

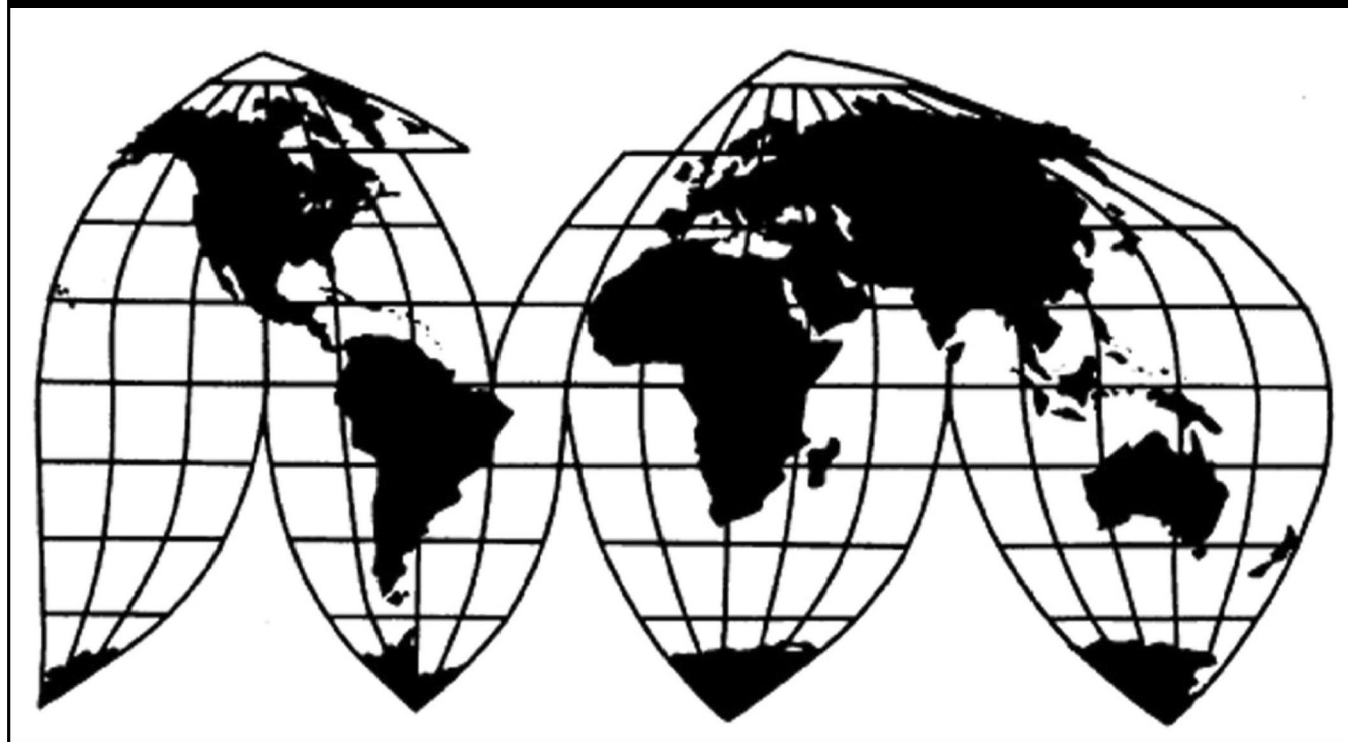
Chassis and Subassemblies from China

Investigation No. 731-TA-1537 (Final)

Publication 5211

July 2021

U.S. International Trade Commission



Washington, DC 20436

U.S. International Trade Commission

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Note.—Information that would reveal confidential operations of individual concerns may not be published. Such information is identified by brackets in confidential reports and is deleted and replaced with asterisks (***) in public reports.

