

U.S. IMPORTERS' QUESTIONNAIRE

TRUCK AND BUS TIRES FROM CHINA

This questionnaire must be received by the Commission by **February 12, 2016**

See last page for filing instructions.

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 truck and bus tires from China (inv. Nos. 701-TA-556 and 731-TA-1311 (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 truck and bus tires (as defined on next page) from any country at any time since January 1, 2013?	
<input type="checkbox"/> NO	(Sign the certification below and promptly return only this page of the questionnaire to the Commission)
<input type="checkbox"/> YES	(Complete all parts of the questionnaire, and return the entire questionnaire to the Commission)
Return questionnaire via the U.S. International Trade Commission <i>Drop Box</i> by clicking on the following link: https://dropbox.usitc.gov/oinv/ . (PIN: TIRES)	

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 investigation or other proceeding 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: _____ Fax: _____	_____ Email address

PART I.—GENERAL INFORMATION

Background. This proceeding was instituted in response to a petition filed on January 29, 2016, by United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (“USW”), Pittsburg, PA. Countervailing and/or 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 makes an affirmative determination of subsidization and/or dumping. Questionnaires and other information pertinent to this proceeding are available at https://www.usitc.gov/investigations/701731/2016/truck_and_bus_tires_china/preliminary.htm .

Truck and bus tires covered by these investigations are **new** pneumatic tires, of rubber, with a truck or bus size designation. Truck and bus tires covered by these investigations may be tube-type, tubeless, radial, or non-radial, and they may be intended for sale to original equipment manufacturers, fleet owners and operators, or the replacement market.

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

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

MH – Identifies tires for mobile homes; and

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

All tires with a “TR,” “MH,” or “HC” suffix in their size designations are covered by these investigations regardless of their intended use.

In addition, all tires that lack one of the above suffix markings are included in the scope, regardless of their intended use, as long as the tire is of a size that is among the numerical size designations listed in the “Truck-Bus” section of the Tire and Rim Association Year Book, as updated annually, unless the tire falls within one of the specific exclusions set out below.

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

Specifically excluded from the scope of these investigations are the following types of tires:

- (1) pneumatic tires, of rubber, that are not new, including recycled and retreaded tires; and
- (2) non-pneumatic tires, such as solid rubber tires.

The subject merchandise is currently imported under Harmonized Tariff Schedule of the United States (“HTSUS”) statistical reporting numbers: 4011.20.1015 and 4011.20.5020. Tires meeting the scope description may also be imported under the following HTSUS provisions: 4011.99.4520, 4011.99.4590, 4011.99.8520, 4011.99.8590, 8708.70.4530, 8708.70.6030, and 8708.70.6060. While HTSUS subheadings are provided for convenience and for customs purposes, the written description of the subject merchandise is dispositive.

Importer.--Any person or firm engaged, either directly or through a parent company or subsidiary, in importing truck and bus tires (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.

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

Hours	Dollars

The questions in this questionnaire have been reviewed with market participants to ensure that issues of concern are adequately addressed and that data requests are sufficient, meaningful, and as limited as possible. 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 attach such comments to your response or send to the Office of Investigations, USITC, 500 E St. SW, Washington, DC 20436.

I-2. **Establishments covered.**--Provide the name and address of establishment(s) covered by this questionnaire. If your firm is publicly traded, please specify the stock exchange and trading symbol.

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

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

No Yes--List the following information

Firm name	Address	Extent of ownership (percent)

I-4. **Related importers/exporters.**--Does your firm have any related firms, either domestic or foreign, that are engaged in importing truck and bus tires from China into the United States or that are engaged in exporting truck and bus tires from China to the United States?

No Yes--List the following information.

Firm name	Address	Affiliation

I-5. **Related producers.**--Does your firm have any related firms, either domestic or foreign, that are engaged in the production of truck and bus tires?

No Yes--List the following information.

Firm name	Address	Affiliation

I-6. **Importing operations.**--Please indicate the nature of your firm's importing operations on truck and bus tires. 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 truck and bus tires 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, TIB, or bonded warehouses.**--Please indicate whether your firm enters truck and bus tires into, or withdraws such merchandise from, foreign trade zones or bonded warehouses. Also indicate whether your firm imports truck and bus tires under the TIB (temporary importation under bond) program.

