

UNITED STATES INTERNATIONAL TRADE COMMISSION
Washington, DC 20436

**MEMORANDUM ON PROPOSED TARIFF LEGISLATION
of the 109th Congress¹**

[Date approved: October 11, 2005]²

Bill No. and sponsor: HR 2596 (Mr. David G. Reichert of Washington).

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

Other bills on product (109th Congress only): HR 2598³

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

Retroactive effect: None.

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

Leaf spring leaves of alloy steel of Japanese JIS grade SUP 10H (SAE6150), each measuring from 137 cm to 163 cm in length and approximately 10.2 cm in width (provided for in subheading 7320.10.60), the foregoing designed for multi-leaf or taper-leaf construction units, each leaf weighing approximately from 41.7 kg to 89.4 kg, produced using a patented modified ausforming process and 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:

The subject leaf spring leaves are those made of alloy steel and to specific dimensions. Two or more individual leaves are assembled, in taper- or multi-leaf construction, into a leaf spring with the weight range indicated in the bill. In a taper-leaf product, the leaf is generally thicker at the center and gradually thinner toward the edges; in a multi-leaf product, several leaves are clamped together to form a unit.

Such imported leaves are custom designed and are produced by a patented modified ausforming ("MAF") process in Japan and shipped to the United States. The proponent supplies original equipment and after-market components for the suspension systems for heavy (Class 7 and 8)⁴ commercial trucks.

¹ Industry analyst preparing report: Karl Tsuji (202-205-3434); Tariff Affairs contact: Jan Summers (202-205-2605).

² An electronic copy of this memorandum is available at http://usitc.gov/tata/hts/other/rel_doc/bill_reports/index.htm.

³ Both H.R. 2596 and H.R. 2598 would suspend temporarily the column 1-general duties on imports of certain alloy steel leaf spring leaves designed for heavy trucks. H.R. 2596 covers such leaves produced to a specific Japanese grade or its equivalent, whereas H.R. 2598 covers such leaves produced to other named grades. The patented production process involves a specialized heat treatment as the metal is formed.

⁴ 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, 8th edn.

Estimated effect on customs revenue:

HTS subheading: 7320.10.60					
	2005	2006	2007	2008	2009
Col. 1-General rate of duty	3.2%	3.2%	3.2%	3.2%	3.2%
Estimated value <i>dutiable</i> imports	\$5,000,000 to \$10,000,000				
Customs revenue loss	\$160,000 to \$320,000				

Source of estimated dutiable import data: Industry information; precise data related to the proponent are considered by that firm to be confidential.

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 Inc. (proponent) Paul Heffernan, 425-468-7479	8/16/2005	No	No	No
Samuels International Associates Inc. Andrew Durant, 202-223-7683	8/16/2005	No	No	No
MCT International Max Turnipseed, 225-338-0310	8/16-23/2005	No	No	No
Mitsui & Co. (USA) Inc. Geri Booher, 206-223-5642	8/22/2005	No	No	No
Arent Fox on behalf of Motor Equipment Mfg. Assn. (MEMA) Nancy Noonan, 202-857-6479	8/17-30/2005	Yes	Yes	No

Technical comments:⁵

It is suggested that, for greater clarity and to conform to tariff and industry usage, the proposed article description should be worded as shown on page 1.

⁵ 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.

109TH CONGRESS
1ST SESSION

H. R. 2596

To suspend temporarily the duty on modified steel leaf spring leaves.

IN THE HOUSE OF REPRESENTATIVES

MAY 24, 2005

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

A BILL

To suspend temporarily the duty on modified steel leaf spring
leaves.

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. MODIFIED STEEL LEAF SPRING LEAVES.**

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:

“	9902.73.20	Leaf spring leaves of alloy steel of Japan JIS grade SUP 10H (SAE6150), each measuring from 137 cm to 163 cm in length and approximately 10.2 cm in width (provided for in sub-heading 7320.10.60), the foregoing designed for multi-leaf or taper-leaf construction units, each leaf weighing approximately from 41.7 kg to 89.4 kg, produced using a patented modified aus-forming process and 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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