UNITED STATES INTERNATIONAL TRADE COMMISSION

Investigation No. 731-TA-1537 (Final)

Chassis and Subassemblies from China

DETERMINATION

On the basis of the record¹ developed in the subject investigation, the United States International Trade Commission (“Commission”) determines, pursuant to the Tariff Act of 1930 (“the Act”), that an industry in the United States is materially injured by reason of imports of chassis and subassemblies (“chassis”) from China, provided for in subheadings 8716.39.00 and 8716.90.50 of the Harmonized Tariff Schedule of the United States, that have been found by the U.S. Department of Commerce (“Commerce”) to be sold in the United States at less than fair value (“LTFV”).²

BACKGROUND

The Commission instituted the investigations effective July 30, 2020, following receipt of petitions filed with the Commission and Commerce by the Coalition of American Chassis Manufacturers, consisting of Cheetah Chassis Corporation, Fairless Hills, Pennsylvania, Hercules Enterprises, LLC, Hillsborough, New Jersey, Pitts Enterprises, Inc., Pittsview, Alabama, Pratt Industries, Inc., Bridgman, Michigan, and Stoughton Trailers, LLC, Stoughton, Wisconsin. The Commission scheduled the final phase of the investigations following notification of a preliminary determination by Commerce that imports of chassis from China were being subsidized within the meaning of section 703(b) of the Act (19 U.S.C. 1671b(b)). Notice of the scheduling of the final phase of the Commission’s investigations and of a public hearing to be held in connection therewith was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the *Federal Register* of January 14, 2021 (86 FR 3193). In light of the restrictions on access to the Commission building due to the COVID–19 pandemic, the Commission conducted its

¹ The record is defined in § 207.2(f) of the Commission’s Rules of Practice and Procedure (19 CFR 207.2(f)).

² 86 FR 26694 (May 17, 2021).

hearing through written testimony and video conference on March 16, 2021. All persons who requested the opportunity were permitted to participate.

The investigation schedules became staggered when Commerce did not align its countervailing duty investigation with its antidumping duty investigation. On May 3, 2021, the Commission issued a final affirmative determination in its countervailing duty investigation of chassis from China (86 FR 24665, May 7, 2021). Following notification of a final determination by Commerce that imports of chassis from China were being sold at LTFV within the meaning of section 735(a) of the Act (19 U.S.C. 1673d(a)), notice of the supplemental scheduling of the final phase of the Commission's antidumping duty investigation was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the Federal Register on May 28, 2021 (86 FR 28893).

Views of the Commission

Based on the record in the final phase of this investigation, we determine that an industry in the United States is materially injured by reason of imports of chassis and subassemblies (“chassis”) from China found by the U.S. Department of Commerce (“Commerce”) to be sold in the United States at less than fair value (“LTFV”).

I. Background

The petitions in the antidumping and countervailing duty investigations regarding chassis were filed on July 30, 2020 by the Coalition of American Chassis Manufacturers (“Petitioner”), whose members are five U.S. producers of chassis: Cheetah Chassis Corporation; Hercules Enterprises, LLC; Pitts Enterprises, Inc.; Pratt Industries, Inc.; and Stoughton Trailers, LLC. The investigation schedules became staggered when Commerce did not align its countervailing duty investigation with its antidumping duty investigation.¹ This necessitated an earlier final determination by the Commission in the countervailing duty investigation (“leading investigation”) than for chassis in this antidumping duty investigation (“trailing investigation”). Commerce published its final affirmative determination regarding subsidized chassis in the leading investigation on March 22, 2021,² and the Commission issued its final affirmative determination of material injury by reason of the subsidized imports in the leading investigation

¹ See *Certain Chassis and Subassemblies Thereof from the People's Republic of China: Preliminary Affirmative Countervailing Duty Determination*, 86 Fed. Reg. 56 (Jan. 4, 2021). Commerce will align antidumping and countervailing duty investigations filed on the same day and for the same product where the petitioner requests such an alignment. See 19 U.S.C. § 1671d (a)(1); see also 19 C.F.R. § 351.210(b)(4)(i). Petitioner did not request an alignment of these investigations.