"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 designed 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 designed as such pursuant to the rules and procedures set forth in 19 U.S.C. § 1555.

"Temporary Importation under Bond ("TIB") program" is a procedure whereby imported merchandise may be entered under certain conditions for a limited time into the United States free of duty. Under the program, an importer posts a bond for twice the amount of duty, taxes, etc. that would otherwise be owed on the importation and agrees to export or destroy the merchandise within a specified time or pay liquidated damages. This program is restricted to certain categories of merchandise listed in subheadings 9813.00.05 through 9813.00.75 of the Harmonized Tariff Schedule of the United States(HTS).

	No	Yes
Foreign trade zones	<input type="checkbox"/>	<input type="checkbox"/>
Bonded warehouses	<input type="checkbox"/>	<input type="checkbox"/>
Temporary importation under bond	<input type="checkbox"/>	<input type="checkbox"/>

I-9. **Third-country trade activities.**--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--Please specify.

PART II.--TRADE AND RELATED INFORMATION

Further information on this part of the questionnaire can be obtained from Nathanael Comly (nathanael.comly@usitc.gov or 202-205-3174). **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	
Fax	

- II-2. **Changes in operations.**--Please indicate whether your firm has experienced any of the following changes in relation to the importation of truck and bus tires since January 1, 2013.

<i>(check as many as appropriate)</i>		<i>(please describe)</i>
<input type="checkbox"/>	Office/warehouse openings	
<input type="checkbox"/>	Office/warehouse closings	
<input type="checkbox"/>	Relocations	
<input type="checkbox"/>	Expansions	
<input type="checkbox"/>	Acquisitions	
<input type="checkbox"/>	Consolidations	
<input type="checkbox"/>	Prolonged shutdowns or importation curtailments	
<input type="checkbox"/>	Revised labor agreements	
<input type="checkbox"/>	Other (e.g., technology)	

II-3. **Arranged imports.**--Has your firm imported or arranged for the importation of truck and bus tires for delivery on or after **December 31, 2015**?

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

No Yes—Fill out the table below.

Quantity (in 1,000 tires)				
Period/Source	Jan-Mar 2016	Apr-Jun 2016	Jul-Sept 2016	Oct-Dec 2016
China				
Other sources ¹				
¹ Identify your other sources: _____.				

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

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) or consignee (i.e., to which the merchandise was first delivered).

"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).

"Branded tire" –A truck or bus tire produced or packaged for sale under the name of the manufacturer of the tire or a brand name owned by the manufacturer.

"Private label tire" --A truck or bus tire produced or packaged for sale under the name other than of the manufacturer of the tire or a brand name owned by the manufacturer.

"U.S. commercial 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.

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

"Related firm" –A firm that your firm solely or jointly owns, manages, or otherwise controls. 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-5. **Imports from China.**—Report your firm’s imports and your firm’s shipments and inventories of truck and bus tires imported from China by your firm during the specified periods.

CHINA

Quantity (in 1,000 tires), value (in \$1,000)			
Item	Calendar years		
	2013	2014	2015
Beginning-of-period inventories (quantity) (A)			
Imports: ¹ Quantity (B)			
Value (C)			
U.S. shipments: Commercial shipments: ^{2 3} Quantity (D)			
Value (E)			
Internal consumption/ company transfers: Quantity (F)			
Value ⁴ (G)			
Export shipments: ⁵ Quantity (H)			
Value (I)			
End-of-period inventories (quantity) (J)			
Channels of distribution: Commercial U.S. shipments: To OEMs (quantity) (K)			
To aftermarket suppliers (quantity) (L)			
<p>¹ Please identify the foreign producers, if known: _____.</p> <p>²: Of the data reported to U.S. commercial shipments in 2015 above, please indicate the share of quantity (_____ percent) your firm sold as a <u>mounted</u> truck and bus tire.</p> <p>³: Of the data reported to U.S. commercial shipments in 2015 above, please indicate the share of quantity (percent) your firm sold as <u>branded</u> tires (_____ percent) and <u>private label</u> tires (_____ percent).</p> <p>⁴ Sales to related firms (including internal consumption) must be valued at fair market value. In the event that your firm uses a different basis for valuing these sales within your company, please specify that basis (e.g., cost, cost plus, etc.) and provide value data using that basis for each of the periods noted above: _____.</p> <p>⁵ Identify your firm’s principal export markets: _____.</p>			

