

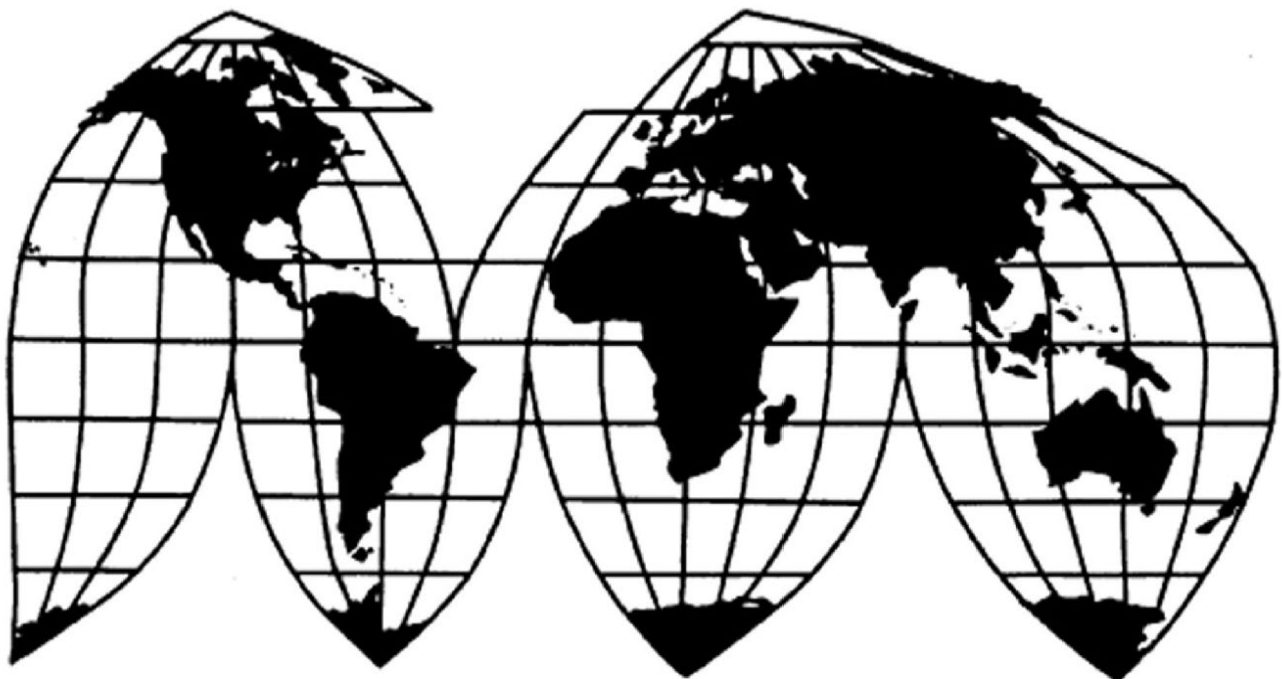
Lattice-Boom Crawler Cranes (LBCCs) from Japan

Investigation No. 731-TA-1742 (Final)

Publication 5764

July 2026

U.S. International Trade Commission



Washington, DC 20436

U.S. International Trade Commission

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Tou Kao Vang, Statistician

Lena Raxter, Attorney

Mary Beth Jones, Supervisory Investigator

**Address all communications to
Secretary to the Commission
United States International Trade Commission
Washington, DC 20436**

U.S. International Trade Commission

Washington, DC 20436
www.usitc.gov

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Note.—Information that would reveal confidential operations of individual firms may not be published. Such information is identified by brackets ([]) in confidential reports and is deleted and replaced with asterisks (***) in public reports. Zeroes, null values, and undefined calculations are suppressed and shown as em dashes (—) in tables. If using a screen reader, we recommend increasing the verbosity setting.

UNITED STATES INTERNATIONAL TRADE COMMISSION

Investigation No. 731-TA-1742 (Final)

Lattice-Boom Crawler Cranes (LBCCs) from Japan

DETERMINATION

On the basis of the record¹ developed in the subject investigation, the United States International Trade Commission (“Commission”) determines, pursuant to the Tariff Act of 1930 (“the Act”), that an industry in the United States is materially injured by reason of imports of lattice-boom crawler cranes (“LBCCs”) provided for in provided for in subheading 8426.49.00, or may be classified under statistical reporting numbers 8425.19.0000, 8431.49.1060, or 8431.49.1090 of the Harmonized Tariff Schedule of the United States, that have been found by the U.S. Department of Commerce (“Commerce”) to be sold in the United States at less than fair value (“LTFV”).²

BACKGROUND

The Commission instituted this investigation effective April 10, 2025, following receipt of a petition filed with the Commission and Commerce by the Manitowoc Company, Inc., Milwaukee, WI. The Commission scheduled the final phase of the investigation following notification of a preliminary determination by Commerce that imports of LBCCs from Japan were being sold at LTFV within the meaning of § 733(b) of the Act (19 U.S.C. 1673b(b)). Notice of the scheduling of the final phase of the Commission’s investigation and of a public hearing to be held in connection therewith was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the *Federal Register* of February 11, 2026 (291 FR 6265, February 11, 2026) The Commission conducted its hearing on June 3, 2026. All persons who requested the opportunity were permitted to participate.

¹ The record is defined in § 207.2(f) of the Commission’s Rules of Practice and Procedure (19 CFR 207.2(f)).

² 91 FR 33690, June 4, 2026.

Views of the Commission

Based on the record in the final phase of this investigation, we determine that an industry in the United States is materially injured by reason of imports of lattice boom crawler cranes (“LBCCs”) from Japan found by the U.S. Department of Commerce (“Commerce”) to be sold in the United States at less than fair value (“LTFV”).

