



## MEMORANDUM ON PROPOSED TARIFF LEGISLATION of the 112th Congress

Date approved

### I. Background

Bill number:

Sponsor name:

Sponsor state:

Interested entity:

Name

City

State

Other bills on product (112th Congress only):

Nature of bill:

Expiration date:

Current or previous chapter 99 heading:

Retroactive date:

CAS number (if applicable):

Industry analyst:

Telephone:

Tariff Affairs contact:

Telephone:

Note:

1. Access to an electronic copy of this memorandum is available at [http://www.usitc.gov/tariff\\_affairs/congress\\_reports/](http://www.usitc.gov/tariff_affairs/congress_reports/).
2. In regard to the country(ies) of origin listed in section III, this report focuses on dutiable imports and does not take into account any tariff preference programs or special rates of duty.

## II. Suggested article description(s) for enactment (including appropriate HTS subheading(s)):

Fuel injectors (solenoid valves) designed to add gasoline/ethanol fuel blends directly into the combustion chamber of a piston engine in a high-pressure non-port injection system of a motor vehicle (provided for in subheading 8481.80.90)

(If enacted, the tariff relief provided for in this bill would be available to any entity that imports the product that is covered by the bill.)

Description above compared with bill as introduced:

- Same  
 Different (see Technical Comments section)

## III. Other product information, including uses/applications and source(s) of imports

The subject products, direct injection fuel injectors (described by the interested entity as solenoid valves), are designed to inject fuel blends of gasoline and ethanol in proper proportions directly into the combustion chamber of an internal combustion engine in a motor vehicle. The fuel injectors or solenoid valves control the flow of fuel to the combustion chamber of an engine by spraying fuel to make small particulate clouds or vapor. The subject products allow fuel to flow directly into the combustion chamber of a vehicle, unlike other motor-vehicle fuel injector systems that inject the fuel into a manifold leading to the combustion chamber. The principal U.S. import source is Japan.

## IV. Estimated effect on customs revenue

Subject product HTS subheading(s)	8481.80.90				
Item	2013	2014	2015	2016	2017
Col.1-general rate of duty or percentage point reduction (%)	2	2	2	2	2
Estimated value of <i>dutiable</i> imports (\$)	106,300,000	132,800,000	166,000,000	207,500,000	259,400,000
Customs revenue loss (\$)	2,126,000	2,656,000	3,320,000	4,150,000	5,188,000

Note: Customs revenue loss is provided for 5 years, although the effective period of the proposed legislation may differ. Regarding the HTS subheading listed in the article description of the bill, the Commission may express an opinion on the HTS classification of a product to facilitate consideration of the bill. However, by law, only U.S. Customs and Border Protection is authorized to issue a binding ruling on this matter. The Commission believes that Customs should be consulted prior to enactment of the bill.

Dutiable imports were based on (more than one may apply):

- Official statistics of the U.S. Department of Commerce  
 Provided by industry sources  
 Industry information  
 Commission estimates

Duty reduction notes:

- This bill is not a duty reduction  
 This bill is a temporary duty reduction. Rates are shown below.

Col.1-general duty rate (%)  Temporary rate (%)  Percentage point reduction (%)

## V. Technical comments

The article description set forth above was modified for greater clarity. S. 2329 is identical to H.R. 4910 in the product description and expiration date, but S. 2329 is drafted as a temporary duty reduction and H.R. 4910 is a temporary duty suspension.

