

U.S. IMPORTERS' QUESTIONNAIRE

LARGE VERTICAL SHAFT ENGINES FROM CHINA

This questionnaire must be received by the Commission by **October 21, 2020**
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 duty and antidumping duty investigations concerning large vertical shaft engines from China (Inv. Nos. 701-TA-637 and 731-TA-1471 (Final)). 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 large vertical shaft engines (as defined on next page) from any country at any time since January 1, 2017?	
<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: ENGCN)	

CERTIFICATION

I certify that the information herein supplied in response to this questionnaire is complete and correct to the best of my knowledge and belief and understand that the information submitted is subject to audit and verification by the Commission. By means of this certification I also grant consent for the Commission, and its employees and contract personnel, to use the information provided in this questionnaire and throughout this proceeding in any other import-injury proceedings conducted by the Commission on the same or similar merchandise.

I, the undersigned, acknowledge that information submitted in response to this request for information and throughout this proceeding or other proceedings may be disclosed to and used: (i) by the Commission, its employees and Offices, and contract personnel (a) for developing or maintaining the records of this or a related proceeding, or (b) in internal investigations, audits, reviews, and evaluations relating to the programs, personnel, and operations of the Commission including under 5 U.S.C. Appendix 3; or (ii) by U.S. government employees and contract personnel, solely for cybersecurity purposes. I understand that all contract personnel will sign appropriate nondisclosure agreements.

Name of Authorized Official

Title of Authorized Official

Date

Signature

Phone

Email address

PART I.—GENERAL INFORMATION

This proceeding was instituted in response to a petition filed on January 15, 2020, by the Coalition of American Vertical Engine Producers (Kohler Co., Kohler, Wisconsin, and Briggs & Stratton Corporation, Wauwatosa, Wisconsin). Countervailing and/or antidumping duties may be assessed on the subject imports as a result of these proceedings if the Commission makes affirmative determinations of injury, threat, or material retardation, and if the U.S. Department of Commerce ("Commerce") makes an affirmative determination of subsidization and/or dumping. Questionnaires and other information pertinent to this proceeding are available at https://usitc.gov/investigations/701731/2020/vertical_shaft_engines_china/final.htm.

Large vertical shaft engines covered by these investigations are spark-ignited, non-road, large vertical shaft engines, whether finished or unfinished, whether assembled or unassembled, designed primarily for use in riding lawn mowers and zero-turn radius lawn mowers. Engines meeting this physical description may also be designed for use in other non-hand-held outdoor power equipment. The subject engines are spark ignition, single or multiple cylinder, air cooled, internal combustion engines with vertical power take off shafts with a minimum displacement of 225 cubic centimeters ("cc") and a maximum displacement of 999cc. Typically, engines with displacements of this size generate gross power of between 6.7 kilowatts ("kw") to 42 kw.

Engines covered by this scope normally must comply with and be certified under Environmental Protection Agency (EPA) air pollution controls title 40, chapter I, subchapter U, part 1054 of the Code of Federal Regulations standards for small non-road spark-ignition engines and equipment. Engines that otherwise meet the physical description of the scope but are not certified under 40 CFR part 1054 and are not certified under other parts of subchapter U of the EPA air pollution controls are not excluded from the scope of this proceeding. Engines that may be certified under both 40 CFR part 1054 as well as other parts of subchapter U remain subject to the scope of this proceeding.

For purposes of these investigations, an unfinished engine covers at a minimum a sub-assembly comprised of, but not limited to, the following components: crankcase, crankshaft, camshaft, pistons(s), connecting rod(s), and oil pan. Importation of these components together, whether assembled or unassembled, and whether or not accompanied by additional components such as a manifold, cylinder head(s), valve train, or valve cover(s), constitutes an unfinished engine for purposes of these investigations. The inclusion of other products such as spark plugs fitted into the cylinder head or electrical devices (e.g., ignition modules, ignition coils) for synchronizing with the motor to supply tension current does not remove the product from the scope. The inclusion of any other components not identified as comprising the unfinished engine subassembly in a third-country does not remove the engine from the scope.

The engines subject to these investigations are typically classified in the Harmonized Tariff Schedule of the United States (HTSUS) in subheading 8407.90.10 and imported under statistical reporting numbers: 8407.90.1020, 8407.90.1060, and 8407.90.1080. Engines subject to these investigations may also be imported under HTSUS 8407.90.9060 and 8407.90.9080. The engine subassemblies that are subject to these investigations are imported under HTSUS 8409.91.5085 and 8409.91.9990. The HTSUS statistical reporting numbers are provided for convenience and customs purposes only, and the written description of the merchandise under investigation is dispositive.

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

Reporting of information.—If information is not readily available from your records, provide carefully prepared estimates. If your firm is completing more than one questionnaire (*i.e.*, a producer, importer, and/or purchaser questionnaire), you need not respond to duplicated questions.

