ operations.**--Does your firm produce chassis in and/or admit chassis into a foreign trade zone (FTZ)?

"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. A foreign trade zone must be designated as such pursuant to the rules and procedures set forth in the Foreign-Trade Zones Act.

No	Yes	If yes--Describe the nature of your firm's operations in FTZs and identify the specific FTZ site(s).
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) **Other firms' FTZ operations.**--To your knowledge, do any firms in the United States import chassis into a foreign trade zone (FTZ) for use in distribution of chassis and/or the production of downstream articles?

No	Yes	If yes--Identify the firms and the FTZs.
<input type="checkbox"/>	<input type="checkbox"/>	

<p>If your firm only assembles subassemblies into finished chassis, skip to II-13.</p>

- II-8. **Production, shipments, and inventory data.**--Report your firm's practical capacity, production, shipments, and inventories of domestically produced chassis during the specified periods.

"Production" – All production in your U.S. establishment(s), including production consumed internally within your firm and production for another firm under a toll agreement.

"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.

"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.

"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.

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

II-8. Production, shipment, and inventory data.--Continued

Quantity (in units) and value (in \$1,000)			
Item	Calendar year		
	2022	2023	2024
Practical chassis capacity ¹ (quantity) (A)			
Beginning-of-period inventories (quantity) (B)			
Production (quantity) (C)			
U.S. shipments:			
Commercial shipments:			
Quantity (D)			
Value (E)			
Internal consumption: ²			
Quantity (F)			
Value ² (G)			
Transfers to related firms: ²			
Quantity (H)			
Value ² (I)			
Export shipments: ³			
Quantity (J)			
Value (K)			
End-of-period inventories (quantity) (L)			
¹ Report your firm's practical chassis capacity consistent with the definitions and instructions included in question II-3a.			
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: _____.			

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

Reconciliation	Calendar year		
	2022	2023	2024
B + C – D – F – H – J – L = 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-9. **Channels of distribution.**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of U.S.-produced chassis by channel of distribution during the specified periods.

Quantity (in units)			
Item	Calendar year		
	2022	2023	2024
Channels of distribution:			
U.S. shipments:			
to Trucking companies and other end users (including leasing companies) (M)			
to Distributors and dealers (N)			

RECONCILIATION OF CHANNELS.--Please ensure that the quantities reported for channels of distribution (i.e., lines M and N) in each time period equal the quantity reported for U.S. shipments (i.e., line D, F, H) 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		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

II-10. **U.S. shipments by product type.**--Report your firm's U.S. shipments (i.e. inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) by product type during the specified periods.

"Finished chassis" – A complete, fully assembled chassis.

"Subassembly" – An in-scope component of a chassis. Please see page 2 for a complete description of the specified subassemblies below.

Quantity (in units) and value (in \$1,000)			
Item	Calendar year		
	2022	2023	2024
U.S. shipments:			
<u>Finished chassis:</u>			
Chassis for 20' Containers:			
Quantity (O)			
Value (P)			
Chassis for 40' Containers:			
Quantity (Q)			
Value (R)			
Chassis for 53' Containers:			
Quantity (S)			
Value (T)			
Extendable Chassis for 20' and 40' Containers:			
Quantity (U)			
Value (V)			
All other chassis:			
Quantity (W)			
Value (X)			
<u>Subassemblies:</u>			
Chassis frames:			
Quantity (Y)			
Value (Z)			
Running gear/ axle subassemblies:			
Quantity (AA)			
Value (AB)			
Connection subassemblies:¹			
Quantity (AC)			
Value (AD)			
All other subassemblies:²			
Quantity (AE)			
Value (AF)			

¹ Connection subassemblies include assemblies and/or components capable of connecting a chassis to a converter dolly or another chassis, such as pintle hooks or B-trains (fifth wheels).

² Please describe these other subassemblies: .

II-10. **U.S. shipments by product type.**--Continued

RECONCILIATION OF SHIPMENTS.—Please ensure that the quantities (in units) and values reported for U.S. shipments in this question (i.e., lines O through AF) in each time period equal the quantity and values reported for U.S. shipments in previous question II-8 (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		
	2022	2023	2024
Quantity: $D + F + H - O - Q - S - U - W - Y - AA - AC - AE = \text{zero ("0")}$, if not revise	0	0	0
Value: $E + G + I - P - R - T - V - X - Z - AB - AD - AF = \text{zero ("0")}$, if not revise.	0	0	0

- II-11. **Employment data.**--Report your firm's employment-related data related to the production of chassis in your U.S. establishments and provide an explanation for any trends in these data.

"Production and Related Workers" (PRWs) includes working supervisors and all nonsupervisory workers (including group leaders and trainees) engaged in fabricating, processing, assembling, inspecting, receiving, storage, handling, packing, warehousing, shipping, trucking, hauling, maintenance, repair, janitorial and guard services, product development, auxiliary production for plant's own use (e.g., power plant), recordkeeping, and other services closely associated with the above production operations.

Average number employed may be computed by adding the number of employees, both full time and part time, for the 12 pay periods ending closest to the 15th of the month and divide that total by 12.

"Hours worked" includes time paid for sick leave, holidays, and vacation time. Include overtime hours actually worked; do not convert overtime pay to its equivalent in straight time hours.

"Wages paid" --Total wages paid before deductions of any kind (e.g., withholding taxes, old-age and unemployment insurance, group insurance, union dues, bonds, etc.). Include wages paid directly by your firm for overtime, holidays, vacations, and sick leave.

Item	Calendar year		
	2022	2023	2024
Average number of PRWs (<i>number</i>)			
Hours worked by PRWs (<i>1,000 hours</i>)			
Wages paid to PRWs (<i>\$1,000</i>)			

Explanation of trends:

- II-12. **Transfers to related firms.**--If your firm reported transfers to related firms in question II-8, 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), whether the transfers were priced at market value or by a non-market formula, whether your firm retained marketing rights to all transfers, and whether the related firms also processed inputs from sources other than your firm.

- II-13a. **Purchases of finished chassis.**--Has your firm purchased **finished (i.e., a complete, full unit) chassis** produced in the United States or in other countries since January 1, 2022? (Do not include imports for which your firm was the importer of record. These should be reported in an importer questionnaire.)

"Purchase" – A transaction to buy product from a U.S. corporate entity such as another U.S. producer, a U.S. distributor, or a U.S. firm that has directly imported the product.

"Import" –A transaction to buy from a foreign supplier where your firm is the importer of record.