I. Background

The petition in this investigation was filed on April 10, 2025, by The Manitowoc Company, Inc. (“Manitowoc” or “Petitioner”), a domestic producer of LBCCs.¹ Manitowoc submitted prehearing and posthearing briefs, final comments, and appeared at the hearing accompanied by counsel.²

Several respondent entities participated in this investigation. Link-Belt Cranes, L.P., LLLP (“Link-Belt”), which imports LBCC assemblies from Japan for assembly with its domestically produced assemblies into complete LBCCs,³ and its affiliated Japanese producer, Sumitomo

¹ *Lattice-Boom Crawler Cranes (LBCCs) From Japan; Institution of Antidumping Duty Investigation and Scheduling of Preliminary Phase Investigation*, 90 Fed. Reg. 15989 (Apr. 16, 2025).

² Hearing Transcript (“Hearing Tr.”) at 2; Manitowoc Prehearing Brief, EDIS Doc. 883646 (Public) (May 29, 2026) & 883502 (Confidential) (May 28, 2026) and Revised Pages, EDIS Doc. 883645 (May 29, 2026) (“Manitowoc Prehearing Br.”); Manitowoc Written Witnesses Testimony, EDIS Doc. 883923 (Public) & 883921 (Confidential) (June 2, 2026) (“Manitowoc Testimony”); Manitowoc Posthearing Brief, EDIS Doc. 884724 (June 10, 2026) and Revised Pages, EDIS Doc. 884958 (June 10, 2026) (“Manitowoc Posthearing Br.”); Manitowoc Final Comments, EDIS Doc. 886608 (Public) & 886387 (Confidential) and Revised Pages, EDIS Doc. 886607 (June 29, 2026) (“Manitowoc Final Comments”).

³ As discussed further below in section III and throughout this decision, Link-Belt is uniquely situated in this case given the nature of its operations and the scope of this proceeding, which covers both completed LBCCs and the six assemblies that comprise a completed LBCC (crawler assemblies, lower carriage assemblies, upper carriage assemblies, lattice boom assemblies and pieces thereof, hoisting assemblies, and jib assemblies). See *Lattice Boom Crawler Cranes from Japan: Final Affirmative Determination of Sales at Less Than Fair Value*, 91 Fed. Reg. 33,690, 33,692-93 (June 4, 2026) (scope); CR/PR at 2.1 n.1 (describing Link-Belt’s operations). Although Link-Belt imports from its Japanese affiliate the three assemblies that comprise the base machine of its completed LBCCs (*i.e.*, crawler (Continued...))

Heavy Industries Construction Cranes Co., Ltd. (“Sumitomo”), submitted joint prehearing and posthearing briefs, final comments, and appeared at the hearing with counsel.⁴ Kobelco Construction Machinery Co., Ltd. (“KCM”), a Japanese producer and exporter of LBCCs, and Kobelco Construction Machinery U.S.A., Inc. (“KCMU”), its affiliated U.S. importer, (collectively, “Kobelco”) also submitted joint prehearing and posthearing briefs, final comments, and appeared at the hearing with counsel.⁵

U.S. industry data are based on the questionnaire responses from two firms that accounted for virtually all U.S. production of LBCCs in 2025.⁶ U.S. import data are based on the responses to Commission questionnaires of four firms, two of which accounted for *** percent of U.S. imports from Japan under HTS subheading 8426.49.00, a “basket” category that includes subject merchandise, and two firms that for *** percent of nonsubject imports

assembly, lower carriage assembly, and upper carriage assembly), Link-Belt domestically produces the remaining three assemblies that compromise the upper section of a completed LBCC (lattice boom assembly, hoisting assembly, and jib assembly) and sells into the U.S. market mixed-origin subject-domestic product as completed units of LBCCs. CR/PR at 2.1 n.1, 4.1 n.4, 5.6 n.10, 6.1 n.5; Hearing Tr. at 132-33 (Hammonds).

⁴ Hearing Tr. at 3-4; Link-Belt Prehearing Brief, EDIS Doc. 883669 (Public) (May 29, 2026) & 883499 (Confidential) (May 28, 2026) and Revised Pages, EDIS Doc. 883667 (May 29, 2026) (“Link-Belt Prehearing Br.”); Link-Belt Written Witnesses Testimony, EDIS Doc. 883926 (June 2, 2026) (“Link-Belt Testimony”); Link-Belt Posthearing Brief, EDIS Doc. 884792 (June 10, 2026) and Revised Pages, EDIS Doc. 884967 (June 11, 2026) (“Link-Belt Posthearing Br.”); Link-Belt Final Comments, EDIS Doc. 886406 (Public) & 886405 (Confidential) (June 29, 2026) (“Link-Belt Final Comments”). When referring to their briefs, we refer to Link-Belt and Sumitomo collectively as “Link-Belt.”

⁵ Hearing Tr. at 3; Kobelco Prehearing Brief, EDIS Doc. 883682 (Public) (May 29, 2026) & 883544 (Confidential) (May 28, 2026) and Revised Pages, EDIS Doc. 883678 (May 29, 2026) (“Kobelco Prehearing Br.”); Kobelco Written Witnesses Testimony, EDIS Doc. 883928 (June 2, 2026) (“Kobelco Testimony”); Kobelco Posthearing Brief, EDIS Doc. 884793 (June 10, 2026) and Revised Pages, EDIS Doc. 884934 (June 11, 2026) (“Kobelco Posthearing Br.”); Kobelco Final Comments, EDIS Doc. 886624 (Public) (June 30, 2026) & 886463 (Confidential) (June 29, 2026) (“Kobelco Final Comments”).

