

U.S. IMPORTERS' 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 imported chassis (as defined on next page) from any country 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.

Importer.--Any person or firm engaged, either directly or through a parent company or subsidiary, in importing chassis (as defined above) into the United States from a foreign manufacturer or through its selling agent.

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.

Valid number error messages.--If you are completing this form in a country that uses periods (".") to delineate multiples of 1000 (e.g., one million would appear as \$1.000.000 rather than \$1,000,000), you may be unable to enter in numbers greater than 999 in numeric form fields. The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete this form. Detailed instructions on how to resolve this issue are provided at the end of this questionnaire and are available upon request from Stamen Borisson (202-205-3125, stamen.borisson@usitc.gov).

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

- I-1. **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 40 hours per response, including the time for reviewing instructions, gathering data, and completing and reviewing the questionnaire.

We welcome comments regarding the accuracy of this burden estimate, suggestions for reducing the burden, and any suggestions for improving this questionnaire. Please provide such comments to the Office of Investigations, import_injury@usitc.gov.

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

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

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

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

Law firm:	
Lead attorney(s):	

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

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

Firm name	Country	Extent of ownership (percent)

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

- I-4. **Related 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-5. **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-6. **Importing operations.**--Please indicate the nature of your firm's importing operations on chassis. The importer of record is expected to complete this questionnaire; however, more than one answer may be applicable.

Importer of record	Takes title to the imported product(s)	Consignee of the imported products(s)	Customs broker or freight forwarder
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- I-7. **Consignee.**--If your firm is an importer of record of chassis but is not the consignee, please list the consignees below (firm name, address, telephone number, and individual to contact).

Firm name	Address	Contact person and phone number

- I-8. **FTZ or bonded warehouses.**--Please indicate whether your firm admits chassis into, or withdraws such merchandise from, foreign trade zones or bonded warehouses.

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

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

Item	No	Yes	Quantity (in units) admitted in 2024
Foreign trade zones	<input type="checkbox"/>	<input type="checkbox"/>	
Bonded warehouses	<input type="checkbox"/>	<input type="checkbox"/>	

- I-9. **Other trade actions.**--To your knowledge, have the products subject to this proceeding been the subject of any other import relief proceedings in the United States or in any other countries?

No	Yes	If yes, Yes--Please specify.
<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.**--Has your firm experienced any changes in ownership or in the nature of its importing operations for chassis since January 1, 2022?

No	Yes	If yes, supply details as to the time, nature, and significance of such changes and describe reasons for the changes, including any underlying assumptions used.
<input type="checkbox"/>	<input type="checkbox"/>	

- 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, importation, 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) importation and shipments, and (c) employment with respect to chassis.
<input type="checkbox"/>	<input type="checkbox"/>	

II-3a. **Arranged imports.**--Has your firm imported or arranged for the importation of chassis for delivery after **December 31, 2024**?

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

"Unit" -- For purposes of this questionnaire, a unit can be either a complete chassis imported in fully assembled form; a set of imported subassembly parts intended for assembly into a complete chassis; or a subassembly (see page 2) imported for individual use or sale.

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

Source	Period			
	Jan-Mar 2025	Apr-Jun 2025	Jul-Sept 2025	Oct-Dec 2025
	Quantity (in units)			
Mexico				
Thailand				
Vietnam				
All other sources				

II-3b. **Imports in the 12-month period preceding the petition.**--Has your firm imported chassis from any source between February 1, 2024 and January 31, 2025? (i.e., the last 11 months in 2024 and first month in 2025 combined)

No	Yes	If yes, report the quantity of such import below by source.
<input type="checkbox"/>	<input type="checkbox"/>	

Quantity (in units)	
Source	February 1, 2024 through January 31, 2025
Mexico	
Thailand	
Vietnam	
All other sources	

II-4. **Reasons for importing if producer.**--If your firm also produces chassis in the United States, please indicate the reasons for importing this product. If your firm's reasons differ by source, please elaborate.

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Definitions

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

"Unit" – For purposes of this questionnaire, a unit can be either a complete chassis imported in fully assembled form; a set of imported subassembly parts intended for assembly into a complete chassis; or a subassembly (see page 2) imported for individual use or sale.

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

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

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

"Internal consumption" –Product consumed internally by your firm. Any imports of chassis subassemblies that are used to support your firm's assembly operations for finished chassis should be reported as internal consumption. Such transactions are valued at fair market value.

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

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

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

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-5a. **U.S. imports from Mexico.**—Report your firm's imports and your firm's shipments and inventories of chassis imported from Mexico by your firm during the specified periods.

Mexico

Quantity (<i>in units</i>), value (<i>in \$1,000</i>)			
Item	Calendar year		
	2022	2023	2024
Beginning-of-period inventories (<i>quantity</i>) (A)			
Imports: ¹			
<i>Quantity</i> (B)			
<i>Value</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 Please identify the foreign producers, if known: _____. ² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ³ Identify your firm's principal export markets: _____.			