II-5. **Import from China.**—*Continued*

RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.—Generally, the data reported for the end-of-period inventories (i.e., line J) 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, and H). 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 years		
	2013	2014	2015
A + B – D – F – H – J = 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: _____.			

RECONCILIATION OF CHANNELS.—Please ensure that the quantities reported for channels of distribution (i.e., lines K and L) in each time period equal the quantity reported for commercial U.S. commercial shipments (i.e., line D) 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 years		
	2013	2014	2015
K + L – D = zero ("0"), if not revise.	0	0	0

II-6. **2015 shipments of imports from China by intended end use.**--Report your firm's U.S. shipments of imports from China (*i.e.*, commercial shipments, internal consumption, and transfers to related firms) in 2015 by intended end use. If a tire model your firm imports can be used in multiple end use categories, please report your firm's U.S. shipments for that model in the category where it is predominately used in in the market (*i.e.*, no double counting).

CHINA 2015

Quantity (<i>in 1,000 tires</i>) and value (<i>in \$1,000</i>)	
Item	Calendar year 2015
U.S. shipments:	
Of <u>heavy duty</u> (Class 7 & 8) truck and bus tires Steer / All position tires ¹ Quantity (M)	
Value (N)	
Drive position tires ² Quantity (O)	
Value (P)	
Trailer tires ³ Quantity (Q)	
Value (R)	
Of <u>medium duty</u> (Class 6 & below) truck and bus tires Steer / All position tires ⁴ Quantity (S)	
Value (T)	
Drive position tires ⁵ Quantity (U)	
Value (V)	
Trailer tires ⁶ Quantity (W)	
Value (X)	
¹ Please list your firm's heavy truck duty steer/all position tire models: _____. ² Please list your firm's heavy truck drive position tire models: _____. ³ Please list your firm's heavy truck trailer tire models: _____. ⁴ Please list your firm's medium truck duty steer/all position tire models: _____. ⁵ Please list your firm's medium truck drive position tire models: _____. ⁶ Please list your firm's medium truck trailer tire models: _____. 	

RECONCILIATION.--The data reported for tire end use and market tier (lines M through X) when summed across all columns should equal U.S. shipments in 2015 (lines D and F).

Reconciliation	Calendar year 2015
Quantity: M + O + Q + S + U + W – D – F = zero ("0"), if not revise.	0
Value: N + P + R + T + V + X – E – G = zero ("0"), if not revise.	0

II-7. **Imports from all other sources (AOS) combined.**—Report your firm’s imports and your firm’s shipments and inventories of truck and bus tires imported from all other sources (AOS) combined (e.g., all sources except China) by your firm during the specified periods.

ALL OTHER SOURCES

(list sources: _____)

Quantity (in 1,000 tires), value (in \$1,000)			
Item	Calendar years		
	2013	2014	2015
Beginning-of-period inventories (quantity) (A)			
Imports: ¹ Quantity (B)			
Value (C)			
U.S. shipments: Commercial shipments: ^{2 3} Quantity (D)			
Value (E)			
Internal consumption/ company transfers: Quantity (F)			
Value ⁴ (G)			
Export shipments: ⁵ Quantity (H)			
Value (I)			
End-of-period inventories (quantity) (J)			
Channels of distribution: Commercial U.S. shipments: To OEMs (quantity) (K)			
To aftermarket suppliers (quantity) (L)			

¹ Please identify the foreign producers, if known: _____.

²: Of the data reported to U.S. commercial shipments in 2015 above, please indicate the share of quantity (____ percent) your firm sold as a mounted truck and bus tire.

³: Of the data reported to U.S. commercial shipments in 2015 above, please indicate the share of quantity (percent) your firm sold as branded tires (____ percent) and private label tires (____ percent).