**VI. Continuation**

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## VII. Contacts with domestic firms/organizations

	# Firm/organization and contact name	Telephone number	Claims same or competing product made in the United States	Submission attached	Opposition noted
1	General Motors (Interested entity) Brad Welling	202-755-5041	No	No	No
2	Chrysler Corp. Kristina M. Pisanelli	202-414-6763	No	No	No
3	Delphi Automotive Lynn Kier	248-732-0615	No	No	No
4	Denso International America Corp. Robert Townsend	248-350-7774	No	No	No
5	Hitachi Automotive Systems, Inc. Doug Bowling	859-734-8087	No	No	No
6	Honda Corp. Tara Hairston	202-661-4400	No	No	No
7	Magna International Tom Skudutis	905-726-2462	No	No	No
8	Motor & Equipment Manufacturers Association (MEMA) Catherine Boland	202-312-9241	Yes	Yes	Yes



## Motor & Equipment Manufacturers Association

*Your First Call for Global Intelligence on the Motor Vehicle Supplier Industry*

1030 15<sup>th</sup> Street, NW, Suite 500 East • Washington, DC 20005  
202-393-6362 • Fax: 202-737-3742 • [www.mema.org](http://www.mema.org)

July 18, 2012

The Honorable Dave Camp  
Chairman  
Committee on Ways & Means  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Sander Levin  
Ranking Member  
Committee on Ways & Means  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairman Camp and Ranking Member Levin:

The Motor & Equipment Manufacturers Association (MEMA) represents over 700 companies that manufacture and remanufacture motor vehicle parts for use in the light and heavy-duty vehicle original equipment and aftermarket industries. Motor vehicle parts manufacturers are the nation's largest manufacturing sector, directly employing over 685,000 American workers. MEMA represents its members through four affiliate associations: Automotive Aftermarket Suppliers Association (AASA), Heavy Duty Manufacturers Association (HDMA), Motor & Equipment Remanufacturers Association (MERA) and the Original Equipment Suppliers Association (OESA).

MEMA supports the goals of the Miscellaneous Tariff Bill (MTB) and your efforts to seek its passage during the 112<sup>th</sup> Congress. The MTB is a sound, fair and transparent public policy tool that enables American manufacturers, without harm to domestic producers, to lower production costs and in turn improve their competitiveness in an increasingly competitive global economy.

At the same time, MEMA joins member companies in opposing H.R. 4910 as that legislation would convey an unfair tariff benefit to foreign competitors while threatening U.S. based motor vehicle parts suppliers. MEMA urges the committee to exercise due diligence, in partnership with the International Trade Commission (ITC), as it examines the merits of the aforementioned bill and urges the removal of the provision from MTB legislation.

MEMA's member companies are a key component to the nation's economic recovery. Your support in ensuring the MTB maintains a level playing field for domestic manufacturers is greatly appreciated. Should you have questions, please contact Dan Houton at [dhouton@mema.org](mailto:dhouton@mema.org) or 202-312-9250.

Sincerely,

Ann Wilson  
Senior Vice President, Government Affairs



Automotive Aftermarket  
Suppliers Association



Heavy Duty  
Manufacturers Association



Motor & Equipment  
Remanufacturers Association



Original Equipment  
Suppliers Association

112TH CONGRESS  
2D SESSION

# H. R. 4910

To suspend temporarily the duty on certain direct injection fuel injectors.

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IN THE HOUSE OF REPRESENTATIVES

APRIL 26, 2012

Mr. CLARKE of Michigan introduced the following bill; which was referred to  
the Committee on Ways and Means

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## A BILL

To suspend temporarily the duty on certain direct injection  
fuel injectors.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. CERTAIN DIRECT INJECTION FUEL INJECTORS.**

4 (a) IN GENERAL.—Subchapter II of chapter 99 of  
5 the Harmonized Tariff Schedule of the United States is  
6 amended by inserting in numerical sequence the following  
7 new heading:

“	9902.01.00	Direct injection fuel injectors (solenoid valves) designed to inject gasoline/ethanol fuel blends directly into the combustion chamber of a spark-ignition combustion piston engine in a high-pressure non-port injection system in a motor vehicle (provided for in subheading 8481.80.90) ....	Free	No change	No change	On or before 12/31/2015	”.
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1           (b) **EFFECTIVE DATE.**—The amendment made by  
2 subsection (a) applies to goods entered, or withdrawn from  
3 warehouse for consumption, on or after the 15th day after  
4 the date of the enactment of this Act.

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