No	Yes	If yes--Report such purchases in the table below and explain the reasons for your firms' purchases.
<input type="checkbox"/>	<input type="checkbox"/>	

Note: If your firm served as the importer of record for any purchases from foreign suppliers, either for your own account or as a service for another entity, those purchases are to be considered "imports" not "purchases" and **should not** be included in the table below

(Quantity in units)			
Item	Calendar year		
	2022	2023	2024
Purchases from U.S. importers of chassis from—			
Mexico			
Thailand			
Vietnam			
Subject sources	0	0	0
All other sources ¹			
Purchases from all import sources	0	0	0
Purchases from domestic producers²			
Purchases from other sources³			
Purchases from all sources	0	0	0
¹ Please list the name of the nonsubject importer(s) from which your firm purchased this product: _____. ² Please list the name of the U.S. producer(s) from which your firm purchased this product: _____. ³ Please list the name of the firm(s) from which your firm purchased this product: _____.			

- II-13b. **Purchases of subassemblies.**--Has your firm purchased **in-scope chassis subassemblies** produced in the United States or in other countries since January 1, 2022? (Do not include imports for which your firm was the importer of record. These should be reported in an importer questionnaire.)

"Purchase" – A transaction to buy product from a U.S. corporate entity such as another U.S. producer, a U.S. distributor, or a U.S. firm that has directly imported the product.

"Import" –A transaction to buy from a foreign supplier where your firm is the importer of record.

No	Yes	If yes--Report such purchases in the table below and explain the reasons for your firms' purchases.
<input type="checkbox"/>	<input type="checkbox"/>	

Note: If your firm served as the importer of record for any purchases from foreign suppliers, either for your own account or as a service for another entity, those purchases are to be considered "imports" not "purchases" and **should not** be included in the table below

(Quantity in units)			
Item	Calendar year		
	2022	2023	2024
Purchases from U.S. importers of chassis subassemblies from—			
Mexico			
Thailand			
Vietnam			
Subject sources	0	0	0
All other sources ¹			
Purchases from all import sources	0	0	0
Purchases from domestic producers²			
Purchases from other sources³			
Purchases from all sources	0	0	0
¹ Please list the name of the nonsubject importer(s) from which your firm purchased this product: _____. ² Please list the name of the U.S. producer(s) from which your firm purchased this product: _____. ³ Please list the name of the firm(s) from which your firm purchased this product: _____.			

- II-14. **Purchases of imports from subject sources.**--If your firm reported purchases in II-12a and II-12b from U.S. importers of chassis from Mexico, Thailand, and/or Vietnam at any time since January 1, 2022, report those purchases by the individual importer of record and subject source.

Purchases of subject imports

Quantity (in units)				
Importer of record	Subject source	Calendar year		
		2022	2023	2024
Grand total:		0	0	0

RECONCILIATION OF PURCHASES FROM SUBJECT SOURCES.--Please ensure that the quantities reported for your firm's purchases of imports from subject sources reported in this question (i.e., "total purchases of imports from subject sources") in each time period equal the quantity reported for your firm's purchases from subject sources in each time period in the previous questions II-12a and II-12b. 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		
	2022	2023	2024
Purchases from subject sources in this table – purchases from subject sources in previous table = zero ("0"), if not revise.	0	0	0

II-15. **Imports**--Since January 1, 2022, has your firm imported chassis?

"Importer" – The person or firm primarily liable for the payment of any duties on the merchandise, or an authorized agent acting on his behalf.

No	Yes	
<input type="checkbox"/>	<input type="checkbox"/>	If yes-- <u>COMPLETE AND RETURN A U.S. IMPORTERS' QUESTIONNAIRE</u>

II-16. **Other explanations**--If your firm would like to further explain a response to a question in Part II for which a narrative 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.--FINANCIAL INFORMATION

If your firm only assembles subassemblies into finished chassis, skip parts III and IV.

Address questions on this part of the questionnaire to Joanna Lo (202-205-1888, joanna.lo@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	

- III-2. **Accounting system.**—Briefly describe your firm's financial accounting system.

- A.1. When does your firm's fiscal year end (month and day)? _____
If your firm's fiscal year changed since January 1, 2022, explain below:

- A.2. Note: Calendar-year data are required for the annual-year financial data in this section (i.e., in questions III-9a, III-9d, III-12a, and III-13a). However, if providing this data on a calendar-year basis is unduly burdensome or provides results that are not reliable, fiscal-year based data are acceptable. Please indicate whether the results in this section are provided on a calendar-year basis (including firms with a calendar-year based fiscal year) or on a fiscal-year basis that does not align with the calendar year.

☐ Calendar-year basis ☐ Fiscal-year basis (does not align with the calendar year)

- B.1. Describe the lowest level of operations (e.g., plant, division, company-wide) for which financial statements are prepared that include chassis:

- B.2. Does your firm prepare profit/loss statements for chassis:

☐ Yes ☐ No

- B.3. Please indicate the type and frequency (if applicable) of financial statements prepared by your firm. Please check relevant items below.

Financial statements	Check all that apply	Frequency			
		Monthly	Quarterly	Semi-annually	Annually
Audited	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unaudited	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Annual reports	<input type="checkbox"/>				
SEC Forms 10-K / 10-Q	<input type="checkbox"/>				
SEC Form 20-F	<input type="checkbox"/>				
Other (specify): _____	<input type="checkbox"/>				

B.4. Please indicate the primary accounting basis used by your firm.

Accounting basis	Check one
U.S. GAAP	<input type="checkbox"/>
IFRS	<input type="checkbox"/>
Tax – cash	<input type="checkbox"/>
Tax – accrual	<input type="checkbox"/>
Other (specify): _____	<input type="checkbox"/>

III-3. **Cost accounting system.**—Briefly describe your firm’s cost accounting system (e.g., standard cost, job order cost, etc.).

III-4. **Product listing.**—Please list the products your firm produces in the facilities in which it produces chassis and provide the share of net sales accounted for by these products in 2024.

Products	Share of sales in 2024
Chassis	%
	%
	%
	%
	%

- III-5. **Inputs from related suppliers.**—Does your firm purchase **inputs** (raw materials, labor, energy, or any services) used in the production of chassis from any related suppliers (e.g., inclusive of transactions between related firms, divisions and/or other components within the same company)?

☐ Yes--Continue to question III-6. ☐ No--Continue to question III-8a.

- III-6. **Inputs from related suppliers.**—Please identify the inputs used in the production of chassis that your firm purchases from related suppliers and that are reflected in question III-9a. For “Share of total COGS” please report this information by relevant input for 2024.

Input	Related supplier	Share of total COGS in 2024
		%
		%
		%
		%

- III-7a. **Valuation method used for inputs from related suppliers.**—Please indicate the purchase cost valuation method used for the inputs from related suppliers, as recorded in the company’s own accounting system. If the basis differs by input, please check all that apply and explain further in the narrative box.

Purchase cost valuation method	Check all that apply
Related supplier’s cost	<input type="checkbox"/>
Cost plus	<input type="checkbox"/>
Negotiated transfer price to approximate fair market value	<input type="checkbox"/>
Other (specify): _____	<input type="checkbox"/>
If the methods used differ by input, please describe:	

- III-7b. **Valuation method used for inputs from related suppliers.**—Please confirm that the inputs purchased from related suppliers, as identified in III-6, were reported in III-9a (financial results on chassis) in a manner consistent with the firm’s accounting books and records.