⁴ Sales to related firms (including internal consumption) must be valued at fair market value. In the event that your firm uses a different basis for valuing these sales within your company, please specify that basis (e.g., cost, cost plus, etc.) and provide value data using that basis for each of the periods noted above: _____.

⁵ Identify your firm’s principal export markets: _____.

II-7. Imports from all other sources (AOS) combined.—Continued

RECONCILIATION OF SHIPMENTS, IMPORTS, AND INVENTORIES.--Generally, the data reported for the end-of-period inventories (i.e., line J) 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, and H). 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 years		
	2013	2014	2015
A + B – D – F – H – J = 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: _____.			

RECONCILIATION OF CHANNELS.--Please ensure that the quantities reported for channels of distribution (i.e., lines K and L) in each time period equal the quantity reported for commercial U.S. commercial shipments (i.e., line D) 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 years		
	2013	2014	2015
K + L – D = zero ("0"), if not revise.	0	0	0

II-8. **2015 shipments of imports from all others sources (AOS) combined by intended end use.**-- Report your firm's U.S. shipments of imports from all other sources (*i.e.*, commercial shipments, internal consumption, and transfers to related firms) in 2015 by intended end use. If a tire model your firm imports can be used in multiple end use categories, please report your firm's U.S. shipments for that model in the category where it predominately used in in the market (*i.e.*, no double counting).

ALL OTHER SOURCES 2015

Quantity (in 1,000 tires) and value (in \$1,000)	
Item	Calendar year 2015
U.S. shipments:	
Of <u>heavy duty</u> (Class 7 & 8) truck and bus tires	
Steer / All position tires ¹	
Quantity (M)	
Value (N)	
Drive position tires ²	
Quantity (O)	
Value (P)	
Trailer tires ³	
Quantity (Q)	
Value (R)	
Of <u>medium duty</u> (Class 6 & below) truck and bus tires	
Steer / All position tires ⁴	
Quantity (S)	
Value (T)	
Drive position tires ⁵	
Quantity (U)	
Value (V)	
Trailer tires ⁶	
Quantity (W)	
Value (X)	
¹ Please list your firm's heavy truck duty steer/all position tire models: _____. ² Please list your firm's heavy truck drive position tire models: _____. ³ Please list your firm's heavy truck trailer tire models: _____. ⁴ Please list your firm's medium truck duty steer/all position tire models: _____. ⁵ Please list your firm's medium truck drive position tire models: _____. ⁶ Please list your firm's medium truck trailer tire models: _____. 	

II-8. **2015 shipments of imports from China by intended end use.**—*Continued*

RECONCILIATION.--The data reported for tire end use and market tier (lines M through X) when summed across all columns should equal U.S. shipments in 2015 (lines D and F).

Reconciliation	Calendar year 2015
Quantity: $M + O + Q + S + U + W - D - F = \text{zero ("0")}$, if not revise.	0
Value: $N + P + R + T + V + X - E - G = \text{zero ("0")}$, if not revise.	0

II-9. **Other explanations.**--If your firm would like to further explain a response to a question in Part II that did not provide a narrative response box, 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, including but not limited to technical issues with the MS Word questionnaire.

PART III.--PRICING AND MARKET FACTORS

Further information on this part of the questionnaire can be obtained from John Benedetto (202-205-3270, John.Benedetto@usitc.gov) or Michele Breaux (202-205-2781, Michele.Breaux@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	
Fax	

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, 2013 of the following products your firm imported from China or Canada:

Product 1.--Truck and bus tire, tires designated for drive application (excluding all-position/all-purpose tires), size 11R22.5, 16 ply rating, load range of H, speed rating L (75 mph).

Product 2.-- Truck and bus tire, tires designated for drive application (excluding all-position/all-purpose tires), size 11R24.5, 16 ply rating, load range of H, speed rating L (75 mph).

Product 3.-- Truck and bus tire, tires designated for drive application (excluding all-position/all-purpose tires), size 295/75R22.5, 14 ply rating, load range of G, speed rating L (75 mph).

