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: 3510-DS-P

DEPARTMENT OF COMMERCE

International Trade Administration

[C-201-873]

Certain Railway Tank Cars and Subassemblies Thereof from Mexico: Initiation of Countervailing Duty Investigation

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

DATES: Applicable November 9, 2026.

FOR FURTHER INFORMATION CONTACT: Stefan Smith, Office I, AD/CVD Operations, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue, NW, Washington, DC 20230; telephone: (202) 482-4342.

SUPPLEMENTARY INFORMATION:

The Petition

On September 30, 2026, the U.S. Department of Commerce (Commerce) received a countervailing duty (CVD) petition concerning imports of certain railway tank cars and subassemblies thereof (tank cars)[1] from Mexico, filed in proper form on behalf of UTLX Manufacturing LLC (the petitioner), a domestic producer of tank cars.[2] The CVD Petition was accompanied by an antidumping duty (AD) petition concerning imports of tank cars from Mexico.[3]

On October 20, 2026, after considering comments regarding industry support, Commerce extended the initiation deadline by 20 days to further examine the issue of industry support, because it was not clear from the Petition whether the industry support criteria had been met.[4]

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[1] *See* Memorandum, "Product Name Change," dated October 23, 2026.
[2] *See* Petitioner's Letter, "Petition for the Imposition of Antidumping and Countervailing Duties," dated September 30, 2026 (Petition).
[3] *Id*.
[4] *See Notice of Extension of the Deadline for Determining the Adequacy of the Antidumping and Countervailing Duty Petitions: Certain Railway Tank Cars and Parts Thereof from Mexico*, 91 FR 67288 (October 26, 2026).

Between October 6 and 23, 2026, Commerce requested supplemental information pertaining to certain aspects of the Petition in supplemental questionnaires.[5] Between October 13 and 28, 2026, the petitioner filed timely responses to these requests for additional information.[6]

In accordance with section 702(b)(1) of the Tariff Act of 1930, as amended (the Act), the petitioner alleges that the Government of Mexico (GOM) is providing countervailable subsidies, within the meaning of sections 701 and 771(5) of the Act, to producers of tank cars from Mexico, and that such imports are materially injuring, or threatening material injury to, the domestic industry producing tank cars in the United States. Consistent with section 702(b)(1) of the Act and 19 CFR 351.202(b), for those alleged programs on which we are initiating a CVD investigation, the Petition was accompanied by information reasonably available to the petitioner supporting its allegations.

Commerce finds that the petitioner filed the Petition on behalf of the domestic industry, because the petitioner is an interested party, as defined in section 771(9)(C) of the Act. Commerce also finds that the petitioner demonstrated sufficient industry support with respect to the initiation of the requested CVD investigation.[7]

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[5] *See* Commerce's Letters, "General Issues Supplemental Questions," dated October 6, 2026 (First General Issues Supplemental Questionnaire); "Second General Issues Supplemental Questions," dated October 14, 2026 (Second General Issues Supplemental Questionnaire); "Third Supplemental Questions," dated October 23, 2026 (Third General Issues Supplemental Questionnaire); "Supplemental Questions," dated October 6, 2026 (First Mexico CVD Supplemental Questionnaire); and "Second CVD Supplemental Questions," dated October 14, 2026 (Second Mexico CVD Supplemental Questionnaire).

[6] *See* Petitioner's Letters, "Response to Supplemental Questions Regarding Volume I of the Petition," dated October 13, 2026 (First General Issues Supplement); "Petitioner Response to the Second Supplemental Questionnaire Regarding Common Issues and Injury Volume I of the Petition," dated October 16, 2026 (Second General Issues Supplement); "Response to Third Supplemental Questionnaire Regarding Volume I of the Petition," dated October 28, 2026 (Third General Issues Supplement); "Response to Supplemental Questions Regarding Volume III of the Petition," dated October 13, 2026 (First Mexico CVD Supplement); and "Response to Second Supplemental Questionnaire Regarding Volume III of the Petition," dated October 16, 2026 (Second Mexico CVD Supplement).

[7] *See* section on "Determination of Industry Support for the Petition," *infra*.

Period of Investigation (POI)

Because the Petition was filed on September 30, 2026, the POI is January 1, 2025, through December 31, 2025.[8]

Scope of the Investigation

The products covered by this investigation are tank cars from Mexico. For a full description of the scope of this investigation, *see* the appendix to this notice.