Confidentiality.—The commercial and financial data furnished in response to this questionnaire that reveal the individual operations of your firm will be treated as confidential by the Commission to the extent that such data are not otherwise available to the public and will not be disclosed except as may be required by law (see 19 U.S.C. § 1677f). Such confidential information will not be published in a manner that will reveal the individual operations of your firm; however, general characterizations of numerical business proprietary information (such as discussion of trends) will be treated as confidential business information only at the request of the submitter for good cause shown.

Verification.—The information submitted in this questionnaire is subject to audit and verification by the Commission. To facilitate possible verification of data, please keep all files, worksheets, and supporting documents used in the preparation of the questionnaire response. Please also retain a copy of the final document that you submit.

Release of information.—The information provided by your firm in response to this questionnaire, as well as any other business proprietary information submitted by your firm to the Commission in connection with this proceeding, may become subject to, and released under, the administrative protective order provisions of the Tariff Act of 1930 (19 U.S.C. § 1677f) and section 207.7 of the Commission's Rules of Practice and Procedure (19 CFR § 207.7). This means that certain lawyers and other authorized individuals may temporarily be given access to the information for use in connection with this proceeding or other import-injury proceedings conducted by the Commission on the same or similar merchandise; those individuals would be subject to severe penalties if the information were divulged to unauthorized individuals.

Valid number error messages.—If you are completing this form in a country that uses periods (".") to delineate multiples of 1000 (e.g., one million would appear as \$1.000.000 rather than \$1,000,000), you may be unable to enter in numbers greater than 999 in numeric form fields. The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete this form. Detailed instructions on how to resolve this issue is provided at the end of this questionnaire and is available upon request from Charlie Cummings (202-708-1666, Charles.Cummings@usitc.gov).

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

I-1a. **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-2a. **Establishments covered.**—Provide the name and address of establishment(s) covered by this questionnaire.

“Establishment”—Each facility of a firm involved in the importation of large vertical shaft engines, including auxiliary facilities operated in conjunction with (whether or not physically separate from) such facilities.

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

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

Law firm:	
Lead attorney(s):	

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

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

Firm name	Country	Extent of ownership (percent)

I-4. **Related importers/exporters.**–Does your firm have any related firms, either domestic or foreign, that are engaged in importing large vertical shaft engines from China into the United States or that are engaged in exporting large vertical shaft engines from China to the United States?

No Yes–List the following information.

Firm name	Country	Affiliation

I-5. **Related producers.**—Does your firm have any related firms, either domestic or foreign, that are engaged in the production of large vertical shaft engines?

No Yes—List the following information.

Firm name	Country	Affiliation

I-6. **Importing operations.**—Please indicate the nature of your firm's importing operations on large vertical shaft engines. More than one answer may be applicable.

Importer of record	Takes title to the imported product(s)	Consignee of the imported product(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 large vertical shaft engines 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 large vertical shaft engines into, or withdraws such merchandise from, foreign trade zones or bonded warehouses. Also indicate whether your firm imports large vertical shaft engines 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 designated as such pursuant to the rules and procedures set forth in the Foreign-Trade Zones Act.

“Bonded warehouse” is a secured facility supervised by U.S. Customs, where dutiable landed imports are stored pending their re-export, or release after payment of import duties, taxes, and other charges. A bonded warehouse must be 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).

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

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

PART II.—TRADE AND RELATED INFORMATION

Further information on this part of the questionnaire can be obtained from Charlie Cummings (202-708-1666, Charles.Cummings@usitc.gov). **Supply all data requested on a calendar-year basis.**

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

Name	
Title	
Email	
Telephone	

II-2a. **Changes in operations.**—Please indicate whether your firm has experienced any of the following changes in relation to the importation of large vertical shaft engines since January 1, 2017.

<i>(check as many as appropriate)</i>		<i>(If checked, please describe the nature, date(s), and significance of any such reported changes as well as the business reasons for them; leave completely blank if not applicable)</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-2b. **COVID-19 pandemic.**-- Since January 1, 2020, has the COVID-19 pandemic or have any government actions taken to contain the spread of the COVID-19 virus resulted in changes in relation to the supply chain or sales of large vertical shaft engines?

No	Yes	If yes, describe these changes including a separate discussion of the (a) supply chain impact, and (b) sales impact of the COVID-19 pandemic.
<input type="checkbox"/>	<input type="checkbox"/>	

II-3. **Arranged imports.**--Has your firm imported or arranged for the importation of large vertical shaft engines for delivery after **June 30, 2020**?

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

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

Source	Period			
	Jul-Sep 2020	Oct-Dec 2020	Jan-Mar 2021	Apr-Jun 2021
	Quantity (in units)			
China				
All other sources				

II-4. **Reasons for importing if producer.**--If your firm also produces large vertical shaft engines 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).

“Import quantities” –Quantities reported should be net of returns.

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

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

“Internal consumption” –Product consumed internally by your firm. Such transactions are valued at fair market value.

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

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

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

“Inventories” –Finished goods inventory, not raw materials or work in progress.