² *Certain Chassis and Subassemblies Thereof from the People's Republic of China: Final Affirmative Countervailing Duty Determination*, 86 Fed. Reg. 15186 (Mar. 22, 2021).

on May 3, 2021.³ Subsequently, Commerce published its final affirmative determination regarding LTFV imports of chassis for the trailing investigation on May 17, 2021.⁴

Pursuant to the statutory provision on staggered investigations, the record for the current investigation on chassis from China closed on April 7, 2021, the same time as that for the leading investigation. The only additions to the record for this investigation are the final Commerce antidumping duty determination on chassis from China, and the parties' final comments concerning this determination.⁵

II. Negligible Imports

Pursuant to Section 771(24) of the Tariff Act, imports from a subject country of merchandise corresponding to a domestic like product that account for less than 3 percent of all such merchandise imported into the United States during the most recent 12 months for which data are available preceding the filing of the petition shall generally be deemed negligible.⁶

During the 12-month period prior to the filing of the petition (July 2019 through June 2020), imports of chassis and subassemblies from China subject to the antidumping duty

³ *Chassis and Subassemblies from China*, 86 Fed. Reg. 24665 (May 7, 2021); *Chassis and Subassemblies from China*, Inv. No. 701-TA-657 (Final), USITC Pub. 5187 (May 2021) ("*Chassis Leading Determination*").

⁴ *Certain Chassis and Subassemblies Thereof from the People's Republic of China: Final Affirmative Determination of Sales at Less Than Fair Value*, 86 Fed. Reg. 26694 (May 17, 2021) ("*Chassis Final Dumping Determination*").

⁵ See 19 U.S.C. § 1677(7)(G)(iii).

⁶ 19 U.S.C. § 1677(24)(A)(i).

investigation accounted for *** percent of total imports.⁷ Subject imports are thus above the three percent individual subject country statutory negligibility threshold applicable to an antidumping duty investigation.

Accordingly, we find that the subject imports from China are not negligible.

III. Material Injury by Reason of Subject Imports

Section 771(7)(G)(iii) of the Tariff Act of 1930, as amended (“the Act”), provides that the Commission must make its material injury determination in the trailing investigation on the basis of the same record as that in the leading investigation regarding chassis, except to the extent discussed above.⁸ Therefore, in this investigation, we adopt the findings and analyses from our determination and views regarding subject imports from the leading investigation with respect to the issues of domestic like product, domestic industry, conditions of competition, and material injury by reason of subject imports.^{9 10}

⁷ *Chassis and Subassemblies from China*, Inv. Nos. 701-TA-657 and 731-TA-1537 (Final), Confidential Report (“CR”), INV-TT-051 (Apr. 2, 2021) at Table IV-3. The volume of subject imports for both the antidumping and countervailing duty investigations was the same since Commerce did not find any firms to be *de minimis*.

⁸ 19 U.S.C. § 1677(7)(G)(iii).

⁹ *Chassis Leading Determination*, USITC Pub. 5187.

¹⁰ The statute additionally instructs the Commission to consider the “magnitude of the margin of dumping” in an antidumping duty proceeding as part of its consideration of the impact of imports. 19 U.S.C. § 1677(7)(C)(iii)(V). In its final antidumping duty determination with regard to LTFV imports from China, Commerce calculated an antidumping duty margin of 188.05 percent (adjusted for export subsidy offsets to 177.05 percent) for all producers. *Chassis Final Dumping Determination*, 86 Fed. Reg. 26694, 26695 (May 17, 2021).

We have taken the magnitude of this dumping margin into account, as well as other factors affecting domestic prices, and they do not require modification of the analysis in *Chassis Leading Determination*. Specifically, our analysis of the price effects of the subject imports, particularly the underselling, lost sales, and price suppression, as set out in *Chassis Leading Determination*, is especially probative to an assessment of the impact of subject imports and the lost sales and price suppression experienced by the domestic industry. See *Chassis Leading Determination*, USITC Pub. 5187 at 40-48.

Accordingly, we determine that the domestic industry producing chassis is materially injured by reason of subject imports from China found by Commerce to be sold in the United States at LTFV.

Part I: Introduction

Background

These investigations result from petitions filed with the U.S. Department of Commerce (“Commerce”) and the U.S. International Trade Commission (“USITC” or “Commission”) by the Coalition of American Chassis Manufacturers (“CACM” or “petitioner”),¹ on July 30, 2020, alleging that an industry in the United States is materially injured and threatened with material injury by reason of subsidized and less-than-fair-value (“LTFV”) imports of certain chassis and subassemblies thereof (“chassis”) from China. The following tabulation provides information relating to the background of these investigations.^{2 3}

¹ CACM is comprised of Cheetah Chassis Corporation, Fairless Hills, Pennsylvania (“Cheetah”); Hercules Enterprises, LLC, Hillsborough, New Jersey (“Hercules”); Pitts Enterprises, Inc., Pittsview, Alabama (“Pitts”); Pratt Industries, Inc., Bridgman, Michigan (“Pratt”); and Stoughton Trailers, LLC, Stoughton, Wisconsin (“Stoughton”).