Comments on the Scope of the Investigation

Between October 6 and 23, 2026, Commerce requested information and clarification from the petitioner regarding the proposed scope to ensure that the scope language in the Petition is an accurate reflection of the products for which the domestic industry is seeking relief.[9] Between October 13 and 28, 2026, the petitioner provided clarifications and revised the scope.[10] The description of merchandise covered by this investigation, as described in the appendix to this notice, reflects these clarifications.

As discussed in the *Preamble* to Commerce's regulations, we are setting aside a period for interested parties to raise issues regarding product coverage (*i.e.*, scope).[11] Commerce will consider all scope comments received from interested parties and, if necessary, will consult with interested parties prior to the issuance of the preliminary determination. If scope comments include factual information, all such factual information should be limited to public information.[12] Commerce requests that interested parties provide at the beginning of their scope comments a public executive summary for each comment or issue raised in their submission. Commerce further requests that interested parties limit their public executive summary of each comment or issue to no more than 450 words, not including citations. Commerce intends to use

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[8] *See* 19 CFR 351.204(b)(2).
[9] *See* First General Issues Supplemental Questionnaire; *see also* Second General Issues Supplemental Questionnaire; and Third General Issues Supplemental Questionnaire.
[10] *See* First General Issues Supplement at 2-12 and Exhibit I-Supp-2; *see also* Second General Issues Supplement at 1-5; and Third General Issues Supplement at 1-6 and Exhibits 1 and 2.
[11] *See Antidumping Duties; Countervailing Duties, Final Rule*, 62 FR 27296, 27323 (May 19, 1997) (*Preamble*); *see also* 19 CFR 351.312.
[12] *See* 19 CFR 351.102(b)(21) (defining "factual information").

the public executive summaries as the basis of the comment summaries included in the analysis of scope comments. To facilitate preparation of its questionnaires, Commerce requests that scope comments be submitted by 5:00 p.m. Eastern Time (ET) on November 30, 2026, which is the next business day after 20 calendar days from the signature date of this notice.[13] Any rebuttal comments, which may include factual information, and should also be limited to public information, must be filed by 5:00 p.m. ET on December 10, 2026, which is 10 calendar days from the initial comment deadline.

Commerce requests that any factual information that parties consider relevant to the scope of this investigation be submitted during that period. However, if a party subsequently finds that additional factual information pertaining to the scope of the investigation may be relevant, the party must contact Commerce and request permission to submit the additional information. All scope comments must be filed simultaneously on the records of the concurrent AD and CVD investigations.

Filing Requirements

All submissions to Commerce must be filed electronically via Enforcement and Compliance's Antidumping Duty and Countervailing Duty Centralized Electronic Service

[13] The deadline for scope comments falls on November 29, 2026, which is a Sunday. Commerce's practice dictates that where a deadline falls on a weekend or federal holiday, the appropriate deadline is the next business day (in this instance, November 30, 2026). *See* 19 CFR 351.303(b)(1) ("For both electronically filed and manually filed documents, if the applicable due date falls on a non-business day, the Secretary will accept documents that are filed on the next business day").

System (ACCESS), unless an exception applies.[14] An electronically filed document must be received successfully in its entirety by the time and date it is due.

Consultations

Pursuant to sections 702(b)(4)(A)(i) and (ii) of the Act, Commerce notified the GOM of the receipt of the Petition and provided an opportunity for consultations with respect to the Petition.[15] Commerce held consultations with the GOM on October 16, 2026.[16]

Additionally, given the nature of certain subsidy programs alleged in the Petition, on September 30, 2026, Commerce issued a letter to the Government of the People's Republic of China (GOC), providing the GOC with the opportunity to meet with Commerce officials.[17] The GOC did not request to meet with Commerce officials, but submitted comments regarding the allegations.[18]

Determination of Industry Support for the Petition

Section 702(b)(1) of the Act requires that a petition be filed on behalf of the domestic industry. Section 702(c)(4)(A) of the Act provides that a petition meets this requirement if the domestic producers or workers who support the petition account for: (i) at least 25 percent of the total production of the domestic like product; and (ii) more than 50 percent of the production of the domestic like product produced by that portion of the industry expressing support for, or opposition to, the petition. Moreover, section 702(c)(4)(D) of the Act provides that, if the petition does not establish support of domestic producers or workers accounting for more than 50 percent of the total production of the domestic like product, Commerce shall: (i) poll the

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[14] *See Antidumping and Countervailing Duty Proceedings: Electronic Filing Procedures; Administrative Protective Order Procedures*, 76 FR 39263 (July 6, 2011); *see also Enforcement and Compliance; Change of Electronic Filing System Name*, 79 FR 69046 (November 20, 2014), for details of Commerce's electronic filing requirements, effective August 5, 2011. Information on using ACCESS can be found at https://access.trade.gov/help and a handbook can be found at https://access.trade.gov/ACCESS%20Handbook%20on%20Electronic%20Filing%20Procedures_March2026.pdf.