“Unfinished” – At a minimum, a subassembly comprised of, but not limited to, the following components: crankcase, crankshaft, camshaft, piston(s), and connecting rod(s). These components together, whether assembled or unassembled, and whether or not accompanied by additional components such as an oil pan, manifold, cylinder head(s), valve train, or valve over(s), constitute an unfinished engine.

“Finished, branded” – Large vertical shaft engines that are assembled and branded with the name of the mower’s original equipment manufacturer (OEM).

“Finished, private label” – Large vertical shaft engines that are assembled and branded with another firm’s own brand or private label (not branded with the name of the mower’s OEM).

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

II-5a. **U.S. imports from China.**—Report your firm's imports and your firm's shipments and inventories of large vertical shaft engines imported from China by your firm during the specified periods.

China

Quantity (in units), value (in \$1,000s)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
Beginning-of-period inventories (quantity) (A)					
Imports: ¹ Quantity (B)					
Value (C)					
U.S. shipments: Commercial shipments: Quantity (D)					
Value (E)					
Internal consumption: ² Quantity (F)					
Value ² (G)					
Transfers to related firms: ² Quantity (H)					
Value ² (I)					
Export shipments: ³ Quantity (J)					
Value (K)					
End-of-period inventories (quantity) (L)					

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

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

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

II-5a. U.S. imports from China.–Continued

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

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
A + B – D – F – H – J – L = should equal zero ("0") or provide an explanation. ¹	0	0	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.					

II-5b. Channels of distribution: China.—Report your firm's U.S. shipments (i.e. inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from China by channel of distribution in the specified periods.

China

Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity (in units)					
Channels of distribution:					
U.S. shipments:					
To distributors or dealers (M)					
To OEMs (N)					

RECONCILIATION OF CHANNELS.—Please ensure that the quantities reported for channels of distribution (i.e., lines M and N) in each time period equal the quantity reported for U.S. shipments (i.e., line D, F, H) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation item	Calendar years			January-June	
	2017	2018	2019	2019	2020
M + N – D – F – H = zero ("0"), if not revise.	0	0	0	0	0

II-5c. **U.S. imports by level of processing: China.**—Report your firm's U.S. imports from China by level of processing during the specified periods.

China

Quantity (in units) and value (in \$1,000s)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
U.S. imports:					
Unfinished:¹					
Quantity (O)					
Value (P)					
Finished, branded:²					
Quantity (Q)					
Value (R)					
Finished, private label:³					
Quantity (S)					
Value (T)					

¹. At a minimum, a subassembly comprised of, but not limited to, the following components: crankcase, crankshaft, camshaft, piston(s), and connecting rod(s). These components together, whether assembled or unassembled, and whether or not accompanied by additional components such as an oil pan, manifold, cylinder head(s), valve train, or valve over(s), constitute an unfinished engine.

². Large vertical shaft engines that are assembled and branded with the name of the mower's original equipment manufacturer (OEM).

³. Large vertical shaft engines that are assembled and branded with another firm's own brand or private label (not branded with the name of the mower's OEM).

RECONCILIATION OF IMPORTS BY LEVEL OF PROCESSING.—Please ensure that the quantities and values reported for U.S. imports in this question (i.e., lines O through T) in each time period equal the quantity and value reported for U.S. imports in previous question II-5a (i.e., lines B and C) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity: O + Q + S – B = zero ("0"), if not revise	0	0	0	0	0
Value: P + R + T – C = zero, ("0"), if not revise.	0	0	0	0	0

II-5d. **U.S. shipments of imports by nominal useful life rating: China.**—Report your firm’s U.S. shipments (*i.e.*, inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from China by nominal useful life category (residential, extended life residential, and commercial) during the specified periods.

China

Quantity (<i>in units</i>) and value (<i>in \$1,000s</i>)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
U.S. shipments:					
Residential:¹					
<i>Quantity (U)</i>					
<i>Value (V)</i>					
Extended life residential or general purpose:²					
<i>Quantity (W)</i>					
<i>Value (X)</i>					
Commercial:³					
<i>Quantity (Y)</i>					
<i>Value (Z)</i>					
¹ . EPA-certified nominal useful life rating of no more than 250 hours ² . EPA-certified nominal useful life rating of more than 250 hours but less than 1,000 hours. ³ . EPA-certified nominal useful life rating of more than 1,000 hours.					

RECONCILIATION OF CHANNELS.—Please ensure that the quantities and values reported for nominal useful life rating (*i.e.*, lines U through Z) in each time period equal the quantities and values reported for U.S. shipments (*i.e.*, lines D through I) in each time period. If the calculated fields below return values other than zero (*i.e.*, “0”), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity: U + W + Y – D – F – H = zero (“0”), if not revise.	0	0	0	0	0
Value: V + X + Z – E – G – I = zero (“0”), if not revise.	0	0	0	0	0

II-6a. **Imports from all other sources.**—Report your firm’s imports and your firm’s shipments and inventories of large vertical shaft engines imported from **all other sources** by your firm during the specified periods.