⁶ Confidential Staff Report, Memorandum INV-YY-089, as revised by Memorandum INV-YY-097, (“CR”) at 1.4; *Lattice-Boom Crawler Cranes (LBCCs) from Japan*, Inv. No. 731-TA-1742 (Final), USITC Pub. 5764 at 1.4 (June 2026) (“PR”).

under that HTS category.⁷ The Commission received responses to its questionnaires from two producers and exporters of subject merchandise from Japan, accounting for approximately *** percent of production of subject LBCCs in Japan in 2025, and whose exports accounted for an estimated *** percent of subject imports from Japan in 2025.⁸

II. Domestic Like Product

A. In General

In determining whether an industry in the United States is materially injured or threatened with material injury by reason of imports of subject merchandise, the Commission first defines the “domestic like product” and the “industry.”⁹ Section 771(4)(A) of the Tariff Act of 1930, as amended (“the Tariff Act”), defines the relevant domestic industry as the “producers as a whole of a domestic like product, or those producers whose collective output of a domestic like product constitutes a major proportion of the total domestic production of the product.”¹⁰ In turn, the Tariff Act defines “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.”¹¹

By statute, the Commission’s “domestic like product” analysis begins with the “article subject to an investigation,” *i.e.*, the subject merchandise as determined by Commerce.¹²

⁷ Petition at 5, Exh. 2. Additional import data was collected via ***. CR/PR at 1.4 n.9.

⁸ CR/PR at 7.3, Table 7.1.

⁹ 19 U.S.C. § 1677(4)(A).

¹⁰ 19 U.S.C. § 1677(4)(A).

¹¹ 19 U.S.C. § 1677(10).

¹² 19 U.S.C. § 1677(10). The Commission must accept Commerce’s determination as to the scope of the imported merchandise that is subsidized and/or sold at less than fair value. *See, e.g., USEC, Inc. v. United States*, 34 Fed. App’x 725, 730 (Fed. Cir. 2002) (“The ITC may not modify the class or kind of imported merchandise examined by Commerce.”); *Algoma Steel Corp. v. United States*, 688 F. Supp. 639, 644 (Ct. Int’l Trade 1988), *aff’d*, 865 F.3d 240 (Fed. Cir.), *cert. denied*, 492 U.S. 919 (1989).

Therefore, Commerce's determination as to the scope of the imported merchandise that is subsidized and/or sold at less than fair value is "necessarily the starting point of the Commission's like product analysis."¹³ The Commission then defines the domestic like product in light of the imported articles Commerce has identified.¹⁴ The decision regarding the appropriate domestic like product in an investigation is a factual determination, and the Commission has applied the statutory standard of "like" or "most similar in characteristics and uses" on a case-by-case basis.¹⁵ No single factor is dispositive, and the Commission may consider other factors it deems relevant based on the facts of a particular investigation.¹⁶ The Commission looks for clear dividing lines among possible like products and disregards minor variations.¹⁷

¹³ *Cleo Inc. v. United States*, 501 F.3d 1291, 1298 (Fed. Cir. 2007); *see also Hitachi Metals, Ltd. v. United States*, Case No. 19-1289, slip op. at 8-9 (Fed. Cir. Feb. 7, 2020) (the statute requires the Commission to start with Commerce's subject merchandise in reaching its own like product determination).

¹⁴ *Cleo*, 501 F.3d at 1298 n.1 ("Commerce's {scope} finding does not control the Commission's {like product} determination."); *Hosiden Corp. v. Advanced Display Mfrs.*, 85 F.3d 1561, 1568 (Fed. Cir. 1996) (the Commission may find a single like product corresponding to several different classes or kinds defined by Commerce); *Torrington Co. v. United States*, 747 F. Supp. 744, 748-52 (Ct. Int'l Trade 1990), *aff'd*, 938 F.2d 1278 (Fed. Cir. 1991) (affirming the Commission's determination defining six like products in investigations where Commerce found five classes or kinds).

¹⁵ *See, e.g., Cleo Inc. v. United States*, 501 F.3d 1291, 1299 (Fed. Cir. 2007); *NEC Corp. v. Department of Commerce*, 36 F. Supp. 2d 380, 383 (Ct. Int'l Trade 1998); *Nippon Steel Corp. v. United States*, 19 CIT 450, 455 (1995); *Torrington Co. v. United States*, 747 F. Supp. 744, 749 n.3 (Ct. Int'l Trade 1990), *aff'd*, 938 F.2d 1278 (Fed. Cir. 1991) ("every like product determination 'must be made on the particular record at issue' and the 'unique facts of each case'"). The Commission generally considers a number of factors, including the following: (1) physical characteristics and uses; (2) interchangeability; (3) channels of distribution; (4) customer and producer perceptions of the products; (5) common manufacturing facilities, production processes, and production employees; and, where appropriate, (6) price. *See Nippon*, 19 CIT at 455 n.4; *Timken Co. v. United States*, 913 F. Supp. 580, 584 (Ct. Int'l Trade 1996).

¹⁶ *See, e.g., S. Rep. No. 96-249 at 90-91 (1979).*

¹⁷ *Nippon*, 19 CIT at 455; *Torrington*, 747 F. Supp. at 748-49; *see also S. Rep. No. 96-249 at 90-91* (Congress has indicated that the like product standard should not be interpreted in "such a narrow fashion as to permit minor differences in physical characteristics or uses to lead to the conclusion that (Continued...)

B. Product Description

Commerce defined the imported merchandise within the scope of this investigation as follows:

The merchandise covered by this investigation consists of lattice boom crawler cranes, and lattice boom crawler crane assemblies. Lattice boom crawler cranes combine the assemblies defined below, among other components, including a lower carriage assembly fitted with tank-link crawler tracks, an upper carriage housing the operator cab, engine, and hydraulics, and a boom made of steel pipe welded together in a distinctive lattice pattern. The scope of this investigation covers lattice boom crawler cranes and lattice boom crawler crane assemblies, whether assembled or unassembled, and whether or not the lattice boom crawler crane contains any additional features that provide for functions beyond the primary lifting function. All lattice boom crawler cranes are included in the scope regardless of maximum lift capacity, lattice boom length, jib configuration, or other added features.