[15] *See* Commerce's Letter, "Invitation for Consultations to Discuss the Countervailing Duty Petition," dated September 30, 2026.

[16] *See* Memorandum, "Consultations with the Government of Mexico," dated October 27, 2026; *see also* GOM's Letter, "Consultations Paper of the Government of Mexico," dated October 16, 2026.

[17] *See* Commerce's Letter, "Alleged Transnational Subsidy Programs," dated September 30, 2026.

[18] *See* GOC's Letter, "Comments on CVD Petition on Certain Railway Tank Cars and Parts Thereof from Mexico: Alleged Transnational Subsidy Programs (C-201-873)," dated October 16, 2026.

industry or rely on other information in order to determine if there is support for the petition, as required by subparagraph (A); or (ii) determine industry support using a statistically valid sampling method to poll the "industry."

Section 771(4)(A) of the Act defines the "industry" as the producers as a whole of a domestic like product. Thus, to determine whether a petition has the requisite industry support, the statute directs Commerce to look to producers and workers who produce the domestic like product. The U.S. International Trade Commission (ITC), which is responsible for determining whether "the domestic industry" has been injured, must also determine what constitutes a domestic like product in order to define the industry. While both Commerce and the ITC apply the same statutory definition regarding the domestic like product,[19] they do so for different purposes and pursuant to a separate and distinct authority. In addition, Commerce's determination is subject to limitations of time and information. Although this may result in different definitions of the like product, such differences do not render the decision of either agency contrary to law.[20]

Section 771(10) of the Act defines the domestic like product as "a product which is like, or in the absence of like, most similar in characteristics and uses with, the article subject to an investigation under this title." Thus, the reference point from which the domestic like product analysis begins is "the article subject to an investigation" (*i.e.*, the class or kind of merchandise to be investigated, which normally will be the scope as defined in the petition).

With regard to the domestic like product, the petitioner does not offer a definition of the domestic like product distinct from the scope of the investigation.[21] Based on our analysis of the

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[19] *See* section 771(10) of the Act.

[20] *See USEC, Inc. v. United States*, 132 F.Supp.2d 1, 8 (CIT 2001) (citing *Algoma Steel Corp., Ltd. v. United States*, 688 F.Supp.639, 644 (CIT 1988), *aff'd Algoma Steel Corp., Ltd. v. United States*, 865 F.2d 240 (Fed. Cir. 1989)).

[21] For a discussion of the domestic like product analysis as applied to this case and information regarding industry support, *see* Checklist, "Countervailing Duty Investigation Initiation Checklist: Certain Railway Tank Cars and Subassemblies Thereof from Mexico," dated concurrently with, and hereby adopted by, this notice (Mexico CVD Initiation Checklist), at Attachment II, Analysis of Industry Support for the Antidumping and Countervailing Duty Petitions Covering Certain Railway Tank Cars and Subassemblies Thereof From Mexico (Attachment II). This checklist is on file electronically via ACCESS.

information submitted on the record, we have determined that tank cars, as defined in the scope, constitute a single domestic like product, and we have analyzed industry support in terms of that domestic like product.[22]

On October 13 and 30, 2026, we received comments on industry support from Trinity Tank Car, Inc. (Trinity), a U.S. producer, U.S. importer and foreign producer of tank cars, and The Greenbrier Companies, Inc. (Greenbrier), a U.S. producer and foreign producer of tank cars, both of which opposed the Petition and provided their 2025 production of tank cars.[23] On October 19 and November 2, 2026, the petitioner responded to the comments from Trinity and Greenbrier in rebuttal submissions.[24] As noted above, on October 20, 2026, Commerce extended the initiation deadline by 20 days to further examine the issue of industry support. In determining whether the petitioner has standing under section 702(c)(4)(A) of the Act, we considered the industry support data provided by the petitioner, Trinity, and Greenbrier with reference to the domestic like product as defined in the "Scope of the Investigation," in the appendix to this notice.[25]

