



## MEMORANDUM ON PROPOSED TARIFF LEGISLATION of the 112th Congress

Date approved

### I. Background

Bill number:

Sponsor name:

Sponsor state:

#### Interested entity:

Name

City

State

Other bills on product (112th Congress only):

Nature of bill:

Expiration date:

Current or previous chapter 99 heading:

Retroactive date:

CAS number (if applicable):

Industry analyst:

Telephone:

Tariff Affairs contact:

Telephone:

#### Note:

1. Access to an electronic copy of this memorandum is available at [http://www.usitc.gov/tariff\\_affairs/congress\\_reports/](http://www.usitc.gov/tariff_affairs/congress_reports/).
2. In regard to the country(ies) of origin listed in section III, this report focuses on dutiable imports and does not take into account any tariff preference programs or special rates of duty.

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

Compression-ignition internal combustion piston engines with cylinder capacity of less than 1 liter, for use in vehicles of subheading 8709.19.00 (provided for in subheading 8408.20.90)

(If enacted, the tariff relief provided for in this bill would be available to any entity that imports the product that is covered by the bill.)

Description above compared with bill as introduced:

- Same
 Different (see Technical Comments section)

**III. Other product information, including uses/applications and source(s) of imports**

Compression-ignition (diesel) engines are internal combustion piston engines that provide power by compressing air to a high heat that then ignites the fuel injected into the combustion chamber, rather than by using spark plugs to ignite the fuel/air mixture in spark-ignition engines. These engines have a displacement of less than one liter and are designed to power self-propelled works trucks and tractors of a type used on railway platforms or in factories. Japan and Germany are believed to be leading U.S. suppliers of dutiable engine imports.

**IV. Estimated effect on customs revenue**

Table with 6 columns: Subject product HTS subheading(s), 2013, 2014, 2015, 2016, 2017. Rows include Col.1-general rate of duty, Estimated value of dutiable imports, and Customs revenue loss.

Note: Customs revenue loss is provided for 5 years, although the effective period of the proposed legislation may differ. Regarding the HTS subheading listed in the article description of the bill, the Commission may express an opinion on the HTS classification of a product to facilitate consideration of the bill. However, by law, only U.S. Customs and Border Protection is authorized to issue a binding ruling on this matter. The Commission believes that Customs should be consulted prior to enactment of the bill.

Dutiable imports were based on (more than one may apply):

- Official statistics of the U.S. Department of Commerce
 Provided by industry sources
 Industry information
 Commission estimates

Duty reduction notes:

- This bill is not a duty reduction
 This bill is a temporary duty reduction. Rates are shown below.

Col.1-general duty rate (%) [ ] Temporary rate (%) [ ] Percentage point reduction (%) [ ]

**V. Technical comments**

None

**VI. Continuation**

S. 2530 is identical to H.R. 4954.

## VII. Contacts with domestic firms/organizations

#	Firm/organization and contact name	Telephone number	Claims same or competing product made in the United States	Submission attached	Opposition noted
1	John Deere (Interested entity) Sarah P. Dean	202-423-2286	No	No	No
2	American Axle and Manufacturing Bill Smith	313-758-4884	No	No	No
3	Caterpillar Christopher Myers	202-466-0671	No	No	No
4	Cummins Todd Wieland	812-377-3892	No	No	No
5	Chrysler Kristina Pisanelli	202-414-6700	No	No	No
6	Engine Manufacturers Association (EMA) Jed R. Mandel	312-929-1970	No	No	No
7	Ford Michael Sheridan	202-785-6014	No	No	No
8	General Motors Brad Welling	202-775-5041	No	No	No
9	Hatz Diesel William C. Durant	262-544-0254	No	No	No
10	Honda Kent Dellinger	202-664-4411	No	No	No
11	Kohler Engines Heidi Farmer	920-457-4441	No	No	No
12	Motor and Equipment Manufacturers Association (MEMA) Catherine Boland	202-312-9241	No	No	No
13	Nissan Yuko Hanada	571-205-4217	No	No	No
14	Toyota Yuri Unno	202-463-6802	No	No	No
15	Yanmar Brooke Akers	770-877-7802	No	No	No

112TH CONGRESS  
2D SESSION

# H. R. 4954

To suspend temporarily the duty on certain compression-ignition internal combustion piston engines.

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IN THE HOUSE OF REPRESENTATIVES

APRIL 26, 2012

Mr. PETRI 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 certain compression-ignition internal combustion piston engines.

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. CERTAIN COMPRESSION-IGNITION INTERNAL**  
4 **COMBUSTION PISTON ENGINES.**

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

“	9902.01.00	Compression-ignition internal combustion piston engines with cylinder capacity of less than 1 liter, for use in vehicles of subheading 8709.19.00 (provided for in subheading 8408.20.90) .....	Free	No change	No change	On or before 12/31/2015	”.
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1           (b) **EFFECTIVE DATE.**—The amendment made by  
 2 subsection (a) applies to articles entered, or withdrawn  
 3 from warehouse for consumption, on or after the 15th day  
 4 after the date of the enactment of this Act.

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