Yes	No	If no—Provide an explanation and the valuation basis used for these inputs in question III-9a.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-8. **Cost assignment/allocation basis.**—Briefly describe the assignment/allocation bases used by your firm to assign the costs and expenses listed below for chassis in the normal course of business and in the financial results reported in question III-9a (e.g., actual costs, standard costs, percentage of COGS, percentage of sales, etc.).

Cost/expense	Assignment/allocation bases used for chassis—	
	In the normal course of business	In the financial results at III-9a
Raw materials		
Direct labor		
Other factory costs		
SG&A expenses		
Interest expense		
Other income/expenses		

- III-9a. **Operations on chassis.**—Report the revenue and related cost information requested below on the chassis operations of your firm's U.S. establishment(s). Include only sales (whether domestic or exports) and costs related to your U.S. manufacturing operations. Do not report any revenue or cost data related to the resale of purchased product or assembly operations.

Net sales—Report all commercial sales, internal consumption, and transfers to related firms, whether these are domestic sales or exports. Report net sales values less discounts, returns, allowances, and prepaid freight, in U.S. dollars, f.o.b. your point of shipment. The freight costs associated with delivering the product to your customer should not be included.

Note: If the financial data are reported on a calendar-year basis, the total net sales quantities and values should match the total shipment quantities and values reported in Part II of this questionnaire (see question III-14 for a reconciliation grid).

Internal consumption—Product consumed internally by your firm. Report internal consumption at fair market value even if this is not how these transactions are valued in your own books and records. This would commonly be estimated based on the company's commercial sales of similar product or market knowledge.

Transfers to related firms—Sales made to related firms. Report transfers to related firms at fair market value even if this is not how these transactions are valued in your own books and records. This would commonly be estimated based on the company's commercial sales of similar product or market knowledge.

Costs and expenses—Include costs and expenses associated with all reported net sales (i.e., for both domestic and export commercial sales, internal consumption, and transfers to related firms). If any freight costs were removed from net sales values, ensure the associated costs are removed from the applicable cost/expense line.

Inputs from related suppliers—Any inputs purchased from related suppliers should be reported in a manner consistent with your firm's accounting books and records.

Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of the financial data, as Commission staff may contact your firm regarding questions on the financial data. The Commission may also request that your company submit copies of the supporting documents/records (financial statements, including internal profit-and-loss statements for the division or product group that includes chassis, as well as specific statements and worksheets) used to compile these data.

III-9a. **Operations on chassis.**—Continued

If you have a tolling arrangement (as a tollee or a toller), please contact Joanna Lo at joanna.lo@usitc.gov before continuing to fill out this questionnaire.

Quantity (<i>in units</i>) and value (<i>in \$1,000</i>)			
Item	Years		
	2022	2023	2024
Net sales quantities:			
Commercial sales			
Internal consumption			
Transfers to related firms			
Total net sales quantities	0	0	0
Net sales values:			
Commercial sales			
Internal consumption			
Transfers to related firms			
Total net sales values	0	0	0
Cost of goods sold (COGS):			
Raw materials			
Direct labor			
Other factory costs			
Total COGS	0	0	0
Gross profit or (loss)	0	0	0
SG&A expenses			
Operating income (loss)	0	0	0
Other expenses and income:			
Interest expense			
All other expense items			
All other income items			
Net income or (loss) before income taxes	0	0	0

- III-9b. **Financial data reconciliation.**-- Certain line items from question III-9a, including total net sales quantities and values, total COGS, gross profit (or loss), operating profit (or loss), and net income (or loss), have been calculated based on the data submitted for other line items. Are the data in these calculated line items correct according to your firm's financial records ignoring non-material differences that may arise due to rounding?

		<p>If no--If the calculated line items do not show the correct data, please double check the feeder data for data entry errors and revise.</p> <p>Also, check signs accorded to the post operating income line items. The two expense line items should report positive numbers (i.e., expenses are positive, and incomes or reversals are negative in these lines – instances of the latter should be rare in these lines). The income line item should also, in most instances, be a positive number (i.e., income is positive, and expenses or reversals are negative in this line).</p> <p>If, after reviewing and potentially revising the feeder data your firm has provided, the differences between your records and the calculated line items persist, please identify and discuss the differences in the space below.</p>
Yes	No	
<input type="checkbox"/>	<input type="checkbox"/>	

- III-9c. **Financial data checklist.**--

Confirm the following with regard to the financial data reported in question III-9a:	✓ if Yes
In actual units?	<input type="checkbox"/>
In \$1,000 dollars (not actual dollars)?	<input type="checkbox"/>
Net sales values (CS, IC, and/or Transfers) exclude freight costs associated with delivering the product to your customer(s), i.e., reflect f.o.b. values from your point of shipment?	<input type="checkbox"/>
Net sales values (CS, IC, and/or Transfers) exclude all discounts, returns, allowances, and prepaid freight.	<input type="checkbox"/>
Cost items (e.g., materials, labor, other factory costs, and/or SG&A) exclude freight costs associated with delivering the product to your customer(s)?	<input type="checkbox"/>
Cost associated with warehousing and/or storage are removed from "other factory costs"?	<input type="checkbox"/>
Warehousing and/or storage are reported within SG&A expenses only and allocated to include costs for the in-scope product?	<input type="checkbox"/>
Cost of packaging materials related to shipping the in-scope product to customers are removed from "other factory costs"?	<input type="checkbox"/>
Packaging materials related to shipping the in-scope product to customers are reported within SG&A expenses only?	<input type="checkbox"/>
If you did not ✓ Yes in any of the boxes above, go back to III-9a and revise your responses.	

III-9d. **Explanation of trends.**—Indicate the primary decisions, events, or factors that impacted the trends in the following metrics reported in question III-9a. For “average unit sales values” (calculated from net sales quantities and values), include information that may have impacted per unit sales and costs (e.g., product mix variations, patented/proprietary product).