Subject merchandise includes, but is not limited to, the following lattice boom crawler crane assemblies which can be imported in isolation or combined in different configurations at the time of import:

- Lattice boom assemblies and pieces thereof. Lattice boom assemblies are formed of interlocking sections of welded high-strength steel pipe, that form the lifting attachment of the crane. A lattice boom is formed by welding main chords together with lacing pipes typically arranged in a “W” or “V” pattern. Lattice boom assemblies consist of a boom butt (also known as a boom bottom or boom base), which attaches to the upper carriage assembly, and a boom head (also known as a boom tip or boom hat), which forms the other end of the boom structure. In between the boom butt and boom head, boom inserts of various lengths can be inserted to reach the desired boom height and load bearing capability. Lattice boom assemblies may be imported with boom butt, boom tip, and boom inserts together, but boom butt, boom tip, and boom inserts imported alone are also covered by the scope.

the product and article are not ‘like’ each other, nor should the definition of ‘like product’ be interpreted in such a fashion as to prevent consideration of an industry adversely affected by the imports under consideration.”).

- Lower carriage assembly. The lower carriage assembly (also may be referred to as a carbody or lower works) is constructed with high-strength steel components and forms the base of the crawler crane. The lower carriage assembly typically includes various motors, drive mechanisms, and hydraulics. The lower carriage assembly may also include a set of counterweights to provide backward stability for the assembled crane. The lower carriage typically has a circular center that is connected to the upper carriage assembly with a bearing. The lower and upper carriage assemblies may or may not be connected by a bearing at the time of importation. Steel arms extend from the center of the lower carriage and connect to the front and rear of the crawler assemblies that are positioned on both sides of the lower carriage assembly. The lower carriage assembly may also contain a hydraulic system that allows for the extension and retraction of the crawler assemblies to create a wider base. A lower carriage assembly may be imported with or without crawler assemblies.
- Crawler assembly. Each lattice boom crawler crane contains at least two crawler assemblies, which are continuous tracks that provide mobility and distribute the crane's weight evenly across the ground. The tracks of a lattice boom crawler crane consist of steel track shoes, which are interlocking steel plates that form the tread of the tracks and make direct contact with the ground, a track chain, which is a continuous loop of interconnected steel links, and a crawler body and track rollers, which support the track shoes and track chain. Typically, drive motors mounted on the lower carriage assembly connect to crawler-mounted drive sprockets, which engage the track chain and allow the LBCC to move forward and backward.
- Upper carriage assembly. The upper carriage assembly, also known as the upper works, typically includes the operator's cab, hydraulic systems, engine, boom hoist, mast, and a turntable base with swing drive mechanism that connects to the lower carriage assembly and allows the upper carriage to pivot on the lower carriage assembly. The upper and lower carriage assemblies may or may not be connected by a bearing at the time of importation. The upper carriage assembly may also include a separate counterweight tray and counterweights, which allow the crane to maintain balance while lifting heavy loads, as well as a gantry, which helps lift the boom and counterweights during installation, although the counterweight tray, counterweights, and gantry are not required to be attached for the upper carriage assembly to be

a subject assembly. The boom butt may or may not be attached to the upper carriage assembly at the time of entry.

- Hoisting assembly. The hoisting assembly, housed within the upper carriage assembly and lattice boom assembly, powers the lifting and lowering of loads and typically consists of a hoisting line of high strength steel cable, a hoist motor, hoist brakes, hoisting drums, and a hook block formed from steel sheaves, which helps distribute the load on the hoisting line and increases lifting capacity. The main hoisting line typically runs from the hoist drums, housed in the upper carriage assembly, up through the lattice boom (which may or may not house additional hoist drums) and hook block.
- Jib assemblies. Jib assemblies are optional components that can be added to the top end of the boom to provide the crane with greater reach. Similar to lattice boom assemblies, jib assemblies typically consist of interlocking sections of welded steel pipe, arranged in a “V” or “W” lattice pattern. Jib assemblies can consist of either fixed jib, which extends from the main lattice boom at a fixed angle, or a luffing jib, which can be raised or lowered by the operator through a separate set of controls.

Importation of any of these assemblies, whether assembled or unassembled, constitutes unfinished lattice boom crawler cranes for purposes of this investigation. Inclusion of other components not identified as comprising the finished or unfinished lattice boom crawler cranes and lattice boom crawler crane assemblies do not remove the products from the scope.

Processing of lattice boom crawler cranes and lattice boom crawler crane assemblies such as welding, joining, bolting, painting, coating, finishing, or assembly, either in the country of manufacture of the in-scope product or in a third country does not remove the product from the scope. Lattice boom crawler cranes and lattice boom crawler crane assemblies subject to this investigation include those that are produced in the subject country whether assembled with other components in the subject country or in a third country. Processing or completion of finished and unfinished lattice boom crawler cranes and the covered lattice boom crawler crane assemblies either in the subject country or in a third country does not remove the product from the scope.

Lattice boom crawler cranes and assemblies are classified in the Harmonized Tariff Schedule of the United States (“HTS”) under statistical

reporting numbers 8426.49.0010, 8426.49.0090, and 8431.49.1090. LBCCs imported from Japan enter the United States market at a column 1-general duty rate of 0 percent ad valorem. LBCC assemblies are imported under HTS statistical reporting numbers 8487.90.0080 and 8425.19.0000. LBCCs assemblies imported from Japan enter the United States market at a column 1-general duty rate of 3.9 percent ad valorem for HTS statistical reporting number 8487.90.0080 and 0 percent ad valorem for HTS statistical reporting number 8425.19.0000. Decisions on the tariff classification and treatment of imported goods are within the authority of U.S. Customs and Border Protection.