² Pertinent *Federal Register* notices are referenced in appendix A, and may be found at the Commission’s website (www.usitc.gov).

³ Appendix B is reserved for the witnesses appearing at the Commission’s hearing for this proceeding.

Effective date	Action
July 30, 2020	Petitions filed with Commerce and the Commission; institution of Commission investigations (85 FR 47400, August 5, 2020)
August 19, 2020	Commerce's notices of initiation (countervailing duty: 85 FR 52549, August 26, 2020; antidumping duty: 85 FR 52552, August 26, 2020)
September 14, 2020	Commission's preliminary determinations (85 FR 58386, September 18, 2020)
January 4, 2021	Commerce's preliminary countervailing duty determination (86 FR 56, January 4, 2021); scheduling of final phase of Commission investigations (86 FR 3193, January 14, 2021)
March 4, 2021	Commerce's preliminary affirmative determination of sales at less than fair value (86 FR 12616, March 4, 2021)
March 16, 2021	Commission's hearing
March 22, 2021; May 11, 2021	Commerce's final countervailing duty determination (86 FR 15186)
April 13, 2021	Commission's vote (CVD)
May 3, 2021	Commission's views (CVD)
May 11, 2021	Commerce's final affirmative determination of sales at LTFV (86 FR 26694, May 17, 2021)
May 28, 2021	Scheduling of final phase of Commission's AD investigation (86 FR 28893)
June 21, 2021	Scheduled date for the Commission's vote (AD)
July 1, 2021	Scheduled date for the Commission's views (AD)

The information contained in this report is intended to be used in conjunction with data presented in the Commission's report on *Chassis and Subassemblies from China, Investigation No. 701-TA-657 (Final)*, USITC Publication 5187, May 2021, and its corresponding confidential version contained in memoranda Nos. INV-TT-051 and INV-TT-056, Investigation Nos. 701-TA-657 and 731-TA-1537 (Final): *Chassis and Subassemblies from China*. No new information except for Commerce's final determination regarding chassis from China and party comments⁴ thereon is included in the record for this proceeding.

⁴ Party comments were filed on behalf of the petitioner and CIMC Vehicles Co., Ltd. and CIMC Intermodal Equipment, LLC (collectively, "CV").

Nature and extent of sales at LTFV

Sales at LTFV

On May 17, 2021, Commerce published a notice in the *Federal Register* of its final determination of sales at LTFV with respect to imports from China.⁵ Table I-2 presents Commerce's dumping margins with respect to imports of chassis and subassemblies from China.

Table I-2

Chassis: Commerce's preliminary and final weighted-average LTFV margins with respect to imports from China

Producer/Exporter	Preliminary dumping margin (percent)	Final dumping margin (percent)
China-Wide Entity	188.05	177.05

Source: 86 FR 26694, May 17, 2021.

⁵ 86 FR 26694, May 17, 2021.

APPENDIX A

FEDERAL REGISTER NOTICES

The Commission makes available notices relevant to its investigations and reviews on its website, www.usitc.gov. In addition, the following tabulation presents, in chronological order, *Federal Register* notices issued by the Commission and Commerce during the current proceeding.

Citation	Title	Link
85 FR 47400, August 5, 2020	<i>Chassis From China; Institution of Antidumping and Countervailing Duty Investigations and Scheduling of Preliminary Phase Investigations</i>	https://www.govinfo.gov/content/pkg/FR-2020-08-05/pdf/2020-17055.pdf
85 FR 52549, August 26, 2020	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Initiation of Countervailing Duty Investigation</i>	https://www.govinfo.gov/content/pkg/FR-2020-08-26/pdf/2020-18712.pdf
85 FR 52552, August 26, 2020	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Initiation of Less-Than-Fair-Value Investigation</i>	https://www.govinfo.gov/content/pkg/FR-2020-08-26/pdf/2020-18713.pdf
85 FR 58386, September 18, 2020	<i>Chassis From China; Determinations</i>	https://www.govinfo.gov/content/pkg/FR-2020-09-18/pdf/2020-20593.pdf
85 FR 63251, October 7, 2020	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Postponement of Preliminary Determination in the Countervailing Duty Investigation</i>	https://www.govinfo.gov/content/pkg/FR-2020-10-07/pdf/2020-22177.pdf