Metric in III-9a	Explanation of trends from 2022 to 2024
Net sales quantity	
Net sales values	
Average sales unit values (calculated)	
Primary raw materials	
Other raw materials	
Direct labor costs	
Energy and utilities (indicate where these costs are reported, e.g., “other factory costs”)	
Other factory costs	
SG&A costs	
Other expenses and income	

III-9e. **Raw materials.**—Provide the share of total raw material costs in 2024 (as reported in III-9a) for the following raw material inputs:

Input	Share of total raw material costs (percent)	Procurement method	
		Primarily produced by your firm	Primarily purchased by your firm
Steel for fabrication		<input type="checkbox"/>	<input type="checkbox"/>
Fabricated steel components ¹		<input type="checkbox"/>	<input type="checkbox"/>
Running gear components ¹		<input type="checkbox"/>	<input type="checkbox"/>
Electrical components ¹		<input type="checkbox"/>	<input type="checkbox"/>
Other material inputs ²		<input type="checkbox"/>	<input type="checkbox"/>
Total (should sum to 100 percent)	0.0		
¹ “Fabricated steel components,” “Running gear components,” and “Electrical components,” refer to parts that may require further conversion/assembly. If the relevant item is purchased in completed form ready for installation with minimal to no additional conversion necessary, “Primarily purchased by your firm” would generally be the appropriate classification. ² List the notable “other” foundry operation raw materials used and provide the share (%) of total raw material costs accounted for by each notable “other” raw material:			

III-9f. **In-scope product mix.**—Provide an estimate of the number of unique stock keeping units (“SKUs”) of chassis produced and sold by your firm.

Item	Years		
	2022	2023	2024
Chassis (in actual number of SKUs, ranges are acceptable)			
If the number of SKUs fluctuated materially, explain the primary cause and the impact on revenue and cost:			

III-9g. **Product mix impact.**—Since January 1, 2022, were your profits materially impacted by changes in the product mix of chassis produced and sold by your firm? If yes, please indicate how and to what degree product mix impacted reported net sales AUVs (calculated from net sales quantity and values reported in III-9a).

No	Yes	If yes—Indicate how and to what degree product mix impacted reported net sales AUVs.
<input type="checkbox"/>	<input type="checkbox"/>	

III-9h. **Depreciation expense.**—Please report the amount of depreciation expense that is included within the reported financial results at question III-9a.

Item	Years		
	2022	2023	2024
Depreciation expense (<i>in \$1,000</i>)			

III-9i. **Depreciation expense classification.**—Please indicate the line item(s) within question III-9a (e.g., other factory costs, SG&A expenses, etc.) that include the depreciation expense reported above.

--

III-10a. **Nonrecurring items (charges and gains) included in the chassis financial results.**—Please report all material (significant) nonrecurring items (charges and gains) that are included in the reported results at question III-9a. If a nonrecurring item that is not product-specific was allocated to the results at question III-9a, please report the allocated value, below, rather than the aggregate amount.

Note: The Commission's objective here is to gather information on material (significant) nonrecurring items which impacted the reported financial results for chassis in question III-9a.

Item	Years		
	2022	2023	2024
	Value (\$1,000)		
Nonrecurring item 1			
Nonrecurring item 2			
Nonrecurring item 3			
Nonrecurring item 4			
Nonrecurring item 5			
Nonrecurring item 6			
Nonrecurring item 7			

III-10b. **Nonrecurring items (charges and gains) included in the chassis financial results.**—In this table, please provide a brief description of each nonrecurring item reported above and indicate the specific line item within question III-9a in which the nonrecurring item is classified.

	Description of the nonrecurring item	Location (i.e., line item) within question III-9a
Nonrecurring item 1		
Nonrecurring item 2		
Nonrecurring item 3		
Nonrecurring item 4		
Nonrecurring item 5		
Nonrecurring item 6		
Nonrecurring item 7		

III-11. **Classification of identified nonrecurring items (charges and gains) in the accounting books and records of the company.**—If non-recurring items were reported in question III-10 above, please identify where your company recorded these items in your accounting books and records in the normal course of business, just as responses to question III-10 identify the specific line items in question III-9a where these items are reported.

--

III-12a. **Asset values.**—Report the total assets (i.e., both current and long-term assets) associated with the production, warehousing, and sale of chassis. If your firm does not maintain some or all of the specific asset information necessary to calculate total assets for chassis in the normal course of business, please estimate this information based upon a method (such as production, sales, or costs) that is consistent with relevant cost allocations used in question III-9a.

Note: Total assets should reflect the net amount of assets (i.e., after any accumulated depreciation and allowances deducted) and should be allocated to chassis if these assets are also related to other products. **DO NOT INCLUDE LIABILITIES.**

Value (in \$1,000)			
Item	Years		
	2022	2023	2024
Total assets (net)			

III-12b. **Description of asset values.**—Please provide explanations for any substantial changes in total asset value during the period; e.g., due to write-offs, major purchases, and revaluations. Also describe the main asset categories (both current and long-term) included in the above response.

--

III-13a. **Capital expenditures and research and development (“R&D”) expenses.**—Report your firm’s capital expenditures and research and development expenses for chassis.

Value (in \$1,000)			
Item	Years		
	2022	2023	2024
Capital expenditures			
R&D expenses			

III-13b. **Description of reported capital expenditures.**—Please describe the nature, focus, and significance of your firm’s reported capital expenditures. If no capital expenditure data were reported, please explain the reason.

--

III-13c. **Description of reported R&D expenses.**—Please describe the nature, focus, and significance of your firm’s reported R&D expenses.

--

III-14a. **Data consistency and reconciliation.**—The quantities and values of total net sales reported in question III-9a should reconcile with the total shipments reported in question II-8 (including export shipments) for the annual-year periods as long as they are reported on the same calendar-year basis.

If the calculated fields below return values other than zero (i.e., "0") this indicates the total net sales quantities and values do not match the total shipments quantities and values.

Reconciliation	Years		
	2022	2023	2024
Quantity: Trade data from question II-8 (lines D, F, H, and J) less financial total net sales quantity data from question III-9a, = zero ("0").	0	0	0
Value: Trade data from question II-8 (lines E, G, I, and K) less financial total net sales value data from question III-9a, = zero ("0").	0	0	0

Is the financial data in question III-9a reported on a calendar-year basis?

☐ Yes— Complete question III-14b.

☐ No— Complete question III-14c.

III-14b. **Data consistency and reconciliation (calendar-year based financial data).**—Do the data in question III-9a reconcile with the data in question II-8 (i.e., the calculated fields are returning zeros in the table above) for all periods?

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

If your responses to any of the items in questions III-15, III-16, and III-17 differ by country, please describe these differences and, as applicable, indicate which country or countries your response refers to in the relevant form fields.