Certain steel components of LBCCs are subject to trade actions under section 232 of the Trade Expansion Act of 1962. As of February 10, 2025, HTS subheadings 8431.49.10 and 8431.49.90 are subject to 25 percent duties upon the value of steel content.¹⁸

LBCCs are gas-powered cranes used for lifting, lowering, and moving heavy loads at extended reach capacities.¹⁹ LBCCs are primarily used in the construction and heavy-lifting industries for construction projects, including ports, bridges, and industrial buildings.²⁰ With lift capacities ranging from 70 tons to 2,300 tons, LBCCs are designed to lift varying weights of cargo at different heights.²¹ If an LBCC is rented out, the life expectancy is 15 to 20 years, and if the LBCC is bought and maintained by an end user, the life expectancy is between 50 and 60 years.²² A used LBCC can be refurbished and last for up to another 20 years.²³ Included within the scope are the six primary assemblies used to produce LBCCs, including the lattice boom

¹⁸ *Lattice Boom Crawler Cranes From Japan: Final Affirmative Determination of Sales at Less than Fair Value*, 91 Fed. Reg. 33690 (June 4, 2026); *Lattice Boom Crawler Cranes From Japan: Initiation of Less-Than-Fair-Value Investigation*, 90 Fed. Reg. 19270 (May 7, 2025). The scope is the same as in Commerce's notice of initiation.

¹⁹ CR/PR at 1.11.

²⁰ CR/PR at 1.11.

²¹ CR/PR at 1.11.

²² CR/PR at 1.11.

²³ CR/PR at 1.11.

assemblies, lower carriage assembly, crawler assembly, upper carriage assembly, hoisting assembly, and jib assembly.²⁴

The manufacturing process for LBCCs involves multiple steps at the manufacturing facility and the job site.²⁵ Since LBCCs can vary widely in terms of size and lift capacities, manufacturing timelines vary from product to product.²⁶ High strength steel plates are laser cut to specific shapes, which are then joined together through laser welding or fastened with bolts to create the structure of various assemblies.²⁷ Additional components including electronics, hydraulics, and motors are then added to the assemblies.²⁸ The lattice boom and jib assemblies are welded from high strength structural steel pipe.²⁹ A manufacturer may produce all assemblies itself or, as in Link-Belt's case, import all assemblies but the lattice boom, hoist, and jib.³⁰ Once the assemblies are completed (or imported), they are joined together to create the final LBCC, which is then sent off for inspection and testing.³¹ LBCCs are often disassembled before shipment, which can require between four and 70 truckloads of parts and assemblies depending on the size of the LBCC, and then reassembled at the job site.³²

C. Arguments

Petitioner argues that the Commission should define a single domestic like product consisting of LBCCs, coextensive with the scope, including in-scope assemblies pursuant to the

²⁴ CR/PR at 1.12-1.14.

²⁵ CR/PR at 1.15.

²⁶ CR/PR at 1.15.

²⁷ CR/PR at 1.15.

²⁸ CR/PR at 1.15.

²⁹ CR/PR at 1.16.

³⁰ CR/PR at 5.6 n.10, 6.1 nn.4-5; Conference Tr. at 144-45 (Collins).

³¹ CR/PR at 1.16.

³² CR/PR at 1.16.

Commission's semifinished product analysis.³³ No respondent party challenges the Commission's definition of the domestic like product from the preliminary determination.

D. Domestic Like Product Analysis

In its preliminary determination, the Commission defined a single domestic like product consisting of LBCCs, including in-scope assemblies, coextensive with the scope.³⁴ The Commission found that, under the semifinished product analysis, the processes used to transform the six in-scope assemblies into finished LBCCs are not significant or particularly labor or capital intensive, notwithstanding the need for ***.³⁵ It found that assemblies are dedicated to the production of finished LBCCs and account for all or almost all of the value of finished LBCCs.³⁶ The Commission also found that all six assemblies contribute to the functionality of a finished LBCC, thus sharing the same end use, even though each assembly has distinct physical characteristics corresponding to a unique function, and there are no separate markets for assemblies and finished LBCCs, as all assemblies are used to produce LBCCs.³⁷

The record in the final phase of this investigation does not contain any new information that would warrant reconsideration of the Commission's definition of a single domestic like product from the preliminary determination.³⁸ Moreover, no party has argued that the Commission should adopt a different definition of the domestic like product. Accordingly, we

³³ Manitowoc Prehearing Br. at 6-12.

³⁴ *Lattice Boom Crawler Cranes from Japan*, Inv. No. 731-TA-1742 (Preliminary), USITC Pub. 5634 (June 2025) at 15 ("Preliminary Determination").

³⁵ Preliminary Determination, USITC Pub. 5634 at 13-15.

³⁶ Preliminary Determination, USITC Pub. 5634 at 13-15.

³⁷ Preliminary Determination, USITC Pub. 5634 at 13-15.

³⁸ See generally CR/PR at 1.17-1.18.

again define a single domestic like product consisting of LBCCs, including in-scope assemblies, coextensive with the scope.

III. Domestic Industry

The domestic industry is defined as the domestic “producers as a whole of a domestic like product, or those producers whose collective output of a domestic like product constitutes a major proportion of the total domestic production of the product.”³⁹ In defining the domestic industry, the Commission’s general practice has been to include in the industry producers of all domestic production of the like product, whether toll-produced, captively consumed, or sold in the domestic merchant market.

In the final phase of these investigations, we consider whether any producer of the domestic like product should be excluded from the domestic industry pursuant to Section 771(4)(B) of the Tariff Act.^{40 41} This provision allows the Commission, if appropriate circumstances exist, to exclude from the domestic industry producers that are related to an

³⁹ 19 U.S.C. § 1677(4)(A).

⁴⁰ 19 U.S.C. § 1677(4)(B).