All other sources

(list sources: _____)

Quantity (in units), value (in \$1,000s)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
Beginning-of-period inventories (quantity) (A)					
Imports: ¹ Quantity (B)					
Value (C)					
U.S. shipments: Commercial shipments: Quantity (D)					
Value (E)					
Internal consumption: ² Quantity (F)					
Value ² (G)					
Transfers to related firms: ² Quantity (H)					
Value ² (I)					
Export shipments: ³ Quantity (J)					
Value (K)					
End-of-period inventories (quantity) (L)					
¹ Please identify the foreign producers, if known: _____. ² Internal consumption and transfers to related firms must be valued at fair market value. If your firm uses a different basis for valuing these transactions in your records, please specify that basis (e.g., cost, cost plus, etc.): _____. However, the data provided above in this table should be based on fair market value. ³ Identify your firm’s principal export markets: _____.					

II-6a. Imports from all other sources.–Continued

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

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
A + B – D – F – H – J – L = should equal zero ("0") or provide an explanation. ¹	0	0	0	0	0
¹ Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.					

II-6b. Channels of distribution: All other sources.—Report your firm's U.S. shipments (i.e., inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from all other sources by channel of distribution in the specified periods.

All other sources

Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity (in units)					
Channels of distribution:					
U.S. shipments:					
To distributors or dealers (M)					
To OEMs (N)					

RECONCILIATION OF CHANNELS.—Please ensure that the quantities reported for channels of distribution (i.e., lines M and N) in each time period equal the quantity reported for U.S. shipments (i.e., line D, F, H) in each time period. If the calculated fields below return values other than zero (i.e., "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation item	Calendar years			January-June	
	2017	2018	2019	2019	2020
M + N – D – F – H = zero ("0"), if not revise.	0	0	0	0	0

II-6c. **U.S. Imports by level of processing: All other sources.**—Report your firm’s U.S. imports from all other sources by level of processing during the specified periods.

All other sources

Quantity (in units) and value (in \$1,000s)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
U.S. imports:					
Unfinished:¹					
Quantity (O)					
Value (P)					
Finished, branded:²					
Quantity (Q)					
Value (R)					
Finished, private label:³					
Quantity (S)					
Value (T)					

¹. At a minimum, a subassembly comprised of, but not limited to, the following components: crankcase, crankshaft, camshaft, piston(s), and connecting rod(s). These components together, whether assembled or unassembled, and whether or not accompanied by additional components such as an oil pan, manifold, cylinder head(s), valve train, or valve over(s), constitute an unfinished engine.

². Large vertical shaft engines that are assembled and branded with the name of the mower’s original equipment manufacturer (OEM).

³. Large vertical shaft engines that are assembled and branded with another firm’s own brand or private label (not branded with the name of the mower’s OEM).

RECONCILIATION OF IMPORTS BY LEVEL OF PROCESSING.—Please ensure that the quantities and values reported for U.S. imports in this question (i.e., lines O through T) in each time period equal the quantity and value reported for U.S. imports in previous question II-5a (i.e., lines B and C) in each time period. If the calculated fields below return values other than zero (i.e., “0”), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity: O + Q + S – B = zero (“0”), if not revise	0	0	0	0	0
Value: P + R + T – C = zero, (“0”), if not revise.	0	0	0	0	0

II-6d. **U.S. shipments of imports by nominal useful life rating: All other sources.**—Report your firm's U.S. shipments (*i.e.*, inclusive of commercial U.S. shipments, internal consumption, and transfers to related firms) of imports from all other sources by nominal useful life category (residential, extended life residential, and commercial) during the specified periods.

All other sources

Quantity (<i>in units</i>) and value (<i>in \$1,000s</i>)					
Item	Calendar years			January-June	
	2017	2018	2019	2019	2020
U.S. shipments:					
Residential:¹					
<i>Quantity (U)</i>					
<i>Value (V)</i>					
Extended life residential or general purpose:²					
<i>Quantity (W)</i>					
<i>Value (X)</i>					
Commercial:³					
<i>Quantity (Y)</i>					
<i>Value (Z)</i>					
¹ . EPA-certified nominal useful life rating of no more than 250 hours. ² . EPA-certified nominal useful life rating of more than 250 hours but less than 1,000 hours. ³ . EPA-certified nominal useful life rating of more than 1,000 hours.					

RECONCILIATION OF CHANNELS.—Please ensure that the quantities and values reported for nominal useful life rating (*i.e.*, lines U through Z) in each time period equal the quantities and values reported for U.S. shipments (*i.e.*, lines D through I) in each time period. If the calculated fields below return values other than zero (*i.e.*, "0"), the data reported must be revised prior to submission to the Commission.

Reconciliation	Calendar years			January-June	
	2017	2018	2019	2019	2020
Quantity: U + W + Y – D – F – H = zero ("0"), if not revise.	0	0	0	0	0
Value: V + X + Z – E – G – I = zero ("0"), if not revise.	0	0	0	0	0

- II-7. **Transfers to related firms.**—If your firm reported transfers to related firms in any of the data tables in part II, please identify the firm(s) and indicate the nature of the relationship between your firm and the related firms (*e.g.*, joint venture, wholly owned subsidiary) and whether the transfers were priced at market value or by a non-market formula.