- III-15. **Effects of imports on investment**.—Since January 1, 2022, has your firm experienced any actual negative effects on its return on investment or the scale of capital investments as a result of imports of chassis from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm has experienced actual negative effects as follows:
<input type="checkbox"/>	<input type="checkbox"/>	

<i>(check as many as appropriate)</i>		<i>(please describe)</i>
<input type="checkbox"/>	Cancellation, postponement, or rejection of expansion projects	
<input type="checkbox"/>	Denial or rejection of investment proposal	
<input type="checkbox"/>	Reduction in the size of capital investments	
<input type="checkbox"/>	Return on specific investments negatively impacted	
<input type="checkbox"/>	Other	

- III-16. **Effects of imports on growth and development.**—Since January 1, 2022, has your firm experienced any actual negative effects on its growth, ability to raise capital, or existing development and production efforts (including efforts to develop a derivative or more advanced version of the product) as a result of imports of chassis from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm has experienced actual negative effects as follows:
<input type="checkbox"/>	<input type="checkbox"/>	

<i>(check as many as appropriate)</i>		<i>(please describe)</i>
<input type="checkbox"/>	Rejection of bank loans	
<input type="checkbox"/>	Lowering of credit rating	
<input type="checkbox"/>	Problem related to the issue of stocks or bonds	
<input type="checkbox"/>	Ability to service debt	
<input type="checkbox"/>	Other	

- III-17. **Anticipated effects of imports.**—Does your firm anticipate any negative effects due to imports of chassis from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm anticipates negative effects as follows:
<input type="checkbox"/>	<input type="checkbox"/>	

- III-18. **Other explanations.**—If your firm would like to further explain a response to a question in Part III for which a narrative 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.--PRICING AND MARKET FACTORS

Further information on this part of the questionnaire can be obtained from James Horne (202-205-2722, James.Horne@usitc.gov).

- IV-1. **Contact information.**--Please identify the individual that Commission staff may contact regarding the confidential information submitted in Part IV.

Name	
Title	
Email	
Telephone	

PRICE DATA

- IV-2. This question requests quarterly quantity and value data for your firm's commercial shipments to unrelated U.S. customers since January 1, 2022 of the following products produced by your firm.

Product 1.--Unused ("non-remack") tandem axle gooseneck chassis for carriage of 40' ISO containers, with steel wheels, with mechanic suspension, and without additional nonstandard features

Product 2.-- Unused ("non-remack") extendable Tandem axle chassis for carriage of 20' ISO containers, with steel wheels, with mechanic suspension, and without additional nonstandard features

Product 3.-- Unused ("non-remack") triaxle chassis capable of extension using a sliding suspension for carriage of heavy 20' up to 40' containers, with steel wheels, with mechanic suspension, and without additional nonstandard features

Product 4.-- Unused ("non-remack") tandem axle chassis capable of extension using an extending frame for carriage of heavy 20' up to 40' containers, with steel wheels, with mechanic suspension, and without additional nonstandard features

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).

- IV-2a. During January 2022-December 2024, did your firm produce 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 table(s) as appropriate.
<input type="checkbox"/>	No. --Skip to question IV-3.

IV-2b. **Price data.**--Report below the quarterly price data¹ for pricing products² produced and sold by your firm.

Report data in **units** and **actual dollars** (not \$1,000s).

(Quantity in units, value in dollars)								
Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2022:								
January-March								
April-June								
July-September								
October-December								
2023:								
January-March								
April-June								
July-September								
October-December								
2024:								
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 IV.

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:

Product 4:

IV-2c. **Price data checklist.**--Please check that the pricing data in question IV-2b have been correctly reported.

Are the price data reported above:	✓ if Yes
In actual dollars (not \$1,000s) and actual units?	<input type="checkbox"/>
Valued f.o.b. U.S. point of shipment (i.e., exclude U.S. inland transportation costs)?	<input type="checkbox"/>
Reported net of all discounts, rebates, and returns (deducted from the quarter in which the original sale occurred)?	<input type="checkbox"/>
Reported for commercial U.S. shipments only (i.e., exclude internal consumption, transfers, and exports)?	<input type="checkbox"/>
Less than or equal to the quantities and values reported in Part II for commercial U.S. shipments in each period?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

IV-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.

- IV-3. **Price setting.**--How does your firm determine the prices that it charges for sales of chassis (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"/>	

- IV-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"/>	

- IV-5. **Pricing terms.**--On what basis are your firm's prices of domestic chassis usually quoted (check one)?

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

- IV-6. **Contract versus spot.**--Approximately what shares of your firm's sales of its U.S.-produced chassis in 2024 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 2024 sales	%	%	%	%	0.0 %

IV-7. **Contract provisions.**--Please fill out the table regarding your firm's typical sales contracts for U.S.-produced chassis (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	<i>No. of days</i>		365	
Price renegotiation (during contract period)	<i>Yes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>No</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed quantity and/or price	<i>Quantity</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Price</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Both</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indexed to raw material costs ¹	<i>Yes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>No</i>	<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: _____.				

IV-8. **Lead times.**--What share of your firm's sales of its U.S.-produced chassis was from inventory and produced to order, and what was the typical lead time between a customer's order and the date of delivery for your firm's sales of its U.S.-produced chassis?

Source	Share of 2024 sales	Lead time (Average number of days)
From inventory	%	
Produced to order	%	
Total (should sum to 100.0%)	0.0 %	

IV-9. Shipping information.--

- (a) Who generally arranges the transportation to your firm's customers' locations?
☐ Your firm ☐ Purchaser (*check one*)
- (b) Indicate the approximate percentage of your firm's sales of chassis that are delivered the following distances from its production facility.

Distance from production facility	Share
Within 100 miles	%
101 to 1,000 miles	%
Over 1,000 miles	%
Total (should sum to 100.0%)	0.0 %

- IV-10. Geographical shipments.--**In which U.S. geographic market area(s) has your firm sold its U.S.-produced chassis since January 1, 2022 (check all that apply)?

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

- IV-11. Inland transportation costs.—**What is the approximate percentage of the cost of U.S.-produced chassis that is accounted for by U.S. inland transportation costs? _____ percent

IV-12. **End uses.**--List the end uses of the chassis that your firm manufactures. For each end-use product, what percentage of the total cost is accounted for by chassis and other inputs?

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

IV-13. **Substitutes.**--Can other products be substituted for chassis?

☐ 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 chassis?		
		No	Yes	Explanation
1.		<input type="checkbox"/>	<input type="checkbox"/>	
2.		<input type="checkbox"/>	<input type="checkbox"/>	
3.		<input type="checkbox"/>	<input type="checkbox"/>	

IV-14. **Demand trends.**-- Has demand within the United States and outside of the United States (if known) for chassis steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2022? 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
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"/>	

- IV-15. **Product changes.**--Have there been any significant changes in the product range, product mix, or marketing of chassis since January 1, 2022?

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

- IV-16. **Business cycles.**--Is the chassis 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, 2022.
<input type="checkbox"/>	<input type="checkbox"/>	

- IV-17. **Conditions of competition.**--Is the chassis market subject to conditions of competition distinctive to chassis 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, 2022.
<input type="checkbox"/>	<input type="checkbox"/>	

IV-18. **Supply constraints.**—

- (a) Has your firm refused, declined, or been unable to supply chassis at any time since January 1, 2022 (examples include placing customers on allocation or “controlled order entry,” declining to accept new customers or renewing 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 (skip to next question)	Yes (respond to part b)
<input type="checkbox"/>	<input type="checkbox"/>

- (b) For each year that your firm faced supply constraints, describe the constraints with the details requested below. For constraints that span multiple years, check all years they exist and describe how they vary over time, if at all.