⁴¹ We find that Link-Belt is a U.S. producer of LBCCs because it domestically produces a domestic like product: lattice boom, hoist, and jib assemblies. See CR/PR at 1.6-1.7, 5.6 n.10, 6.1 n.5. That is, Link-Belt transforms out-of-scope materials (including domestically sourced steel coils, forgings, castings, and other raw materials) in the United States into LBCC assemblies covered by the scope. *Id.*; Link-Belt Posthearing Br., Exh. 1 at 16. Therefore, Link-Belt is a U.S. producer of LBCCs and it is unnecessary to perform a sufficient production-related activities analysis. This was the position taken by Petitioner in the Preliminary phase of this investigation. Manitowoc Postconference Br. at 17 n.62 (“Link-Belt is a producer of the domestic like product in this case which includes LBCC assemblies together with finished LBCCs. Specifically, it is a U.S. producer of the in-scope lattice boom and jib assemblies. Thus, it is unnecessary to determine whether Link-Belt engages in sufficient production-related activity to qualify as a domestic producer.”). As discussed below, however, we exclude Link-Belt from the domestic industry under the related parties analysis.

exporter or importer of subject merchandise or which are themselves importers.⁴² Exclusion of such a producer is within the Commission's discretion based upon the facts presented in each investigation.⁴³

Link-Belt qualifies for possible exclusion pursuant to the related parties provision pursuant to 19 U.S.C. §1677(4)(B)(ii)(III) because it is related to a subject producer and exporter of subject merchandise through a common parent company as well as pursuant to 19 U.S.C. §1677(4)(B)(i) because it imported subject LBCC assemblies during the POI.⁴⁴

A. Arguments

Petitioner's Argument. Manitowoc argues that the record in the final phase of this investigation continues to support the Commission's findings in the preliminary phase of this investigation that appropriate circumstances exist to exclude Link-Belt from the definition of

⁴² See *Torrington Co. v. United States*, 790 F. Supp. 1161, 1168 (Ct. Int'l Trade 1992), *aff'd without opinion*, 991 F.2d 809 (Fed. Cir. 1993); *Sandvik AB v. United States*, 721 F. Supp. 1322, 1331-32 (Ct. Int'l Trade 1989), *aff'd mem.*, 904 F.2d 46 (Fed. Cir. 1990); *Empire Plow Co. v. United States*, 675 F. Supp. 1348, 1352 (Ct. Int'l Trade 1987).

⁴³ The primary factors the Commission has examined in deciding whether appropriate circumstances exist to exclude a related party include the following:

- (1) the percentage of domestic production attributable to the importing producer;
- (2) the reason the U.S. producer has decided to import the product subject to investigation (whether the firm benefits from the LTFV sales or subsidies or whether the firm must import in order to enable it to continue production and compete in the U.S. market);
- (3) whether inclusion or exclusion of the related party will skew the data for the rest of the industry;
- (4) the ratio of import shipments to U.S. production for the imported product; and
- (5) whether the primary interest of the importing producer lies in domestic production or importation. *Changzhou Trina Solar Energy Co. v. USITC*, 100 F. Supp.3d 1314, 1326-31 (Ct. Int'l. Trade 2015); see also *Torrington Co. v. United States*, 790 F. Supp. at 1168.

⁴⁴ CR at 3.1-3.2, Table 3.2. Specifically, Link Belt is related to Sumitomo Heavy Industries Construction Crane Co., Ltd, a foreign producer and exporter of subject merchandise from Japan through their common parent, Sumitomo Heavy Industries, Ltd. *Id.*; Link-Belt Prehearing Br. at 1; Hearing Tr. at 132-33 (Hammonds).

the domestic industry pursuant to the related parties provision.⁴⁵ Manitowoc also claims that Link-Belt's business model relies upon and benefits from the importation of low-priced subject imports, and that its primary interest lies in importation.⁴⁶

Respondents' Argument. Link-Belt argues that it should not be excluded as a related party.⁴⁷ According to Link-Belt, its primary interest is in "maintaining and growing its strong, decades-old domestic production activities," and its employment levels reflect a commitment to American manufacturing.⁴⁸ Link-Belt also argues that appropriate circumstances do not exist to exclude it as a related party because excluding Link-Belt would effectively *** the domestic industry, depriving the Commission of information concerning a substantial segment of domestic production.⁴⁹ It contends that Link-Belt's imports are not undertaken to exploit or benefit from any alleged dumping because Link-Belt's cranes tend to be the highest-priced on the market.⁵⁰ Link-Belt asserts that Sumitomo cranes are not sold in the U.S. market, and its imports of assemblies manufactured by Sumitomo are used exclusively for Link-Belt's domestic production of LBCCs.⁵¹ Finally, Link-Belt contends that its principal interest lies in domestic production and that inclusion of its data does not distort the Commission's injury analysis.⁵²

⁴⁵ Manitowoc Prehearing Br. at 19; Manitowoc Posthearing Br. at 1, Part II at 4-6.

⁴⁶ Manitowoc Posthearing Br., Part II at 7-8.

⁴⁷ Link-Belt Prehearing Br. at 8-14; Link-Belt Posthearing Br. at 13-14, Exh. 1 at 15-29.

⁴⁸ Link-Belt Posthearing Br. at 12, 14.

⁴⁹ Link-Belt Posthearing Br., Exh. 1 at 26-27.

⁵⁰ Link-Belt Posthearing Br., Exh. 1 at 27.

⁵¹ Link-Belt Posthearing Br., Exh. 1 at 27-28.

⁵² Link-Belt Posthearing Br. at Exh. 1 at 28-29.

B. Analysis

Link-Belt is the exclusive U.S. importer of LBCC assemblies from its parent company, subject Japanese producer Sumitomo.⁵³ Link-Belt imported subject LBCC assemblies during the POI: *** units in 2023, *** units in 2024, and *** units in 2025.⁵⁴ The ratio of Link-Belt's subject imports to its U.S. production declined during the POI, from *** percent in 2023 to *** percent in 2024 and *** percent in 2025.⁵⁵ Link-Belt explained that, while it designed its own LBCCs, it relies on subject imports of upper carriage, lower carriage, and crawler assemblies for the LBCCs it sells in the United States because its domestic production is limited to the lattice boom, hoist, and jib assemblies, and the live mast.⁵⁶ Link-Belt's financial performance was *** stronger than Manitowoc's throughout the POI.⁵⁷ It reported capital expenditures of \$*** during the POI.⁵⁸ Link-Belt opposes the petition.⁵⁹

The record indicates that Link-Belt's primary interest is in importation rather than domestic production. While Link-Belt domestically produces some assemblies, performs other activities to prepare the complete LBCCs for sale, and has invested substantially in the production of LBCCs in the United States,⁶⁰ it is reliant on subject imports for substantial LBCC components, manufacturing only the lattice boom, hoist, and jib assemblies, and the live masts

⁵³ CR/PR at 2.1 n.1, Table 3.2.