Product 4.-- Truck and bus tire, tires designated for drive application (excluding all-position/all-purpose tires), size 285/75R24.5, 14 ply rating, load range of G, speed rating L (75 mph).

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). Do not include mounted tires.

During January 2013-December 2015, did your firm import from China 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-2(a) **Price data.**--Report below the quarterly price data¹ for pricing products² imported from China and sold by your firm to original equipment manufacturers (OEMs).

CHINA – SALES TO OEMs

Report data in actual *tires* and actual dollars (not 1,000s).

(Quantity in number of tires, value in dollars)

Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2013:								
January-March								
April-June								
July-September								
October-December								
2014:								
January-March								
April-June								
July-September								
October-December								
2015:								
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.

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-2(b) **Price data.**--Report below the quarterly price data¹ for pricing products² imported from China and sold by your firm into the aftermarket (e.g., to dealers and service centers for tire replacements)

CHINA – SOLD TO AFTERMARKET

Report data in actual *tires* and actual dollars (not 1,000s).

(Quantity in number of tires, value in dollars)

Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2013:								
January-March								
April-June								
July-September								
October-December								
2014:								
January-March								
April-June								
July-September								
October-December								
2015:								
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.

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-2(c) **Price data.**--Report below the quarterly price data¹ for pricing products² imported from Canada and sold by your firm to original equipment manufacturers (OEMs).

CANADA – SALES TO OEMs

Report data in actual *tires* and actual dollars (not 1,000s).

<i>(Quantity in number of tires, value in dollars)</i>								
Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2013:								
January-March								
April-June								
July-September								
October-December								
2014:								
January-March								
April-June								
July-September								
October-December								
2015:								
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.

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-2(d) **Price data.**--Report below the quarterly price data¹ for pricing products² imported from Canada and sold by your firm into the aftermarket (e.g., to dealers and service centers for tire replacements)

CANADA – SOLD TO AFTERMARKET

Report data in actual *tires* and actual dollars (not 1,000s).

(Quantity in number of tires, value in dollars)

Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2013:								
January-March								
April-June								
July-September								
October-December								
2014:								
January-March								
April-June								
July-September								
October-December								
2015:								
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.

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-2(e) **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 truck and bus tires (*check all that apply*)? If your firm issues price lists, please submit sample pages of a recent list.

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.**--

(a) What are your firm's typical sales terms for truck and bus tires imported from China?

Net 30 days	Net 60 days	2/10 net 30 days	Other	Other (specify)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(b) On what basis are your firm's prices of imported truck and bus tires from China 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 share of your firm's sales of truck and bus tires imported from China in 2015 was on a (1) long-term contract basis, (2) annual contract basis, (3) short-term contract basis, and (4) spot sales basis?

	Type of sale				Total (should sum to 100.0%)
	Long-term contracts (multiple deliveries for more than 12 months)	Annual contracts (multiple deliveries for 12 months)	Short-term contracts (multiple deliveries for less than 12 months)	Spot sales (for a single delivery)	
Share of 2015 OEM sales	%	%	%	%	0.0 %
Share of 2015 aftermarket sales	%	%	%	%	0.0 %

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

Typical sales contract provisions	Item	Short-term contracts (multiple deliveries for less than 12 months)	Annual contracts (multiple deliveries for 12 months)	Long-term contracts (multiple deliveries for more than 12 months)
Average contract duration	<i>No. of days</i>		365	
Price renegotiation (during contract period)	<i>Yes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>No</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed quantity and/or price	<i>Quantity</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Price</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Both</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meet or release provision	<i>Yes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>No</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

III-8. **Lead times.**--What is your firm's share of sales of truck and bus tires imported from China from inventory and produced to order and what is the typical lead time between a customer's order and the date of delivery for your firm's sales of truck and bus tires?

Source	Share of 2015 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) What is the approximate percentage of the total delivered cost of truck and bus tires imported from China that is accounted for by U.S. inland transportation costs? percent.
- (b) Who generally arranges the transportation to your firm's customers' locations?
 Your firm Purchaser *(check one)*
- (c) When your firm sells truck and bus tires imported from China, from where is it shipped?
 Point of importation Storage facility *(check one)*
- (d) Indicate the approximate percentage of your firm's sales of truck and bus tires imported from China 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 truck and bus tires imported from subject countries since January 1, 2013 (check all that apply)?