- II-8. **Other explanations.**—If your firm would like to further explain a response to a question in Part II for which a narrative response box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section, 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 Cindy Cohen (202-205-3230, cindy.cohen@usitc.gov).

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

Name	
Title	
Email	
Telephone	

PRICE DATA

III-2. This question requests quarterly quantity and value data for your firm’s commercial shipments to unrelated U.S. OEM customers since January 1, 2017 of the following products your firm imported from China:

Product 1.— Vertical Shaft Engine, Air-Cooled, Single Cylinder, Carbureted, 340-400cc displacement, residential (EPA-certified nominal useful life rating of no more than 250 hours)

Product 2.— Vertical Shaft Engine, Air-Cooled, Single Cylinder, Carbureted, 410-550cc displacement, residential (EPA-certified nominal useful life rating of no more than 250 hours)

Product 3.— Vertical Shaft Engine, Air-Cooled, Twin Cylinder, Carbureted, 650-700cc displacement, residential (EPA-certified nominal useful life rating of no more than 250 hours)

Product 4.— Vertical Shaft Engine, Air-Cooled, Twin Cylinder, Carbureted, 701-750cc displacement, extended life residential (EPA-certified nominal useful life rating of more than 250 hours but less than 1,000 hours)

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 including those provided to your OEM customers (*direct rebates*) and any rebates your firm provided to retailers (*indirect rebates*)).

During January 2017-June 2020, did your firm import from China and sell to unrelated U.S. OEM customers any of the above listed products (or any products that were competitive with these products)?

<input type="checkbox"/>	Yes. —Please complete the following pricing data table as appropriate. Report sales only to OEMs. Do not report sales of replacement engines.
<input type="checkbox"/>	No. —Skip to question III-3.

III-2a. **Price data.**—Report below the quarterly price data¹ for pricing products² imported from China and sold to OEMs by your firm.

China

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

(Quantity in units, value in dollars)								
Period of shipment	Product 1		Product 2		Product 3		Product 4	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
2017:								
January-March								
April-June								
July-September								
October-December								
2018:								
January-March								
April-June								
July-September								
October-December								
2019:								
January-March								
April-June								
July-September								
October-December								
2020:								
January-March								
April-June								

¹ Net values (i.e., gross sales values less all discounts, allowances, rebates, prepaid freight, and the value of returned goods), f.o.b. your firm's U.S. point of shipment. Please subtract any discounts, rebates, and returns from the quarter in which the sale occurred.

² Pricing product definitions are provided on the first page of Part III.

Note.—Please list the specifications of the engines for which data were reported. Also, please explain any anomalies in your firm's reported pricing data.

Product 1:

Product 2:

Product 3:

Product 4:

Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of these data, as Commission staff may contact your firm regarding questions. 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-2b. **Price data checklist.**—Please check that the pricing data in question III-2(a) has been correctly reported.

Are the price data reported above:	√ if Yes
In actual dollars (not \$1,000s)?	<input type="checkbox"/>
F.o.b. U.S. point of shipment (i.e., does not include U.S. transport costs)?	<input type="checkbox"/>
Net of all direct discounts and rebates to your customers?	<input type="checkbox"/>
Net of all indirect discounts and rebates to your customers' customers (e.g. lawn mower retailers)?	<input type="checkbox"/>
Have discounts, rebates, and returns been credited to the quarter in which the sale occurred?	<input type="checkbox"/>
Include only sales to OEMs (i.e., excluding aftermarket and retail sales)?	<input type="checkbox"/>
Less than reported commercial shipments in part II in each year?	<input type="checkbox"/>
Explanation(s) for any boxes not checked:	

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

III-2d. **Rebates.**—

(a) Does your firm give direct or indirect rebates to retailers for its sales of large vertical shaft engines?

No Yes—Please answer parts b and c.

(b) Please describe how such rebates were applied in your reported pricing data and indicate the average unit values of rebates excluded from pricing product values for 2019.

Describe how rebates to retailers were applied in pricing data.	Average rebates excluded from pricing data, 2019 (dollars per unit)			
	Product 1	Product 2	Product 3	Product 4

(c) Provide the names of the retailers to which your firm provided rebates for large vertical shaft engines since January 1, 2017, and report the terms of these rebates for each of your five largest retail customers.

PURCHASE COST DATA

III-3. **Imports by OEMs for internal use.**—This question requests quarterly quantity and landed-duty paid value data for your firm's imports of the products defined above (on the first page of part III) for internal consumption from China since January 1, 2017. These are imports of large vertical shaft engines that your firm used to produce mowers.

During January 2017-June 2020, did your firm import any of the products listed on the first page of part III from China for internal consumption to produce mowers?

<input type="checkbox"/>	Yes. —Please complete the following table(s) as appropriate.
<input type="checkbox"/>	No. —Skip to question III-4.