Our review of the data provided by the petitioner, Trinity, and Greenbrier, and other information readily available to Commerce indicates that the petitioner has established industry support for the Petition.[26] First, the information on the record established support from domestic producers (or workers) accounting for more than 50 percent of the total production of the domestic like product and, as such, Commerce is not required to take further action in order to evaluate industry support (*e.g.*, polling).[27] Second, the domestic producers (or workers) have met the statutory criteria for industry support under section 702(c)(4)(A)(i) of the Act because

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[22] For further discussion, *see* Attachment II of the Mexico CVD Initiation Checklist.
[23] *See* Trinity's Letter, "Industry Support Comments," dated October 13, 2026; *see also* Greenbrier's Letter, "Support Comments of The Greenbrier Companies, Inc.," dated October 13, 2026; and Trinity's Letter, "Supplemental Comments Regarding Industry Support," dated October 30, 2026.
[24] *See* Petitioner's Letters, "Petitioner's Rebuttal Industry Support Comments," dated October 19, 2026, and "Petitioner's Request to Reject Supplemental Industry Support Comments," dated November 2, 2026.
[25] For further discussion, *see* Attachment II of the Mexico CVD Initiation Checklist.
[26] *Id*.
[27] *Id*.; *see also* section 702(c)(4)(D) of the Act.

the domestic producers (or workers) who support the Petition account for at least 25 percent of the total production of the domestic like product.[28] Finally, the domestic producers (or workers) have met the statutory criteria for industry support under section 702(c)(4)(A)(ii) of the Act because the domestic producers (or workers) who support the Petition account for more than 50 percent of the production of the domestic like product produced by that portion of the industry expressing support for, or opposition to, the Petition.[29] Accordingly, Commerce determines that the Petition was filed on behalf of the domestic industry within the meaning of section 702(b)(1) of the Act.[30]

Injury Test

Because Mexico is a "Subsidies Agreement Country" within the meaning of section 701(b) of the Act, section 701(a)(2) of the Act applies to this investigation. Accordingly, the ITC must determine whether imports of the subject merchandise from Mexico materially injure, or threaten material injury to, a U.S. industry.

Allegations and Evidence of Material Injury and Causation

The petitioner alleges that imports of the subject merchandise are benefiting from countervailable subsidies and that such imports are causing, or threaten to cause, material injury to the U.S. industry producing the domestic like product. In addition, the petitioner alleges that subject imports exceed the negligibility threshold provided for under section 771(24)(A) of the Act.[31]

The petitioner contends that the industry's injured condition is illustrated by a significant increase in the volume of subject imports; reduced market share; underselling and price depression and suppression; negative impact on financial performance; lost sales and revenue;

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[28] *See* Attachment II of the Mexico CVD Initiation Checklist.
[29] *Id*.
[30] *Id*.
[31] For further discussion, *see* Mexico CVD Initiation Checklist at Attachment III, Analysis of Allegations and Evidence of Material Injury and Causation for the Antidumping and Countervailing Duty Petitions Covering Certain Railway Tank Cars and Subassemblies Thereof from Mexico.

and adverse impact on production, capacity utilization, and employment variables.[32] We assessed the allegations and supporting evidence regarding material injury, threat of material injury, causation, as well as negligibility, and we have determined that these allegations are properly supported by adequate evidence, and meet the statutory requirements for initiation.[33]

Initiation of CVD Investigation

Based upon the examination of the Petition and supplemental responses, we find that they meet the requirements of section 702 of the Act. Therefore, we are initiating a CVD investigation to determine whether imports of tank cars from Mexico benefit from countervailable subsidies conferred by the GOM. In accordance with section 703(b)(1) of the Act and 19 CFR 351.205(b)(1), unless postponed, we will make our preliminary determination no later than 65 days after the date of this initiation.

Based on our review of the Petition, we find that there is sufficient information to initiate a CVD investigation on 23 programs alleged by the petitioner. For a full discussion of the basis for our decision to initiate on each program, *see* the Mexico CVD Initiation Checklist. A public version of the initiation checklist for this investigation is available on ACCESS.

Respondent Selection

In the Petition, the petitioner identified two companies (*i.e.*, Greenbrier and Trinity) as producers/exporters of tank cars and provided independent third-party information as support.[34] We currently know of no additional producers/exporters of tank cars from Mexico.