Citation	Title	Link
85 FR 68559; October 29, 2020	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Postponement of Preliminary Determination in the Less-Than-Fair-Value Investigation</i>	https://www.govinfo.gov/content/pkg/FR-2020-10-29/pdf/2020-23972.pdf
86 FR 56, January 4, 2021	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Preliminary Affirmative Countervailing Duty Determination</i>	https://www.govinfo.gov/content/pkg/FR-2021-01-04/pdf/2020-29101.pdf
86 FR 3193, January 14, 2021	<i>Chassis From China; Scheduling of the Final Phase of Countervailing Duty and Antidumping Duty Investigations</i>	https://www.govinfo.gov/content/pkg/FR-2021-01-14/pdf/2021-00622.pdf
86 FR 7559, January 29, 2021	<i>Chassis From China; Scheduling of the Final Phase of Countervailing Duty and Antidumping Duty Investigations; Correction</i>	https://www.govinfo.gov/content/pkg/FR-2021-01-29/pdf/2021-01318.pdf
86 FR 12616, March 4, 2021	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Preliminary Affirmative Determination of Sales at Less Than Fair Value</i>	https://www.govinfo.gov/content/pkg/FR-2021-03-04/pdf/2021-04409.pdf
86 FR 15186, March 22, 2021	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Final Affirmative Countervailing Duty Determination</i>	https://www.govinfo.gov/content/pkg/FR-2021-03-22/pdf/2021-05815.pdf
86 FR 24665, May 7, 2021	<i>Chassis and Subassemblies from China: Determination</i>	https://www.govinfo.gov/content/pkg/FR-2021-05-07/pdf/2021-09658.pdf
86 FR 24844, May 10, 2021	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Countervailing Duty Order and</i>	https://www.govinfo.gov/content/pkg/FR-2021-05-10/pdf/2021-09848.pdf

Citation	Title	Link
	<i>Amended Final Affirmative Countervailing Duty Determination</i>	
86 FR 26694, May 17, 2021	<i>Certain Chassis and Subassemblies Thereof From the People's Republic of China: Final Affirmative Antidumping Duty Determination</i>	https://www.govinfo.gov/content/pkg/FR-2021-05-17/pdf/2021-10346.pdf
86 FR 28893, May 28, 2021	<i>Chassis and Subassemblies from China: Supplemental Schedule for the Final Phase of an Antidumping Duty Investigation</i>	https://www.govinfo.gov/content/pkg/FR-2021-05-28/pdf/2021-11330.pdf

APPENDIX B

LIST OF STAFF CONFERENCE WITNESSES

CALENDAR OF PUBLIC HEARING

Those listed below appeared in the United States International Trade Commission’s hearing via videoconference:

Subject: Chassis and Subassemblies from China
Inv. Nos.: 701-TA-657 and 731-TA-1537 (Final)
Date and Time: March 16, 2021 - 9:30 a.m.

OPENING REMARKS:

Petitioner (**Robert E. DeFrancesco**, Wiley Rein LLP)
Respondents (**Jay C. Campbell**, White & Case LLP)

**In Support of the Imposition of
Antidumping and Countervailing Duty Orders:**

Wiley Rein LLP
Washington, DC
on behalf of

Coalition of American Chassis Manufacturers

Frank Katz, Chairman, Cheetah Chassis Corporation

Frank Conti, Chief Operations Officer, Hercules Enterprises, LLC

Ed Gill, Vice President, Sales, Pitts Enterprises, Inc.