⁵⁴ CR/PR at Table 3.24.

⁵⁵ CR/PR at Table 3.24.

⁵⁶ CR/PR at 5.6 n.10; 6.1 n.5; Hearing Tr. at 237-38 (Collins).

⁵⁷ CR/PR at Table 6.3. Link-Belt's operating income to net sales ratio was *** percent in 2023, *** percent in 2024, and *** percent in 2025. *Id.* In contrast, Petitioner's operating income to net sales ratio was *** percent in 2023, *** percent in 2024, and *** percent in 2025. *Id.* at Table 6.1.

⁵⁸ CR/PR at Table 6.12.

⁵⁹ CR/PR at Table 3.1; Link-Belt Prehearing Br. at 1.

⁶⁰ Link-Belt Prehearing Br., Exh. 1 at 18-19, 28; CR/PR at Table 6.12.

in the United States.⁶¹ Subject imports account for the majority of the value of its completed LBCCs and, as Link-Belt only produces certain assemblies domestically, it could not sell complete LBCCs without its subject imports.⁶² Link-Belt had a high ratio of subject imports to domestic production, particularly early in the POI, although it declined over the POI.⁶³

Moreover, the record also demonstrates that Link-Belt's domestic production operations have substantially benefited from its importation of subject assemblies. Link-Belt's unfairly traded subject imports represented a majority, *** percent, by value of the total raw materials used in its finished LBCCs, and the total average unit value ("AUV") for these imported assemblies in 2025 was *** percent lower than the AUV for the same assemblies domestically produced by Manitowoc.⁶⁴ In contrast, the AUV of Link-Belt's domestically produced lattice boom assembly in 2025 was only *** percent lower than the AUV of Manitowoc's domestically produced lattice boom assembly.⁶⁵ The much lower AUV for the majority of the inputs in its complete LBCCs due to the use of unfairly traded subject imports contributed to Link-Belt being *** throughout the POI, with operating income to net sales ratios ranging from *** percent to *** percent.⁶⁶ Manitowoc, receiving no similar

⁶¹ CR/PR at 5.6 n.10, 6.1 n.5.

⁶² CR/PR at 6.13 & Tables 3.6, 3.9; Link-Belt U.S. Producer Questionnaire at Question VI-6a.

⁶³ CR/PR at Table 3.24. While the data shows a decline in Link-Belt's imports relative to its production of LBCCs, Link-Belt's production increased over the POI and it used subject imports in all of the complete LBCCs it sold in the U.S market. *Id.* at Table 3.12.

⁶⁴ CR/PR at 6.13, Tables 1.2, 3.7, 3.9, & 6.9; Link-Belt U.S. Producer Questionnaire at Question VI-6a.

⁶⁵ CR/PR at Table 3.7.

⁶⁶ CR/PR at Tables 3.7, 6.3. While Link-Belt compares its reliance on imported assemblies to Manitowoc's use of imported raw materials, these activities are quantitatively and qualitatively different. Subject imports accounted for *** percent of Link-Belt's raw material costs in 2025 but imported materials accounted for only *** percent of Manitowoc's raw material costs. CR/PR at Table 3.9. Link-Belt imports entire assemblies from Japan (which are in-scope subject merchandise) while (Continued...)

benefit from subject imports, incurred higher costs for its assemblies and was *** throughout the POI, with operating income to net sales ratios ranging from *** percent to *** percent.⁶⁷ Consequently, the benefit Link-Belt received from unfairly traded subject imports, *i.e.*, lower input costs, causes its inclusion in the domestic industry to skew data in a way that would mask injury to the industry. Specifically, Manitowoc was *** of its domestically produced LBCCs in its sales prices, but Link-Belt's inclusion in the domestic industry would hide this issue.

Manitowoc's costs of goods sold ("COGS") to net sales ratio ranged from *** percent to *** percent during the POI, whereas a domestic industry comprising both Manitowoc and Link-Belt had a COGS to net sales ratio that ranged from *** percent to *** percent during that period.⁶⁸

Accordingly, we find that appropriate circumstances exist to exclude Link-Belt from the domestic industry.

Consistent with our definition of the domestic like product, we define the domestic industry to include domestic producers of in-scope assemblies and LBCCs other than Link-Belt.

IV. Negligibility

Pursuant to Section 771(24) of the Tariff Act, imports from a subject country of

Manitowoc reported importing components such as *** used in its domestic production of LBCC assemblies (none of which are in-scope subject merchandise). Manitowoc U.S. Producer Questionnaire Response at III-9d.

⁶⁷ CR/PR at Tables 3.7, 6.1. *See also id.* at Tables 6.1, 6.3 (Link Belt's unit raw materials cost (including imported LBCCs assemblies) ranging from \$***; Manitowoc's unit raw material cost ranging from \$***).

⁶⁸ CR/PR at Tables 6.1 & 6.5. While Link-Belt argues that its exclusion from the domestic industry would effectively *** the capacity and production of the domestic industry, we find that this consideration is outweighed by the factors discussed above. Link-Belt Posthearing Br., Exh. 1 at 27. In particular, as discussed, including Link-Belt in the domestic industry would skew the industry's data in a way that would mask injury to the industry.

merchandise corresponding to a domestic like product shall be deemed negligible if they account for less than three percent (or four percent in the case of a developing country in a countervailing duty investigation) of all such merchandise imported into the United States during the most recent 12 months for which data are available preceding the filing of the petition.⁶⁹

During the 12-month period preceding filing of the petition (April 2024 to March 2025), subject imports from Japan accounted for *** percent of total imports of LBCCs.⁷⁰ Because subject imports from Japan exceed the three percent negligibility threshold, we find that imports of LBCCs from Japan subject to the antidumping duty investigation are not negligible.