Accordingly, Commerce intends to individually examine all known producers/exporters in the investigation from Mexico (*i.e.*, Greenbrier and Trinity). We invite interested parties to comment on this issue. Such comments may include factual information within the meaning of 19 CFR 351.102(b)(21). Parties wishing to comment must do so within three business days of

[32] *Id*.
[33] *Id*.
[34] *See* Petition at Volume I (page 12 and Exhibits I-4, I-5, and I-18); *see also* First General Issues Supplement at 1-2 and Exhibits I-Supp-1 and I-Supp-18.

the publication of this notice in the *Federal Register*. Comments must be filed electronically using ACCESS. An electronically filed document must be received successfully in its entirety via ACCESS by 5:00 p.m. ET on the specified deadline. Because we intend to examine all known producers/exporters in Mexico, if no comments are received or if comments received further support the existence of only these producers/exporters in Mexico, we do not intend to conduct respondent selection and will proceed to issue the initial CVD questionnaire to the companies identified. However, if comments are received which create a need for a respondent selection process, we intend to finalize our decision regarding respondent selection within 20 days of publication of this notice.

Distribution of a Copy of the Petition

In accordance with section 702(b)(4)(A) of the Act and 19 CFR 351.202(f), a copy of the public version of the Petition has been provided to the GOM via ACCESS. To the extent practicable, we will attempt to provide a copy of the public version of the Petition to each exporter named in the Petition, as provided under 19 CFR 351.203(c)(2).

ITC Notification

Commerce will notify the ITC of its initiation, as required by section 702(d) of the Act.

Preliminary Determination by the ITC

The ITC will preliminarily determine, within 25 days after the date on which the ITC receives notice from Commerce of initiation of the investigation, whether there is a reasonable indication that imports of tank cars from Mexico are materially injuring, or threatening material injury to, a U.S. industry.[35] A negative ITC determination will result in the investigation being terminated.[36] Otherwise, this CVD investigation will proceed according to statutory and regulatory time limits.

[35] *See* section 703(a)(1) of the Act.
[36] *Id.*

Submission of Factual Information

Factual information is defined in 19 CFR 351.102(b)(21) as: (i) evidence submitted in response to questionnaires; (ii) evidence submitted in support of allegations; (iii) publicly available information to value factors of production under 19 CFR 351.408(c) or to measure the adequacy of remuneration under 19 CFR 351.511(a)(2); (iv) evidence placed on the record by Commerce; and (v) evidence other than factual information described in (b)(21)(i)-(iv). Section 351.301(b) of Commerce's regulations requires any party, when submitting factual information, to specify under which subsection of 19 CFR 351.102(b)(21) the information is being submitted[37] and, if the information is submitted to rebut, clarify, or correct factual information already on the record, to provide an explanation identifying the information already on the record that the factual information seeks to rebut, clarify, or correct.[38] Time limits for the submission of factual information are addressed in 19 CFR 351.301, which provides specific time limits based on the type of factual information being submitted. Interested parties should review the regulations prior to submitting factual information in this investigation.

Extensions of Time Limits

Parties may request an extension of time limits before the expiration of a time limit established under 19 CFR 351.301, or as otherwise specified by Commerce. In general, an extension request will be considered untimely if it is filed after the expiration of the time limit established under 19 CFR 351.301, or as otherwise specified by Commerce.[39] For submissions that are due from multiple parties simultaneously, an extension request will be considered untimely if it is filed after 10:00 a.m. ET on the due date. Under certain circumstances, Commerce may elect to specify a different time limit by which extension requests will be considered untimely for submissions which are due from multiple parties simultaneously. In such a case, we will inform parties in a letter or memorandum of the deadline (including a

[37] *See* 19 CFR 351.301(b).
[38] *See* 19 CFR 351.301(b)(2).
[39] *See* 19 CFR 351.302.

specified time) by which extension requests must be filed to be considered timely. An extension request must be made in a separate, standalone submission; under limited circumstances we will grant untimely filed requests for the extension of time limits, where we determine, based on 19 CFR 351.302, that extraordinary circumstances exist. Parties should review Commerce's regulations concerning the extension of time limits and the *Time Limits Final Rule* prior to submitting factual information in this investigation.[40]

Certification Requirements

Any party submitting factual information in an AD or CVD proceeding must certify to the accuracy and completeness of that information.[41] Parties must use the certification formats provided in 19 CFR 351.303(g).[42] Commerce intends to reject factual submissions if the submitting party does not comply with the applicable certification requirements.

Notification to Interested Parties

Interested parties must submit applications for disclosure under APO in accordance with 19 CFR 351.305. Parties wishing to participate in this investigation should ensure that they meet the requirements of 19 CFR 351.103(d) (*e.g.*, by filing the required letters of appearance). Note that Commerce has amended certain of its requirements pertaining to the service of documents in 19 CFR 351.303(f).[43]

This notice is issued and published pursuant to sections 702 and 777(i) of the Act, and 19 CFR 351.203(c).