II-5a. **U.S. imports from Mexico.**—Continued

RECONCILIATION OF SHIPMENTS, IMPORTS, 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 A), plus imports (i.e., line B), 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 actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2022	2023	2024
A + B – 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-5b. **Channels of distribution: Mexico.**—Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from Mexico by channel of distribution during the specified periods.

Mexico

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 item	Calendar year		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

II-5c. **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) of imports from Mexico by product type during the specified periods.

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

"Subassembly" – An in-scope component of a chassis. Please see the scope on 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-5c. **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-6a. **U.S. imports from Thailand.**—Report your firm's imports and your firm's shipments and inventories of chassis imported from Thailand by your firm during the specified periods.

Thailand

Quantity (<i>in units</i>), value (<i>in \$1,000</i>)			
Item	Calendar year		
	2022	2023	2024
Beginning-of-period inventories (<i>quantity</i>) (A)			
Imports: ¹			
<i>Quantity</i> (B)			
<i>Value</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 Please identify the foreign producers, if known: _____. ² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ³ Identify your firm's principal export markets: _____.			

II-6a. **U.S. imports from Thailand.**—Continued

RECONCILIATION OF SHIPMENTS, IMPORTS, 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 A), plus imports (i.e., line B), 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 actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2022	2023	2024
A + B – 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-6b. **Channels of distribution: Thailand.**—Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from Thailand by channel of distribution during the specified periods.

Thailand

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 item	Calendar year		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

II-6c. **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) of imports from Thailand 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-6c. **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-7a. **U.S. imports from Vietnam.**—Report your firm's imports and your firm's shipments and inventories of chassis imported from Vietnam by your firm during the specified periods.

Vietnam

Quantity (<i>in units</i>), value (<i>in \$1,000</i>)			
Item	Calendar year		
	2022	2023	2024
Beginning-of-period inventories (<i>quantity</i>) (A)			
Imports: ¹			
<i>Quantity</i> (B)			
<i>Value</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 Please identify the foreign producers, if known: _____. ² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ³ Identify your firm's principal export markets: _____.			

II-7a. **U.S. imports from Vietnam.**—Continued

RECONCILIATION OF SHIPMENTS, IMPORTS, 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 A), plus imports (i.e., line B), 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 actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2022	2023	2024
A + B – 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-7b. **Channels of distribution: Vietnam.**—Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from Vietnam by channel of distribution during the specified periods.

Vietnam

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 item	Calendar year		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

II-7c. **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) of imports from Vietnam 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-7c. **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-8a. **Imports from all other sources.**—Report your firm's imports and your firm's shipments and inventories of chassis imported from **all other sources** by your firm during the specified periods.

All other sources

(list sources: _____)

Quantity (<i>in units</i>), value (<i>in \$1,000</i>)			
Item	Calendar year		
	2022	2023	2024
Beginning-of-period inventories (<i>quantity</i>) (A)			
Imports: ¹			
<i>Quantity</i> (B)			
<i>Value</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 Please identify the foreign producers, if known: _____.

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

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

II-8a. **U.S. imports from all other sources.**—Continued

RECONCILIATION OF SHIPMENTS, IMPORTS, 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 A), plus imports (i.e., line B), 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 actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Reconciliation	Calendar year		
	2022	2023	2024
A + B – 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-8b. **Channels of distribution: all other sources.**—Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from all other sources by channel of distribution during the specified periods.

All other sources

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 item	Calendar year		
	2022	2023	2024
M + N – D – F – H = zero ("0"), if not revise.	0	0	0

II-8c. **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) of imports from all other sources 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-8c. **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-9. **Transfers to related firms.**--If your firm reported transfers to related firms in any of the data tables in Part II, please identify the firm(s) and indicate the nature of the relationship between your firm and the related firms (e.g., joint venture, wholly owned subsidiary) and whether the transfers were priced at market value or by a non-market formula.

--

- II-10. **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"/>	

- II-11. **Other explanations.**--If your firm would like to further explain a response to a question in Part II for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section.

PART III.--PRICING AND MARKET FACTORS

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

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

Name	
Title	
Email	
Telephone	

PRICE DATA

- III-2. This question requests quarterly quantity and value data for your firm's commercial shipments to unrelated U.S. customers since January 1, 2022 of the following products your firm imported from Mexico, Thailand, and/or Vietnam:

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).

- III-2a. During January 2022-December 2024, did your firm import from Mexico, Thailand, and/or Vietnam and sell to unrelated U.S. customers any of the above listed products (or any products that were competitive with these products)?

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

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

Mexico

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

(Quantity in units, value in actual 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 III.

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

Product 1:

Product 2:

Product 3:

Product 4:

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

Thailand

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

(Quantity in units, value in actual 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 III.

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

Product 1:

Product 2:

Product 3:

Product 4:

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

Vietnam

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

(Quantity in units, value in actual 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 III.

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

Product 1:

Product 2:

Product 3:

Product 4:

III-2e. **Price data checklist.**--Please check that the pricing data in question III-2a through III-2d 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:	

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

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

- III-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"/>	

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

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

- III-5. **Pricing terms.**--On what basis are your firm's prices of imported chassis from Mexico, Thailand, and/or Vietnam usually quoted (check one)?