Period	Check if yes	Describe, including the timing, duration, and reason for the constraint.
2022	<input type="checkbox"/>	
2023	<input type="checkbox"/>	
2024	<input type="checkbox"/>	

- IV-19. **Raw materials.**-- Have chassis raw material prices steadily increased, fluctuated but ended higher, not changed, fluctuated but ended lower, or steadily decreased since January 1, 2022?

Select one box per row.

Steadily increase	Fluctuate up	No change	Fluctuate down	Steadily decrease	Explain, noting how raw material price changes have affected your firm's selling prices for chassis.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

IV-20. **Interchangeability.**—How often is chassis 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	Mexico	Thailand	Vietnam	Other countries
United States				
Mexico				
Thailand				
Vietnam				

For any country-pair producing chassis that is *sometimes* or *never* interchangeable, identify the country-pair and explain the factors that limit or preclude the interchangeable use of chassis produced in the countries:

IV-21. **Factors other than price.**—How often are differences other than price (e.g., quality, availability, transportation network, product range, technical support, etc.) between chassis 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	Mexico	Thailand	Vietnam	Other countries
United States				
Mexico				
Thailand				
Vietnam				

For any country-pair for which factors other than price are *always* or *frequently* a significant factor in your firm's sales of chassis, identify the country-pair and the relevant factors other than price, and report the advantages or disadvantages imparted by such factors:

- IV-22. **Role of tariffs.**-- Have tariffs or proposed tariffs stemming from recent executive orders impacted the chassis market in the United States, including any effects on chassis cost, price, supply, and/or demand?

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.

IV-23. **Customer identification.**--List the names and contact information for your firm's 10 largest U.S. customers for chassis since January 1, 2022. Indicate the share of the quantity of your firm's U.S. shipments of chassis that each of these customers accounted for in 2024.

Customer's name		Contact person	Email	Telephone	City	State	Share of 2024 sales (%)
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

IV-24. **Competition from imports.--**

- (a) **Lost revenue.**--Since January 1, 2022: To avoid losing sales to competitors selling chassis from Mexico, Thailand, and/or Vietnam, did your firm:

Item	No	Yes
Reduce prices	<input type="checkbox"/>	<input type="checkbox"/>
Roll back announced price increases	<input type="checkbox"/>	<input type="checkbox"/>

- (b) **Lost sales.**--Since January 1, 2022: Did your firm lose sales of chassis to imports of this product from Mexico, Thailand, and/or Vietnam?

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

- (c) **The submission of lost sales/lost revenue allegations is to be completed only by NON-PETITIONERS.**

If your firm indicated "yes" to any of the above, your firm can provide the Commission with additional information by downloading and completing the lost sales/lost revenues worksheet at http://usitc.gov/trade_remedy/question.htm. Note that the Commission may contact the firms named to verify the allegations reported.

Is your firm submitting the lost sales/lost revenues worksheet?

<input type="checkbox"/>	No—Please explain.
<input type="checkbox"/>	Yes—Please complete the worksheet and submit via the Commission's secure submission portal: https://usitc.gov/lost_sales-lost_revenues

- IV-25. **Other explanations.**--If your firm would like to further explain a response to a question in Part IV 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.—SEMI-FINISHED PRODUCT ANALYSIS

Further information on this part of the questionnaire can be obtained from Stamen Borisson (202-205-3125, stamen.borisson@usitc.gov).

- V-1. **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)" - Complete chassis that are ready for use on road/rail/water.

"Unfinished product(s)" - In-scope subassemblies of chassis that need to be further attached to form a complete chassis and become road/rail/water ready.

- (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"/>	

PART VI.--SUFFICIENT PRODUCTION RELATED ACTIVITIES ANALYSIS

Further information on this part of the questionnaire can be obtained from Stamen Borisson (202-205-3125, stamen.borisson@usitc.gov).

- VI-1. **Detailed explanation of firm's domestic activities.**--Please describe in detail your firms' domestic operations since January 1, 2022 with respect to domestic manufacturing of chassis reported in this U.S. producers' questionnaire submission. Please discuss specifically: a) the nature of your firm's production activities regarding manufacture of subassemblies and/or finished chassis; b) notable changes in operations; and c) dates when such changes occurred.

--

Note.-All firms should respond to this question.

- VI-2. **Assembly-only operations.**--Since January 1, 2022, has your firm produced finished chassis in the United States using only purchased domestic or imported in-scope subassemblies (i.e., your firm did not produce the subassemblies in the United States)?

☐ Yes

☐ No

If yes--Please describe the nature and extent of the following items in relation to your firm's assembly-only operations (i.e., assembly of in-scope subassemblies not manufactured by your firm into finished chassis) in the United States.

Capital investments	
Technical expertise	
Value added	
Employment	
Quantity, type and source of parts	
Costs and activities	

- VI-3. **Assembly-only operations' complexity and importance.**--On a scale of 1 to 5, please provide your firm's subjective opinion as to the complexity, intensity, and importance of chassis assembly activities. 1 is considered minimally complex, intense or important, while 5 is considered extremely complex, intense, and important. (Only firms that checked "yes" to question II-5a should response to this question).

1: Minimally complex, intense, and important	2	3	4	5: Extremely complex, intense, and important
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please describe the reason for your rating.				

- VI-4. **Assembly-only machinery investment costs.**--Please describe and quantify the amount of capital investments (from a greenfield investment stand point) needed to assemble finished chassis from in-scope subassemblies (i.e., covering only the production steps related to connection of the in-scope subassemblies not manufactured by your firm into a finished chassis).

Value (in dollars)	
Description	

- VI-5. **Full subassembly and final assembly investment costs.**--Please describe and quantify the amount of capital investments (from a greenfield investment stand point) needed to produce finished chassis in the United States, including subassembly production.

Value (in dollars)	
Description	

Note.-Only firms that do more than "assembly-only" operations should respond to this question, and include in this estimate the estimated value inclusive of both the subassembly and final assembly capital investments.

PART VII.--ASSEMBLY-ONLY OPERATIONS

Further information on this part of the questionnaire can be obtained from Stamen Borisson (202-205-3125, stamen.borisson@usitc.gov).

- VII-1a. **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 VI.

Name	
Title	
Email	
Telephone	

- VII-1b. **Assembly activities.**--Did your firm assemble finished chassis in the United States using only domestic or imported in-scope subassemblies (i.e., your firm did not produce the subassemblies in the United States)?

