

UNITED STATES INTERNATIONAL TRADE COMMISSION  
Washington, DC 20436

**MEMORANDUM ON PROPOSED TARIFF LEGISLATION  
of the 109<sup>th</sup> Congress<sup>1</sup>**

[Date approved: October 11, 2005]<sup>2</sup>

**Bill No. and sponsor:** H.R. 2597 (Mr. David G. Reichert of Washington).

**Proponent name, location:** PACCAR, Bellevue, WA.

**Other bills on product (109<sup>th</sup> Congress only):** None.

**Nature of bill:** Temporary duty suspension through Dec. 31, 2009.

**Retroactive effect:** None.

**Suggested article description(s) for enactment (including appropriate HTS subheading(s)):**

Suspension system stabilizer bars of alloy steel of Japanese JIS grade SCM525S (26CrMo4) or SCM435H (34CrMo4), each weighing approximately 42 kg, comprising one rod measuring approximately 98.8 cm in length at each end of which is welded at approximately right angles to a rod measuring approximately 51 cm in length (provided for in subheading 8708.99.70), the foregoing designed for use in Class 7 and 8 trucks only.

**Check one:**      Same as that in bill as introduced.  
                   Different from that in bill as introduced (see Technical comments section).

**Product information, including uses/applications and source(s) of imports:**

Stabilizer bars are transverse mounted spring steel bars that control and minimize body lean or tipping on corners. Generally, a round bar connects the left wheel suspension assembly with the right side, and it may be found at the front and/or rear of the vehicle. The main function of a stabilizer bar is to keep both wheels rolling at the same rate when the vehicle meets bumps. Stabilizer bars also affect handling, as a front stabilizer bar increases understeer<sup>3</sup> and a rear bar increases oversteer.<sup>4</sup> The subject bars are to be used in Class 7 and 8 commercial trucks.<sup>5</sup> The material used to manufacture these stabilizer bars must meet the specified Japanese Industrial Standard (JIS) alloy steel grades for chromium molybdenum steels (SCM) as well as the dimensional and weight characteristics. The subject stabilizer bars are imported from Japan.

<sup>1</sup> Industry analyst preparing report: Deborah A. McNay (202-205-3425); Tariff Affairs contact: Jan Summers (202-205-2605).

<sup>2</sup> Access to an electronic copy of this memorandum is available at [http://usitc.gov/tata/hts/other/rel\\_doc/bill\\_reports/index.htm](http://usitc.gov/tata/hts/other/rel_doc/bill_reports/index.htm).

<sup>3</sup> The tendency for a vehicle to turn less sharply in a corner; the front end tendency to run wide in a turn.

<sup>4</sup> The tendency for a vehicle to turn more sharply in a corner; the rear end wants to swing toward the outside of a turn.

<sup>5</sup> Class 7 trucks weight between 26,001 and 33,000 lbs (or 11,794 and 14,969 kg) and Class 8 trucks weigh 33,001 lbs (14,970 kg) or more. App. 3, U.S. Market Data, Figure 104, U.S. weight classes, Jonathan Storey, *The World's Truck Manufacturers, An Operating and Financial Review*, Automotive World Publications, 8<sup>th</sup> edn.

**Estimated effect on customs revenue:**

<b>HTS subheading: 8708.99.70</b>					
	2005	2006	2007	2008	2009
Col. 1-General rate of duty	2.5%	2.5%	2.5%	2.5%	2.5%
Estimated value <i>dutiable</i> imports	\$8,820,000	\$9,261,000	\$4,631,000	\$4,631,000	\$4,631,000
Customs revenue loss	\$220,500	\$231,525	\$115,775	\$115,775	\$115,775

Source of estimated dutiable import data: Commission staff and industry estimates.

**Contacts with domestic firms/organizations (including the proponent):**

Name of firm/organization	Date contacted	US production of same or competitive product claimed?	Submission attached?	Opposition noted?
			(Yes/No)	
PACCAR, Paul Heffernan, paul.heffernan@paccar.com	8/16/2005	No	No	No
Dayton Parts, LLC, Gary Smalley, gsmalley@daytonparts.com	8/17/2005	No	No	No
Hendrickson International Keith Stephenson, kstephenson@hendrickson-intl.com	8/17/2005	No	No	No
Motor and Equipment Mfg. Assn. (MEMA) Nancy A. Noonan, 202-857-6000	8/17/2005	Yes	Yes	No
Triangle Suspension Systems Harry Howard, hhoward@trianglesusp.com	8/17/2005	No	No	No

**Technical comments:<sup>6</sup>**

Very minor modifications in the proposed article description are suggested, as shown in the language on page 1.

<sup>6</sup> The Commission may express an opinion on the HTS classification of a product to facilitate consideration of the bill. However, by law, only the U.S. Customs Service is authorized to issue a binding ruling on this matter. The Commission believes that the U.S. Customs Service should be consulted prior to enactment of the bill.

109<sup>TH</sup> CONGRESS  
1<sup>ST</sup> SESSION

# H. R. 2597

To suspend temporarily the duty on suspension system stabilizer bars.

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IN THE HOUSE OF REPRESENTATIVES

MAY 24, 2005

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

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## A BILL

To suspend temporarily the duty on suspension system  
stabilizer bars.

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

3       **SECTION 1. SUSPENSION SYSTEM STABILIZER BARS.**

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

“	9902.87.08	Suspension system stabilizer bars of alloy steel of Japan JIS grade SCM525S (26CrMo4) or SCM435H (34CrMo4), each weighing approximately 42 kg, comprising one rod measuring approximately 98.8 cm in length at each end of which is welded at approximately right angles to a rod measuring approximately 51 cm in length (provided for in subheading 8708.99.70), the foregoing designed for use in Class 7 and 8 trucks only ....	Free	No change	No change	On or before 12/31/2009	”.
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1           (b) **EFFECTIVE DATE.**—The amendment made by  
2 subsection (a) applies to goods entered, or withdrawn from  
3 warehouse for consumption, on or after the 15th day after  
4 the date of the enactment of this Act.

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