III-3a. **Imports by OEMs for internal use.**—Report below the import data¹ for pricing products² imported from China and used by your own firm to produce mowers. These are imports that your firm does not resell as large vertical shaft engines.

Please note that values should be landed, duty-paid (LDP) and should not include U.S.-inland transportation costs. Values should reflect the *final net* amount paid by your firm (*i.e.*, should be net of all returns, discounts, allowances, and rebates).

China

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

(Quantity in units, value in dollars)								
Period of importation	Product 1		Product 2		Product 3		Product 4	
	Quantity	LDP Value	Quantity	LDP Value	Quantity	LDP Value	Quantity	LDP Value
2017:								
January-March								
April-June								
July-September								
October-December								
2018:								
January-March								
April-June								
July-September								
October-December								
2019:								
January-March								
April-June								
July-September								
October-December								
2020:								
January-March								
April-June								

¹ LDP value (i.e., landed duty-paid 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). See "Import values" definition in Part II (Trade and Related Information – Definitions).

² Pricing product definitions are provided on the first page of Part III.

Note.— Please list the specifications of the engines for which data were reported. Also, please explain any anomalies in your firm's reported data.

Product 1:

Product 2:

Product 3:

Product 4:

Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of these data, as Commission staff may contact your firm regarding questions. 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.

Complete these questions only if your firm reported data on the previous page, otherwise skip to question III-4.

The following questions ask about the costs/benefits (not included in the LDP values reported above) that factor into your firm's decision to import large vertical shaft engines rather than purchase from a U.S. producer or importer of large vertical shaft engines.

III-3b. Additional costs for your firm's imports of large vertical shaft engines for your firm's internal use.—

i. Did your firm incur any additional costs by importing large vertical shaft engines rather than purchasing from a U.S. producer or importer (*e.g.*, logistical or supply chain management costs, warehousing/inventory carrying costs, insurance or other risk management fees, demurrage fees, indirect and overseas costs)?

No Yes—Please answer parts ii, iii, and iv.

ii. Please provide an estimate of the total additional cost incurred (as a percentage compared to LDP value) when importing large vertical shaft engines rather than purchasing from a U.S. producer or importer. (Report only the portion that is related to your firm's importing activities, either directly or indirectly, and not already included in the LDP value. Do **NOT** include any costs that also would be incurred if your firm purchased the product from a U.S. producer or importer.) _____ percent compared to LDP value.

iii. Please identify and explain the specific additional costs incurred by your firm and estimate each cost (in percent) compared to the cost of importing. (Only report costs and the portion of each cost that was related to your firm's importing activities for large vertical shaft engines, either directly or indirectly, and that are not already included in the LDP value. Do **NOT** report costs that your firm would incur when purchasing large vertical shaft engines from a U.S. producer or importer.)

Costs	Estimated percentage compared to LDP value (percent)	Explanation
	%	
	%	
	%	
	%	

iv. Briefly describe how your firm's additional costs (beyond the purchase price) by importing large vertical shaft engines directly compare with the additional costs your firm incurs when purchasing from a U.S. producer or U.S. importer.

III-3c. **Decision basis.**—To which source(s) does your firm compare costs in determining whether or not to import large vertical shaft engines? Check all that apply.

U.S. importers	U.S. producers	Neither U.S. importers nor U.S. producers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

III-3d. **Benefits of importing large vertical shaft engines.**

i. Briefly identify the benefits of importing large vertical shaft engines instead of purchasing large vertical shaft engines from a U.S. importer or from a U.S. producer.

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ii. Is it your firm's experience that the large vertical shaft engines your firm imported from China are priced lower than they would be if your firm purchased from a U.S. importer or U.S. producer?

Imports are priced lower when	No	Yes (If yes to either, please answer parts iii and iv)
Not including the additional costs above	<input type="checkbox"/>	<input type="checkbox"/>
Including the additional costs above	<input type="checkbox"/>	<input type="checkbox"/>

iii. Please estimate your firm's savings by importing large vertical shaft engines instead of purchasing from a U.S. producer or U.S. importer since January 1, 2016 (as a percent of the purchase price from the U.S. importer or U.S. producer). For your estimate, compare the price of purchasing from a U.S. importer or U.S. producer to the cost of direct imports (including the additional costs described above in III-3.b).

Factors	Estimated savings (percent of purchase price from U.S. importer/producer)
U.S. producer	%
U.S. importer	%

iv. What methods or experience did you base the estimates in III-3d.iii (*i.e.* based on previous transactions with U.S. producers and/or U.S. importers, market research, etc.) Check all that apply.

Reported estimates in III-3d.iii based on	√ if Yes
Previous company transactions	<input type="checkbox"/>
Market research	<input type="checkbox"/>
Other – Please explain	<input type="checkbox"/>

If your firm imports large vertical shaft engines for internal use only, please skip to question III-13.

III-4. **Price setting.**— How does your firm determine prices for sales of large vertical shaft engines? Briefly describe the price negotiation process and timeline, and when during the process prices are finalized. If your firm issues price lists, please submit sample pages of a recent list.