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

- III-6. **Contract versus spot.**-- Approximately what shares of your firm's sales of its chassis from Mexico, Thailand, and/or Vietnam 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 %

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

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

- III-8. **Lead times.**-- What share of your firm's sales of its chassis imported from Mexico, Thailand, and/or Vietnam 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 imported chassis?

Source	Share of 2024 sales	Lead time (Average number of days)
From your firm's U.S. inventory	%	
From foreign manufacturers' inventory	%	
Produced to order	%	
Total (should sum to 100.0%)	0.0 %	

III-9. **Shipping information.**—

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

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

- III-10. **Geographical shipments.**—In which U.S. geographic market area(s) has your firm sold chassis imported from subject countries since January 1, 2022 (check all that apply)?

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

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

III-12. **End uses.**--List the end uses of the chassis that your firm imports. 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 %

III-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"/>	

III-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"/>	

- III-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.
<input type="checkbox"/>	<input type="checkbox"/>	

- III-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"/>	

- III-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"/>	

III-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"/>	

- III-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"/>	

III-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:

III-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:

- III-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.

III-24. **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							

III-25. **Other explanations.**--If your firm would like to further explain a response to a question in Part III for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section.

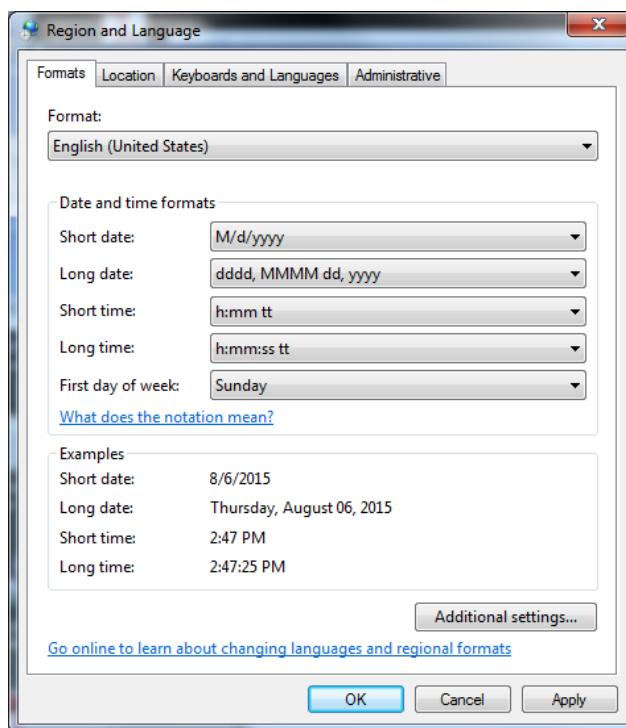
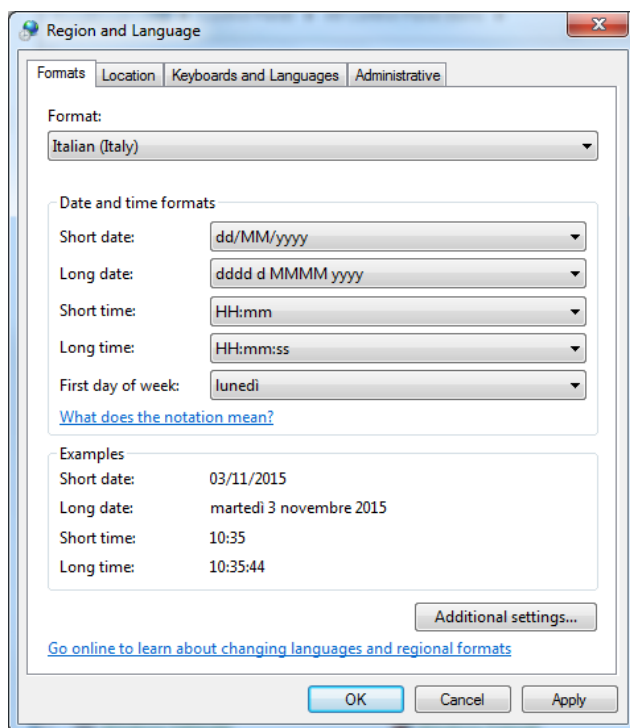
Correcting valid number error messages.--If you are completing this questionnaire in a country that uses periods (".") to delineate multiples of 1000 (i.e., one million would appear as \$1.000.000 instead of as \$1,000,000), you may be unable to enter in numbers greater than 999 in the numeric form fields.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

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

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

- START
- Control Panel
- Region and Language (under Clock, Language, and Region category)
- Format tab
- Change the Format from your existing one (e.g., "Italian (Italy)") to "English (United States)" (see screen shots below)

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



HOW TO FILE YOUR QUESTIONNAIRE RESPONSE

This questionnaire is available as a “fillable” form in MS Word format on the Commission’s website at:

https://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 did not import 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.