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

III-11. **End uses.**--List the end uses of the truck and bus tires that your firm imports from China. For each end-use product, estimate what percentage of the total cost is accounted for by truck and bus tires and other inputs.

End use product	Estimated share of total cost of end use product accounted for by		Total (should sum to 100.0% across)
	Truck and bus tires	Other inputs	
For OEMs, a new Heavy Duty (Class 7 or 8) Truck or Bus ¹	%	%	0.0 %
For OEMs, a new Medium Duty (Class 6 or lower) Truck or Bus ¹	%	%	0.0 %
For Aftermarket, an end use consumer replacing a tire ²	%	%	0.0 %
Other ³	%	%	0.0 %

¹ This line is asking how much do "truck and bus tires" account for the total cost to produce the class of truck or bus in question for an OEM. The other inputs include everything else that makes up a truck/bus. Include trailer costs in this calculation/analysis if appropriate.

² This line is asking how much of what the end use customer pays to a dealer or service center is accounted for by the cost of the "truck or bus tires" when replacing a tire or tires. The other inputs could include the tire mounting service provided by the dealer and/or service center.

³ Describe the end use .

III-12. **Substitutes.**--Can other products be substituted for truck and bus tires?

No Yes--Please fill out the table.

Substitute	End use in which this substitute is used	Have changes in the price of this substitute affected the price for truck and bus tires?		
		No	Yes	Explanation
1.		<input type="checkbox"/>	<input type="checkbox"/>	
2.		<input type="checkbox"/>	<input type="checkbox"/>	
3.		<input type="checkbox"/>	<input type="checkbox"/>	

III-13. **Demand trends.**--Indicate how demand within the United States and outside of the United States (if known) for truck and bus tires in the OEM market and the aftermarket has changed since January 1, 2013. Explain any trends and describe the principal factors that have affected these changes in demand.

Market	Overall increase	No change	Overall decrease	Fluctuate with no clear trend	Explanation and factors
	OEM market				
Within the United States	<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"/>	
	Aftermarket				
Within the United States	<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"/>	

III-14. **Product changes.**--Have there been any significant changes in the product range, product mix or marketing of truck and bus tires since January 1, 2013?

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

III-15. **Conditions of competition.**—

(a) Is the truck and bus tires market subject to business cycles (other than general economy-wide conditions) and/or other conditions of competition distinctive to truck and bus tires?

Check all that apply.	Please describe.
<input type="checkbox"/> No	Skip to question III-16.
<input type="checkbox"/> Yes-Business cycles (e.g. seasonal business)	
<input type="checkbox"/> Yes-Other distinctive conditions of competition	

(b) If yes, have there been any changes in the business cycles or conditions of competition for truck and bus tires since January 1, 2013?

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

III-16. **Supply constraints.**--Has your firm refused, declined, or been unable to supply truck and bus tires since January 1, 2013 (examples include placing customers on allocation or "controlled order entry," declining to accept new customers or renew existing customers, delivering less than the quantity promised, been unable to meet timely shipment commitments, etc.)?

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

III-17. **Raw materials.**-- How have bus and truck tires raw materials prices changed since January 1, 2013?

Overall increase	No change	Overall decrease	Fluctuate with no clear trend	Explain, noting how raw material price changes have affected your firm's selling prices for truck and bus tires.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

III-18. EPA Smartway certified.—

(a) Did your firm sell truck and bus tires classified as EPA Smartway certified?

No	Yes	If yes, estimate the proportion of 2015 sales that were EPA Smartway certified (<i>percent</i>)
<input type="checkbox"/>	<input type="checkbox"/>	%

(b) Estimate of the additional price of a Bus and Truck Tire with EPA Smartway certification relative to one without. _____ to _____ percent

III -19. Retreading.—

(a) Did your firm sell truck and bus tires with retreading warranties/guarantees?