		If 'Yes', please ensure you only include data on those operations that result in an end product that your firm sells that still matches the definition of chassis products (i.e., is still in-scope), and explain here how your firm allocated any of its data from its overall operations to just the in-scope portion of its operations for the information reported in this part of the questionnaire.
No	Yes	If 'No', then you do not need to complete the rest of Part VI.
<input type="checkbox"/>	<input type="checkbox"/>	

- VII-1c. **Purchases and/or imports of in-scope chassis subassemblies for use in domestic assembly operations:** If your firm purchased and/or imported in-scope chassis subassemblies for purposes of assembling that product into a finished (i.e., a full unit) chassis in the United States, please report the quantity and value of such purchases and/or imports used for this assembly activity during the specified periods.

(Quantity in units) and value (in \$1,000)			
Item	Calendar year		
	2022	2023	2024
Purchases/imports of in-scope chassis subassemblies for purposes of assembling that product into a finished (i.e., a full unit) chassis in the United States from:			
Domestic sources:			
Quantity			
Value			
Subject sources:			
Quantity			
Value			
Nonsubject sources:			
Quantity			
Value			

- VII-2. **Assembly, shipment, and inventory data.**--Report your firm's practical capacity, assembly (production of finished chassis), shipments, and inventories of domestically assembled finished (i.e., a full unit) chassis during the specified periods.

"Practical chassis capacity" – The level of production of chassis that your establishment(s) could reasonably have expected to attain.

"Assembly" – All assembly in your U.S. establishment(s), including assembling consumed internally within your firm and assembly for another firm under a toll agreement.

"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.

"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.

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

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

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

VII-2. **Assembly, shipment, and inventory data.**--Continued

Quantity (<i>in units</i>) and value (<i>in \$1,000</i>)			
Item	Calendar year		
	2022	2023	2024
Practical chassis capacity¹ (<i>quantity</i>) (A)			
Beginning-of-period inventories (<i>quantity</i>) (B)			
Assembly of finished chassis: (<i>quantity</i>) (C)			
U.S. shipments:			
Commercial shipments:			
<i>Quantity</i> (D)			
<i>Value</i> (E)			
Internal consumption:²			
<i>Quantity</i> (F)			
<i>Value</i> ² (G)			
Transfers to related firms:²			
<i>Quantity</i> (H)			
<i>Value</i> ² (I)			
Export shipments:³			
<i>Quantity</i> (J)			
<i>Value</i> (K)			
End-of-period inventories (<i>quantity</i>) (L)			
¹ Report your firm's practical chassis capacity consistent with the definitions and instructions included on the previous page. 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: .			

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

Reconciliation	Calendar year		
	2022	2023	2024
B + C – D – F – H – J – L = 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: _____.			

- VII-3. **Channels of distribution.**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of U.S.-assembled finished chassis by channel of distribution during the specified periods.

Quantity (in units)			
Item	Calendar year		
	2022	2023	2024
U.S. shipments:			
to Trucking companies and other end users (including leasing companies) (M)			
to Distributors and dealers (N)			

***RECONCILIATION OF CHANNELS.**--Please ensure that the quantities reported for channels of distribution (i.e., lines M and N) in each time period equal the quantity reported for U.S. shipments (i.e., line D, F, H) 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		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

- VII-4. **U.S. shipments by type:**--Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of U.S. assembled U.S. shipments of finished chassis by type (for usage) during the specified year.

Quantity (in units)	
Item	Calendar year 2024
U.S. shipments for finished chassis:	
Chassis for 20' Containers: (O)	
Chassis for 40' Containers (P)	
Chassis for 53' Containers (Q)	
Extendable Chassis for 20' and 40' Containers (R)	
All other finished chassis (S)	

RECONCILIATION OF U.S. SHIPMENTS BY PRODUCT TYPE.--Please ensure that the quantities reported for U.S. shipments by product type and form (i.e., lines O through S) in this question equal the quantities reported for U.S. shipments (i.e., lines D, F, H) in question VII-2 in 2024. 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 2024
$O + P + Q + R + S - D - F - H = \text{zero ("0")}$, if not revise.	0

- VII-5. **Employment data.**--Report your firm's employment-related data related to the assembly of finished chassis in your U.S. establishments and provide an explanation for any trends in these data.

"Processing and Related Workers" (PRWs) includes working supervisors and all nonsupervisory workers (including group leaders and trainees) engaged in fabricating, processing, assembling, inspecting, receiving, storage, handling, packing, warehousing, shipping, trucking, hauling, maintenance, repair, janitorial and guard services, product development, auxiliary processing for plant's own use (e.g., power plant), recordkeeping, and other services closely associated with the above processing operations.

Average number employed may be computed by adding the number of employees, both full time and part time, for the 12 pay periods ending closest to the 15th of the month and divide that total by 12.

"Hours worked" includes time paid for sick leave, holidays, and vacation time. Include overtime hours actually worked; do not convert overtime pay to its equivalent in straight time hours.

"Wages paid" --Total wages paid before deductions of any kind (e.g., withholding taxes, old-age and unemployment insurance, group insurance, union dues, bonds, etc.). Include wages paid directly by your firm for overtime, holidays, vacations, and sick leave.

Item	Calendar year		
	2022	2023	2024
Average number of PRWs (<i>number</i>)			
Hours worked by PRWs (<i>1,000 hours</i>)			
Wages paid to PRWs (<i>1,000 dollars</i>)			

Explanation of trends:

--

- VII-6. **Operations on assembly activities.**—Report the revenue and related cost information requested below on the assembly of parts into finished chassis of your firm's U.S. establishment(s). Include only sales (whether domestic or exports) and costs related to your U.S. manufacturing operations. Do not report any revenue or cost data related to the resale of purchased product.

Net sales—Report all commercial sales, internal consumption, and transfers to related firms, whether these are domestic sales or exports. Report net sales values less discounts, returns, allowances, and prepaid freight, in U.S. dollars, f.o.b. your point of shipment. The freight costs associated with delivering the product to your customer should not be included.

Note: If the financial data are reported on a calendar-year basis, the total net sales quantities and values should match the total shipment quantities and values reported in this section of the questionnaire (see question VII-10a for the reconciliation grid).

Internal consumption—Product consumed internally by your firm. Report internal consumption at fair market value even if this is not how these transactions are valued in your own books and records. This would commonly be estimated based on the company's commercial sales of similar product or market knowledge.

Transfers to related firms—Sales made to related firms. Report transfers to related firms at fair market value even if this is not how these transactions are valued in your own books and records. This would commonly be estimated based on the company's commercial sales of similar product or market knowledge.

Costs and expenses—Include costs and expenses associated with all reported net sales (i.e., for both domestic and export commercial sales, internal consumption, and transfers to related firms). If any freight costs were removed from net sales values, ensure the associated costs are removed from the applicable cost/expense line.

Inputs from related suppliers—Any inputs purchased from related suppliers should be reported in a manner consistent with your firm's accounting books and records.

Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of the financial data, as Commission staff may contact your firm regarding questions on the financial data. The Commission may also request that your company submit copies of the supporting documents/records (financial statements, including internal profit-and-loss statements for the division or product group that includes assembly of chassis, as well as specific statements and worksheets) used to compile these data.