Dated: November 9, 2026.

Kasey O'Connor,
Deputy General Counsel,

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[40] *See* 19 CFR 351.301; *see also Extension of Time Limits; Final Rule*, 78 FR 57790 (September 20, 2013) (*Time Limits Final Rule*), available at https://www.gpo.gov/fdsys/pkg/FR-2013-09-20/html/2013-22853.htm.
[41] *See* section 782(b) of the Act.
[42] *See Certification of Factual Information to Import Administration During Antidumping and Countervailing Duty Proceedings*, 78 FR 42678 (July 17, 2023) (*Final Rule*). Additional information regarding the *Final Rule* is available at https://www.trade.gov/sites/default/files/2026-08/FAQ%20for%20Certifications.pdf?v=1787683944756.
[43] *See Administrative Protective Order, Service, and Other Procedures in Antidumping and Countervailing Duty Proceedings*, 88 FR 67069 (September 29, 2023).

performing the non-exclusive functions and duties
of the Assistant Secretary for Enforcement and Compliance.

Appendix

Scope of the Investigation

The merchandise subject to this investigation is pressure and non-pressure railway tank cars, whether finished or unfinished, and regardless of capacity, dimensions, tare weight, shell thickness, insulation, thermal protection system, jacket configuration, underframe design, or tank compartment configuration. A tank car is a type of freight railcar that typically includes, but is not limited to, tanks, truck sets, underframes, wheelsets, couplers, draft systems, running gear, jackets, valves, fittings, end platforms, ladders, and top platforms.

Subject tank cars meet or exceed the following standards: DOT-111, DOT-115, DOT-117, AAR-206, AAR-211, DOT-105, DOT-109, DOT-112, DOT-114, DOT- 120, including standards that are substantially similar to such standards and/or subsequently developed standards. In-scope DOT-111 tank cars have tank shells and tank heads constructed primarily of non-stainless steel.

Subject merchandise includes the following subassemblies:

- Tank assemblies, whether finished or unfinished, consisting of one or more cylindrical shell sections or courses joined by welding and enclosed by tank heads or end closures. The tank assembly is capable of transporting bulk liquids, gases, and other lading and may be uninsulated, insulated, jacketed, clad, lined, equipped with a thermal protection system, or otherwise configured for specific service requirements. An unfinished tank assembly is a tank without one or more of the following attached: insulation, a jacket, lining, or a thermal production system. Tank assemblies may be imported separately from the underframe assembly.

- Underframe assemblies, whether finished or unfinished, consisting of a center sill or stub sills, body bolsters, and draft sill or draft-pocket structures, with or without crossbearers, crossties, end sills, center plates, draft gear components, safety appliances, mounting structures, or other structural attachments. Underframe assemblies support the tank assembly and associated equipment and transmit the buffing, draft, and other service loads encountered during rail transportation. An unfinished underframe assembly is the center sill or stub sill, with or without one or more of the following attached: draft sill or draft pocket structures, body bolsters, crossbearers, crossties, end sills, center plates, draft gear components, safety appliances, or mounting structures.

These subassemblies are subject to this investigation, whether entered alone or with other subassemblies and whether assembled or unassembled and whether finished or unfinished. The absence of any subassembly from an otherwise finished or unfinished tank car does not remove the tank car from this investigation.

Processing, re-processing, refurbishment, or assembly of finished or unfinished tank cars or subassemblies (including re-jacketing operations performed in Mexico and/or a third country) including, but not limited to, welding, pressing, shaping, cleaning, plating, coating, bolting, painting, and machining, does not remove the product from the scope. Inclusion of other components not identified as comprising the finished or unfinished tank car does not remove the product from the scope.

Specifically excluded from the scope of this investigation are DOT-111 tank cars with tank shells and tank heads constructed primarily of stainless steel; DOT-105 and DOT-112 tank cars with a specified pressure rating of 499 pounds per square inch gauge or greater; and DOT-113 cryogenic tank cars.

The merchandise subject to this investigation is classified under the Harmonized Tariff Schedule of the United States (HTSUS) statistical subheading 8606.10.0000. Merchandise subject to this investigation may also be imported under subheadings 7309.00.0030, 7309.00.0090, 7311.00.0030, 7311.00.0060, 7311.00.0090, 7326.90.8688, 8607.99.1000, and 8609.00.0000. Although the HTSUS subheadings are provided for convenience and customs purposes, the written description of the scope of this investigation is dispositive.

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