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III-5. **Discount policy.**— Please indicate and describe your firm's discount policies for large vertical shaft engines (*check all that apply*).

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

III-6. **Pricing terms.**—On what basis are your firm's prices of imported large vertical shaft engines from China usually quoted (*check one*)?

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

III-7. **Contract versus spot.**—Approximately what share of your firm's sales of large vertical shaft engines imported from China in 2019 was on a (1) short-term contract basis, (2) annual contract basis, (3) long-term contract basis, and (4) spot sales basis?

Item	Type of sale				Total (should sum to 100.0%)
	Short-term contracts (multiple deliveries for less than 12 months)	Annual contracts (multiple deliveries for 12 months)	Long-term contracts (multiple deliveries for more than 12 months)	Spot sales (for a single delivery)	
Share of 2019 sales	%	%	%	%	0.0 %

III-8. **Contract provisions.**—

(a) Please fill out the table regarding your firm's typical sales contracts for U.S.-produced large vertical shaft engines (or check "not applicable" if your firm does not sell on a short-term, annual and/or long-term contract basis).

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

(b) Briefly describe your firm's contracts for large vertical shaft engines.

(c) Since January 1, 2017, has your firm raised its prices for large vertical shaft engines to any customers during the contract period?

No	Yes	If yes, please describe including when such increases took place.
<input type="checkbox"/>	<input type="checkbox"/>	

III-9. **Lead times.**—What is your firm's share of sales of large vertical shaft engines 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 large vertical shaft engines?

Source	Share of 2019 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-10. **Shipping information.**—

- (a) Who generally arranges the transportation to your firm's customers' locations?
 Your firm Purchaser *(check one)*
- (b) When your firm sells large vertical shaft engines imported from China, from where is it shipped?
 Point of importation Storage facility *(check one)*
- (c) Indicate the approximate percentage of your firm's sales of large vertical shaft engines 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-11. **Geographical shipments.**—In which U.S. geographic market area(s) has your firm sold large vertical shaft engines imported from China since January 1, 2017 (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-12. **Warranties.** –Does your firm provide product warranties for large vertical shaft engines? If yes, please briefly summarize the warranties provided and indicate the percentage of the price of an engine that is accounted for by warranty costs.

No	Yes	If yes, describe the warranties and indicate the percentage of the price of an engine that is accounted for by warranty costs.
<input type="checkbox"/>	<input type="checkbox"/>	

III-13. **Inland transportation costs.**—What is the approximate percentage of the cost of large vertical shaft engines imported from China that is accounted for by U.S. inland transportation costs? _____ percent.

III-14. **End uses.**—List the end uses of the large vertical shaft engines that your firm imports. For each end-use product, what percentage of the total cost is accounted for by large vertical shaft engines and other inputs?

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

III-15. **Substitutes.**—Can other products be substituted for large vertical shaft engines?

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 large vertical shaft engines?		
			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-16. **Demand trends.**—Indicate how demand within the United States and outside of the United States (if known) for large vertical shaft engines has changed since January 1, 2017. Explain any trends and describe the principal factors that have affected these changes in demand (e.g., new home construction, weather, overall economy, emissions regulations/environmental policies, commercial lawn services, and COVID-19).

Market	Overall increase	No change	Overall decrease	Fluctuate with no clear trend	Explanation and factors
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-17. **Product changes.**—Have there been any significant changes in the product range, product mix or marketing of large vertical shaft engines since January 1, 2017?

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

III-18. **Conditions of competition.**—

(a) Is the large vertical shaft engines market subject to business cycles and/or other conditions of competition distinctive to large vertical shaft engines?

Check all that apply.	Please describe.
<input type="checkbox"/> No	Skip to question III-19.
<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 large vertical shaft engines since January 1, 2017?

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

III-19. **Supply constraints.**—Has your firm refused, declined, or been unable to supply large vertical shaft engines since January 1, 2017 (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, being unable to meet timely shipment commitments, etc.)?

No	Yes	If yes, please describe, including the time period(s) when your firm experienced supply constraints.
<input type="checkbox"/>	<input type="checkbox"/>	

III-20. **Raw materials.**—

(a) How have large vertical shaft engines raw material prices changed since January 1, 2017?

Factor	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 large vertical shaft engines.
Cost of raw materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(b) How did the imposition of tariffs under section 232 on imported steel/aluminum products impact raw material costs for large vertical shaft engines?

Factor	Overall increase	No change	Overall decrease	Fluctuate with no clear trend
Cost of raw materials after section 232 tariffs imposed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(c) How did the imposition of tariffs under section 232 on imported steel/aluminum products impact your firm’s sales price for large vertical shaft engines?