Kent Musick, President, Pratt Industries, LLC

Robert P. Wahlin, President and Chief Executive Officer,
Stoughton Trailers, LLC

Amy Sherman, Trade Analyst, Wiley Trade Analytics Group

Dr. Seth T. Kaplan, Economist, International Economic Research

Isaac Kaplan, Research Analyst, International Economic Research

Timothy C. Brightbill)
Robert E. DeFrancesco) – OF COUNSEL
Laura El-Sabaawi)

**In Opposition to the Imposition of
Antidumping and Countervailing Duty Orders:**

White & Case LLP
Washington, DC
on behalf of

CIMC Vehicles (Group) Co., Ltd. (“CIMC Vehicles”) and CIMC
Intermodal Equipment, LLC (“CIE”)(collectively, “CV”)

Gary Anderson, Chief Operating Officer, CV

Trevor Ash, Executive Vice President, CV

Don Hu, Executive Vice President, Chief Financial Officer, CV

Daniel Smith, Principal, The Tioga Group, Inc

Frank Harder, Principal, The Tioga Group, Inc

Tony Kotler, Practice Lead, Kotler Marketing Group, Inc.

Jeffrey Dudenhefer, Executive Vice President, NACPAC

Ayman Awad, Chief Executive Officer, Trend Intermodal Chassis, LLC

Fred Johring, President, GSL Transportation Services, Inc.

David Duncan, Owner, Duncan and Sons Lines, Inc.

Weston LaBar, Chief Executive Officer, Harbor Trucking Association

Jay C. Campbell)
) – OF COUNSEL
Ting-Ting Kao)

**In Opposition to the Imposition of
Antidumping and Countervailing Duty Orders (continued):**

Faegre Drinker Biddle & Reath LLP
Washington, DC
on behalf of

J.B. Hunt Transport, Inc. (“J.B. Hunt”)

Jeff Mitchell, Senior Director, Corporate Counsel, J.B. Hunt

Chris Nanos, Director and Corporate Counsel, J.B. Hunt

Douglas J. Heffner)
) – OF COUNSEL
Richard P. Ferrin)

Sidley Austin LLP
Washington, DC
on behalf of

Flexi-Van Leasing, LLC (“Flexi-van”)

Nathaniel Seeds, Chief Operating Officer, Flexi-Van

Richard L.A. Weiner)
) – OF COUNSEL
Justin R. Becker)

INTERESTED PARTIES IN OPPOSITION:

Mayer Brown LLP
Washington, DC
on behalf of

Institute of International Container Lessors Ltd. (“IICL”)
TRAC Intermodal, LLC
TAL International Group, Inc.
Direct ChassisLink, Inc. (“DCLI”)

James Heidenreich, Executive Vice President and Counsel, DCLI

David Esposito, Director, Corporate Maintenance and Repair, DCLI

Mike O’Malley, Senior Vice President, DCLI

INTERESTED PARTIES IN OPPOSITION (continued):

Val Noel, Executive Vice President and Chief Operations Officer,
TRAC Intermodal, LLC

Gregg Carpene, Executive Vice President and Chief Legal Officer,
TRAC Intermodal, LLC

Aaron Cox, Vice President, TAL International Group, Inc.

Steven Blust, Senior Advisor, IICL

Duane W. Layton) – OF COUNSEL

REBUTTAL/CLOSING REMARKS:

Petitioner (**Robert E. DeFrancesco**, Wiley Rein LLP)

Respondents (**Jay C. Campbell**, White & Case LLP)

-END-

APPENDIX C
SUMMARY DATA

Table C-1: Chassis: Summary data concerning the U.S. marketC-3

Table C-2: Chassis: Summary data concerning the U.S. market, excluding one producerC-5

All U.S. producers

Table C-1

Chassis: Summary data concerning the U.S. market, 2018-20

(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent-- exceptions noted)

	Reported data			Period changes		
	Calendar year			Comparison years		
	2018	2019	2020	2018-20	2018-19	2019-20
U.S. consumption quantity in units:						
Amount.....	***	***	***	▼***	▼***	▲***
Producers' share (fn1).....	***	***	***	▼***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▲***
Nonsubject sources.....	***	***	***	▲***	▼***	▲***
All import sources.....	***	***	***	▲***	▼***	▲***
U.S. consumption quantity in short tons:						
Amount.....	***	***	***	▼***	▼***	▼***
Producers' share (fn1).....	***	***	***	▲***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▼***
Nonsubject sources.....	***	***	***	▼***	▼***	▲***
All import sources.....	***	***	***	▼***	▼***	▲***
U.S. consumption value:						
Amount.....	***	***	***	▼***	▼***	▼***
Producers' share (fn1).....	***	***	***	▲***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▲***
Nonsubject sources.....	***	***	***	▼***	▼***	▲***
All import sources.....	***	***	***	▼***	▼***	▲***
U.S. importers' U.S. shipments of imports from:						
China:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▼***	▼***	▼***
Nonsubject sources:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▲***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▼***
Ending inventory in units.....	***	***	***	***	***	***
All import sources:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▼***	▼***	▼***

Table continued on next page.