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	
If yes, estimate the proportion of 2015 sales with retreading warranties/guarantees. %		

(b) Estimate of the additional price of a Bus and Truck Tire with retreading warranties/guarantees relative to one without. _____ to _____ percent

III -20. **Product categories.**—Is the U.S. truck and bus tires market divided into categories (e.g., Best/Better/Good; Tier 1/Tier 2/Tier 3; Flagship/Secondary/Mass-market)?

No	<input type="checkbox"/>	If no, please provide a description of how, if at all, the U.S. market for Bus and Truck tires can be categorized: _____
Yes	<input type="checkbox"/>	If yes, please describe each category and identify the producers and brands that belong in each category in the table below

	Categories	Main distinguishing characteristics	Producers	Brands
1.				
2.				
3.				
4.				
5.				

III -21. **Branding.**—

(a) Does brand influence the price consumers are willing to pay for truck and bus tires?

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

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

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

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

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

III-22. **Interchangeability.**—Is truck and bus tires produced in the United States and in other countries interchangeable (*i.e.*, can they physically be used in the same applications)?

Please indicate A, F, S, N, or O in the table below:

A = the products from a specified country-pair are *always* interchangeable

F = the products are *frequently* interchangeable

S = the products are *sometimes* interchangeable

N = the products are *never* interchangeable

O = *no familiarity* with products from a specified country-pair

Country-pair	China	Other countries
United States		
China	X	

For any country-pair producing truck and bus tires that is *sometimes* or *never* interchangeable, identify the country-pair and explain the factors that limit or preclude interchangeable use:

III-23. **Factors other than price.**--Are differences other than price (*e.g.*, quality, availability, transportation network, product range, technical support, *etc.*) between truck and bus tires produced in the United States and in other countries a significant factor in your firm's 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	China	Other countries
United States		
China	X	
For any country-pair for which factors other than price <i>always</i> or <i>frequently</i> are a significant factor in your firm's sales of truck and bus tires, identify the country-pair and report the advantages or disadvantages imparted by such factors:		

III-24. **Customer identification.**--List the names and contact information for your firm's 10 largest U.S. customers for truck and bus tires since January 1, 2013. Indicate the share of the quantity of your firm's total shipments of truck and bus tires that each of these customers accounted for in 2015.

	Customer's name	Contact person	Email	Telephone	City	State	Share of 2015 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 that did not provide a narrative response box, 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, including but not limited to technical issues with the MS Word questionnaire.

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://www.usitc.gov/investigations/701731/2016/truck_and_bus_tires_china/preliminary.htm .

Please do not attempt to modify the format or permissions of the questionnaire document. Please submit the completed questionnaire using one of the methods noted below. If your firm is unable to complete the MS Word questionnaire or cannot use one of the electronic methods of submission, please contact the Commission for further instructions.

- **Upload via Secure Drop Box.**—Upload the MS Word questionnaire along with a scanned copy of the signed certification page (page 1) through the Commission’s secure upload facility:

Web address: <https://dropbox.usitc.gov/oinv/> **Pin:** **TIRES**

- **E-mail.**—E-mail the MS Word questionnaire to nathanael.comly@usitc.gov; include a scanned copy of the signed certification page (page 1). *Submitters are strongly encouraged to encrypt nonpublic documents that are electronically transmitted to the Commission to protect your sensitive information from unauthorized disclosure. The USITC secure drop-box system and the Electronic Document Information System (EDIS) use Federal Information Processing Standards (FIPS) 140-2 cryptographic algorithms to encrypt data in transit. Submitting your nonpublic documents by a means that does not use these encryption algorithms (such as by email) may subject your firm’s nonpublic information to unauthorized disclosure during transmission. If you choose a non-encrypted method of electronic transmission, the Commission warns you that the risk of such possible unauthorized disclosure is assumed by you and not by the Commission.*

If your firm did not import this product, please fill out page 1, print, sign, and submit a scanned copy to the Commission.

Parties to this proceeding.—If your firm is a party to this proceeding, it is required to serve a copy of the completed questionnaire on parties to the proceeding that are subject to administrative protective order (see 19 CFR § 207.7). A list of such parties may be obtained from the Commission’s Secretary (202-205-1803). 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.