VII-6a. **Operations on assembly activities.**—Continued

Quantity (in short tons) and value (in \$1,000)			
Item	Years		
	2022	2023	2024
Net sales quantities: ²			
Commercial sales			
Internal consumption			
Transfers to related firms			
Total net sales quantities	0	0	0
Net sales values:			
Commercial sales			
Internal consumption			
Transfers to related firms			
Total net sales values	0	0	0
Cost of goods sold (COGS):			
Subassemblies.—			
Domestically manufactured			
Subject sources			
Nonsubject sources ¹			
All other raw materials ²			
Total raw material costs	0	0	0
Direct labor			
Other factory costs			
Total COGS	0	0	0
Gross profit or (loss)	0	0	0
SG&A expenses			
Operating income (loss)	0	0	0
Other expenses and income:			
Interest expense			
All other expense items			
All other income items			
Net income or (loss) before income taxes	0	0	0
¹ In the space provided please identify the nonsubject sources: _____.			
² List the notable "All other raw materials" and provide the share (%) of total raw material costs accounted for by each notable "other" raw material: _____.			

- VII-6b. **Depreciation expense.**—Please report the amount of depreciation expense that is included within the reported financial results at question VII-7a.

Item	Years		
	2022	2023	2024
Depreciation expense (<i>in \$1,000</i>)			

- VII-6c. **Depreciation expense classification.**—Please indicate the line item(s) within question VII-7a (e.g., other factory costs, SG&A expenses, etc.) that include the depreciation expense reported above.

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- VII-7a. **Asset values.**—Report the total assets (i.e., both current and long-term assets) associated with the processing, warehousing, and sale of finished chassis. If your firm does not maintain some or all of the specific asset information necessary to calculate total assets for assembling parts into a finished chassis in the normal course of business, please estimate this information based upon a method (such as assembly, sales, or costs) that is consistent with relevant cost allocations used in question VII-7a.

Note: Total assets should reflect the net amount of assets (i.e., after any accumulated depreciation and allowances deducted) and should be allocated to the chassis assembly-only operation if these assets are also related to other products. **DO NOT INCLUDE LIABILITIES.**

Value (<i>in \$1,000</i>)			
Item	Years		
	2022	2023	2024
Total assets (net)			

- VII-7b. **Description of asset values.**—Please provide explanations for any substantial changes in total net asset value during the period; e.g., due to write-offs, major purchases, and revaluations. Also describe the main asset categories (both current and long-term) included in the above response.

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- VII-8a. **Capital expenditures and research and development ("R&D") expenses.**—Report your firm's capital expenditures and research and development expenses related to its assembly of parts into finished chassis.

Value (in \$1,000)			
Item	Years		
	2022	2023	2024
Capital expenditures			
R&D expenses			

- VII-8b. **Description of reported capital expenditures.**—Describe the nature, focus, and significance of your firm's reported capital expenditures related to assembly of parts into finished chassis. If no capital expenditure data were reported, please explain the reason.

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- VII-8c. **Description of reported R&D expenses.**—Describe the nature, focus, and significance of your firm's reported R&D expenses.

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VII-9a. **Data consistency and reconciliation.**—The quantities and values of total net sales reported in question VII-7a should reconcile with the total shipments reported in question VII-2 (including export shipments) for the annual-year periods as long as they are reported on the same calendar-year basis.

If the calculated fields below return values other than zero (i.e., "0") this indicates the total net sales quantities and values do not match the total shipments quantities and values.

Reconciliation	Years		
	2022	2023	2024
Quantity: Trade data from question VII-2 (lines F, H, J, and L) less financial total net sales quantity data from question VII-7a, = zero ("0").	0	0	0
Value: Trade data from question VII-2 (lines G, I, K, and M) less financial total net sales value data from question VII-7a, = zero ("0").	0	0	0

Are the financial data in question VII-7a reported on a calendar-year basis?

☐ Yes— Complete question VII-10b. ☐ No— Continue to question VII-11.

VII-9b. **Data consistency and reconciliation (calendar-year based financial data).**—Do the data in question VII-7a reconcile with the data in question VII-2 (i.e., the calculated fields are returning zeros in the table above) for all periods?

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

VII-10. **Effects of imports on investment.**—Since January 1, 2022, has your firm experienced any actual negative effects on its return on investment or the scale of capital investments as a result of imports of chassis subassemblies from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm has experienced actual negative effects as follows.
<input type="checkbox"/>	<input type="checkbox"/>	

<i>(check as many as appropriate)</i>		<i>(please describe)</i>
<input type="checkbox"/>	Cancellation, postponement, or rejection of expansion projects	
<input type="checkbox"/>	Denial or rejection of investment proposal	
<input type="checkbox"/>	Reduction in the size of capital investments	
<input type="checkbox"/>	Return on specific investments negatively impacted	
<input type="checkbox"/>	Other	

- VII-11. **Effects of imports on growth and development.**—Since January 1, 2022, has your firm experienced any actual negative effects on its growth, ability to raise capital, or existing development and processing efforts (including efforts to develop a derivative or more advanced version of the product) as a result of imports of chassis subassemblies from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm has experienced actual negative effects as follows.
<input type="checkbox"/>	<input type="checkbox"/>	

<i>(check as many as appropriate)</i>		<i>(please describe)</i>
<input type="checkbox"/>	Rejection of bank loans	
<input type="checkbox"/>	Lowering of credit rating	
<input type="checkbox"/>	Problem related to the issue of stocks or bonds	
<input type="checkbox"/>	Ability to service debt	
<input type="checkbox"/>	Other	

VII-12. **Anticipated effects of imports.**—Does your firm anticipate any negative effects due to imports of chassis subassemblies from Mexico, Thailand, and/or Vietnam?

No	Yes	If yes, my firm anticipates negative effects as follows.
<input type="checkbox"/>	<input type="checkbox"/>	

VII-13. **Other explanations.**—If your firm would like to further explain a response to a question in the financial section of Part VI for which a narrative 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.

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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 Commission’s secure submission portal.**— The questionnaire must be uploaded in two formats: (1) a Microsoft Word document; and (2) a PDF copy of the complete questionnaire with a signature on the first page. Please include any attachments at the end of the PDF (e.g., APO certification, additional comments, etc.).

Web address: <https://usitc.gov/qportal>

Pin: **GEAR**

Phase: **Preliminary**

- **E-mail.**— *E-mail the MS Word questionnaire to stamen.borisson@usitc.gov; include a PDF copy of the complete questionnaire with a signature on the first page. 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 submission portal 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 produce this product, please fill out page 1, print, sign, and submit a scanned PDF copy via the Commission’s secure submission portal or email.

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). Service of the questionnaire must be made in paper form.