Table C-1--Continued

Chassis: Summary data concerning the U.S. market, 2018-20

(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent--exceptions noted)

	Reported data			Period changes		
	Calendar year			Comparison years		
	2018	2019	2020	2018-20	2018-19	2019-20
U.S. producers':						
Average capacity in units.....	***	***	***	▲***	▲***	▲***
Production in units.....	***	***	***	▼***	▼***	▼***
Capacity utilization (fn1).....	***	***	***	▼***	▼***	▼***
U.S. shipments:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▼***	▲***	▼***
Export shipments:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▲***	▲***	▼***
Inventories/total shipments (fn1).....	***	***	***	▲***	▲***	▲***
Production workers.....	***	***	***	▼***	▼***	▼***
Hours worked (1,000s).....	***	***	***	▼***	▼***	▼***
Wages paid (\$1,000).....	***	***	***	▼***	▼***	▲***
Hourly wages (dollars per hour).....	***	***	***	▲***	▲***	▲***
Productivity (units per 1,000 hours).....	***	***	***	▼***	▼***	▼***
Unit labor costs.....	***	***	***	▲***	▲***	▲***
Net sales:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Cost of goods sold (COGS).....	***	***	***	▼***	▼***	▼***
Gross profit or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
SG&A expenses.....	***	***	***	▼***	▲***	▼***
Operating income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Net income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Capital expenditures.....	***	***	***	▼***	▼***	▲***
Research and development expenses.....	***	***	***	▼***	▼***	▼***
Net assets.....	***	***	***	▼***	▲***	▼***
Unit COGS.....	***	***	***	▲***	▲***	▼***
Unit SG&A expenses.....	***	***	***	▲***	▲***	▲***
Unit operating income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Unit net income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
COGS/sales (fn1).....	***	***	***	▲***	▲***	▲***
Operating income or (loss)/sales (fn1).....	***	***	***	▼***	▼***	▼***
Net income or (loss)/sales (fn1).....	***	***	***	▼***	▼***	▼***

Note.--Shares and ratios shown as "0.0" percent represent non-zero values less than "0.05" percent (if positive) and greater than "(0.05)" percent (if negative). Zeroes, null values, and undefined calculations are suppressed and shown as "----". Period changes preceded by a "▲" represent an increase, while period changes preceded by a "▼" represent a decrease.

fn1.--Reported data are in percent and period changes are in percentage points.

fn2.--Percent changes only calculated when both comparison values represent profits; The directional change in profitability provided when one or both comparison values represent a loss.

Source: Compiled from data submitted in response to Commission questionnaires.

Related party exclusion

Table C-2

Chassis: Summary data concerning the U.S. market, excluding one U.S. producer *, 2018-20**

(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent-- exceptions noted)

	Reported data			Period changes		
	2018	2019	2020	2018-20	2018-19	2019-20
U.S. consumption quantity in units:						
Amount.....	***	***	***	▼***	▼***	▲***
Producers' share (fn1)						
Included producers.....	***	***	***	▼***	▲***	▼***
Excluded producers.....	***	***	***	▲***	▲***	▲***
All producers.....	***	***	***	▼***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▲***
Nonsubject sources.....	***	***	***	▲***	▼***	▲***
All import sources.....	***	***	***	▲***	▼***	▲***
U.S. consumption quantity in short tons:						
Amount.....	***	***	***	▼***	▼***	▼***
Producers' share (fn1)						
Included producers.....	***	***	***	▲***	▲***	▼***
Excluded producers.....	***	***	***	▲***	▲***	▲***
All producers.....	***	***	***	▲***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▼***
Nonsubject sources.....	***	***	***	▼***	▼***	▲***
All import sources.....	***	***	***	▼***	▼***	▲***
U.S. consumption value:						
Amount.....	***	***	***	▼***	▼***	▼***
Producers' share (fn1)						
Included producers.....	***	***	***	▲***	▲***	▼***
Excluded producers.....	***	***	***	▲***	▲***	▲***
All producers.....	***	***	***	▲***	▲***	▼***
Importers' share (fn1):						
China.....	***	***	***	▼***	▼***	▲***
Nonsubject sources.....	***	***	***	▼***	▼***	▲***
All import sources.....	***	***	***	▼***	▼***	▲***
U.S. importers' U.S. shipments of imports from:						
China:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▼***	▼***	▼***
Nonsubject sources:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▲***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▼***
Ending inventory in units.....	***	***	***	***	***	***