Factor	No change	Overall Increase	Overall Decrease	Fluctuate with no clear trend	Explanation
Prices for large vertical shaft engines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

III-21. **Interchangeability.**—Are large vertical shaft engines 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		
For any country-pair producing large vertical shaft engines that is <i>sometimes</i> or <i>never</i> interchangeable, identify the country-pair and explain the factors that limit or preclude interchangeable use:		

III-22. **Factors other than price.**—Are differences other than price (e.g., quality, availability, transportation network, product range, technical support, etc.) between large vertical shaft engines 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		
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 large vertical shaft engines, identify the country-pair and report the advantages or disadvantages imparted by such factors:		

III-23. **Impact of section 301 tariffs.**– Did the imposition of tariffs on Chinese-origin products under section 301 have an impact on the large vertical shaft engines market in the United States?

Yes — Please indicate the impact in the table below.	No	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Factor	Overall increase	No change	Overall decrease	Fluctuate with no clear trend	Explain, noting how the imposition of tariffs under section 301 affected each factor of the large vertical shaft engines market in the United States.
Supply of U.S.-produced large vertical shaft engines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Supply of large vertical shaft engines imported from China	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Supply of large vertical shaft engines imported from other countries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Prices for large vertical shaft engines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Overall U.S. demand for large vertical shaft engines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Raw material costs for large vertical shaft engines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

III-24. **Customer identification.**—List the names and contact information for your firm’s 10 largest U.S. customers for large vertical shaft engines since January 1, 2017. Indicate the share of the quantity of your firm’s total shipments of large vertical shaft engines that each of these customers accounted for in 2019.

	Customer’s name	City	State	Share of 2019 sales (%)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

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

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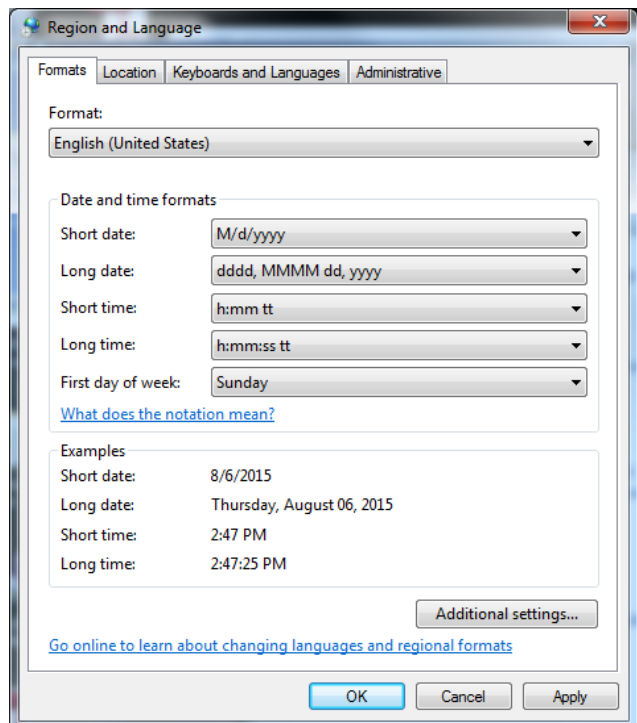
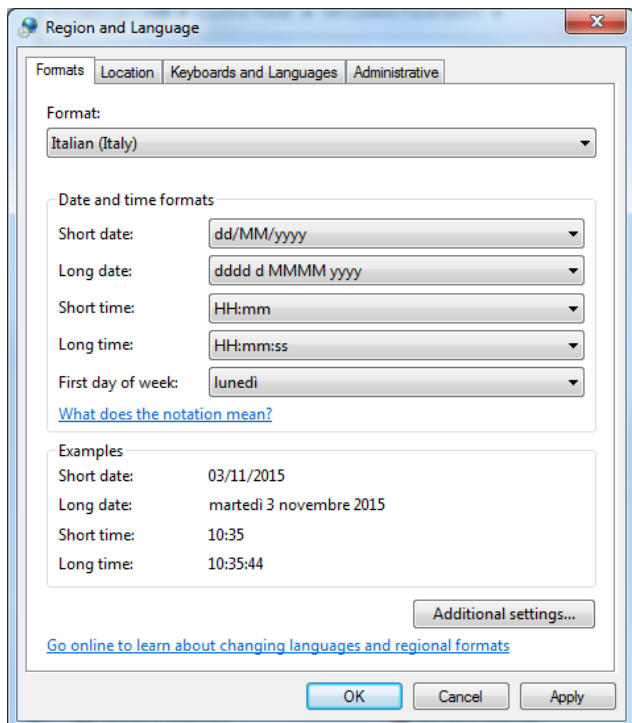
Correcting Valid number error messages.—If you are completing a Commission questionnaire in a country that uses periods (“.”) to delineate multiples of 1000 (e.g., one million would appear as \$1.000.000 instead of as \$1,000,000), you may be unable to enter in numbers greater than 999 in numeric form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

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

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

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

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



HOW TO FILE YOUR QUESTIONNAIRE RESPONSE

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

https://www.usitc.gov/investigations/701731/2020/vertical_shaft_engines_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:** **ENGCN**

- **E-mail.**—E-mail the MS Word questionnaire to Charles.Cummings@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.