Table continued on next page.

Table C-2--Continued

Chassis: Summary data concerning the U.S. market, excluding one U.S. producer *, 2018-20**

(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent-- exceptions noted)

	Reported data			Period changes		
	Calendar year			Comparison years		
	2018	2019	2020	2018-20	2018-19	2019-20
U.S. importers' U.S. shipments of imports from:--Continued						
All import sources:						
Quantity in units.....	***	***	***	▼***	▼***	▲***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▲***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▼***	▼***	▼***
Included U.S. producers':						
Average capacity quantity.....	***	***	***	▲***	▲***	***
Production quantity.....	***	***	***	▼***	▼***	▼***
Capacity utilization (fn1).....	***	***	***	▼***	▼***	▼***
U.S. shipments:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Quantity in short tons.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Unit value based on short tons.....	***	***	***	▼***	▲***	▼***
Export shipments:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▲***	▲***	▲***
Ending inventory in units.....	***	***	***	▼***	▲***	▼***
Inventories/total shipments (fn1).....	***	***	***	▲***	▲***	▼***
Production workers.....	***	***	***	▼***	▼***	▼***
Hours worked (1,000s).....	***	***	***	▼***	▼***	▼***
Wages paid (\$1,000).....	***	***	***	▼***	▼***	▼***
Hourly wages (dollars per hour).....	***	***	***	▲***	▲***	▲***
Productivity (units per 1,000 hours).....	***	***	***	▼***	▼***	▼***
Unit labor costs.....	***	***	***	▲***	▲***	▲***

Table continued on next page.

Table C-2--Continued

Chassis: Summary data concerning the U.S. market, excluding one U.S. producer *, 2018-20**

(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent-- exceptions noted)

	Reported data			Period changes		
	Calendar year			Comparison years		
	2018	2019	2020	2018-20	2018-19	2019-20
Included U.S. producers'--Continued						
Net sales:						
Quantity in units.....	***	***	***	▼***	▼***	▼***
Value.....	***	***	***	▼***	▼***	▼***
Unit value based on units.....	***	***	***	▼***	▲***	▼***
Cost of goods sold (COGS).....	***	***	***	▼***	▼***	▼***
Gross profit or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
SG&A expenses.....	***	***	***	▼***	▲***	▼***
Operating income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Net income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Capital expenditures.....	***	***	***	▼***	▼***	▼***
Research and development expenses.....	***	***	***	▼***	▼***	▼***
Net assets.....	***	***	***	▼***	▼***	▼***
Unit COGS.....	***	***	***	▲***	▲***	▼***
Unit SG&A expenses.....	***	***	***	▲***	▲***	▲***
Unit operating income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
Unit net income or (loss) (fn2).....	***	***	***	▼***	▼***	▼***
COGS/sales (fn1).....	***	***	***	▲***	▲***	▲***
Operating income or (loss)/sales (fn1).....	***	***	***	▼***	▼***	▼***
Net income or (loss)/sales (fn1).....	***	***	***	▼***	▼***	▼***

Note.--Shares and ratios shown as "0.0" percent represent non-zero values less than "0.05" percent (if positive) and greater than "(0.05)" percent (if negative). Zeroes, null values, and undefined calculations are suppressed and shown as "----". Period changes preceded by a "▲" represent an increase, while period changes preceded by a "▼" represent a decrease.

fn1.--Reported data are in percent and period changes are in percentage points.

fn2.--Percent changes only calculated when both comparison values represent profits; The directional change in profitability provided when one or both comparison values represent a loss.

Source: Compiled from data submitted in response to Commission questionnaires.

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