V. Material Injury by Reason of Subject Imports

Based on the record in the final phase of this investigation, we find that an industry in the United States is materially injured by reason of imports of LBCCs from Japan that Commerce has found to be sold at LTFV.

A. Legal Standards

In the final phase of antidumping and countervailing duty investigations, the Commission determines whether an industry in the United States is materially injured or threatened with material injury by reason of the imports under investigation.⁷¹ In making these determinations, the Commission must consider the volume of subject imports, their effect on prices for the domestic like product, and their impact on domestic producers of the domestic

⁶⁹ 19 U.S.C. §§ 1671d(b), 1673d(b), 1677(24)(A)(i), 1677(24)(B); *see also* 15 C.F.R. § 2013.1 (developing countries for purposes of 19 U.S.C. § 1677(36)).

⁷⁰ CR/PR at Table 4.4.

⁷¹ 19 U.S.C. §§ 1671d(b), 1673d(b).

like product, but only in the context of U.S. production operations.⁷² The statute defines “material injury” as “harm which is not inconsequential, immaterial, or unimportant.”⁷³ In assessing whether the domestic industry is materially injured by reason of subject imports, we consider all relevant economic factors that bear on the state of the industry in the United States.⁷⁴ No single factor is dispositive, and all relevant factors are considered “within the context of the business cycle and conditions of competition that are distinctive to the affected industry.”⁷⁵

Although the statute requires the Commission to determine whether the domestic industry is “materially injured or threatened with material injury by reason of” unfairly traded imports,⁷⁶ it does not define the phrase “by reason of,” indicating that this aspect of the injury analysis is left to the Commission’s reasonable exercise of its discretion.⁷⁷ In identifying a causal link, if any, between subject imports and material injury to the domestic industry, the Commission examines the facts of record that relate to the significance of the volume and price effects of the subject imports and any impact of those imports on the condition of the domestic industry. This evaluation under the “by reason of” standard must ensure that subject imports are more than a minimal or tangential cause of injury and that there is a sufficient causal, not

⁷² 19 U.S.C. § 1677(7)(B). The Commission “may consider such other economic factors as are relevant to the determination” but shall “identify each {such} factor ... and explain in full its relevance to the determination.” 19 U.S.C. § 1677(7)(B).

⁷³ 19 U.S.C. § 1677(7)(A).

⁷⁴ 19 U.S.C. § 1677(7)(C)(iii).

⁷⁵ 19 U.S.C. § 1677(7)(C)(iii).

⁷⁶ 19 U.S.C. §§ 1671d(b), 1673d(b).

⁷⁷ *Angus Chemical Co. v. United States*, 140 F.3d 1478, 1484-85 (Fed. Cir. 1998) (“{T}he statute does not ‘compel the commissioners’ to employ {a particular methodology}.”), *aff’d*, 944 F. Supp. 943, 951 (Ct. Int’l Trade 1996).

merely a temporal, nexus between subject imports and material injury.⁷⁸

In many investigations, there are other economic factors at work, some or all of which may also be having adverse effects on the domestic industry. Such economic factors might include nonsubject imports; changes in technology, demand, or consumer tastes; competition among domestic producers; or management decisions by domestic producers. The legislative history explains that the Commission must examine factors other than subject imports to ensure that it is not attributing injury from other factors to the subject imports, thereby inflating an otherwise tangential cause of injury into one that satisfies the statutory material injury threshold.⁷⁹ In performing its examination, however, the Commission need not isolate the injury caused by other factors from injury caused by unfairly traded imports.⁸⁰ Nor does

⁷⁸ The Federal Circuit, in addressing the causation standard of the statute, observed that “[a]s long as its effects are not merely incidental, tangential, or trivial, the foreign product sold at less than fair value meets the causation requirement.” *Nippon Steel Corp. v. USITC*, 345 F.3d 1379, 1384 (Fed. Cir. 2003). This was further ratified in *Mittal Steel Point Lisas Ltd. v. United States*, 542 F.3d 867, 873 (Fed. Cir. 2008), where the Federal Circuit, quoting *Gerald Metals, Inc. v. United States*, 132 F.3d 716, 722 (Fed. Cir. 1997), stated that “this court requires evidence in the record ‘to show that the harm occurred ‘by reason of’ the LTFV imports, not by reason of a minimal or tangential contribution to material harm caused by LTFV goods.’” See also *Nippon Steel Corp. v. United States*, 458 F.3d 1345, 1357 (Fed. Cir. 2006); *Taiwan Semiconductor Industry Ass’n v. USITC*, 266 F.3d 1339, 1345 (Fed. Cir. 2001).

⁷⁹ Uruguay Round Agreements Act Statement of Administrative Action (“SAA”), H.R. Rep. 103-316, vol. I. at 851-52 (“[T]he Commission must examine other factors to ensure that it is not attributing injury from other sources to the subject imports.”); S. Rep. 96-249 at 75 (1979) (the Commission “will consider information which indicates that harm is caused by factors other than less-than-fair-value imports.”); H.R. Rep. 96-317 at 47 (1979) (“in examining the overall injury being experienced by a domestic industry, the ITC will take into account evidence presented to it which demonstrates that the harm attributed by the petitioner to the subsidized or dumped imports is attributable to such other factors;” those factors include “the volume and prices of nonsubsidized imports or imports sold at fair value, contraction in demand or changes in patterns of consumption, trade restrictive practices of and competition between the foreign and domestic producers, developments in technology and the export performance and productivity of the domestic industry”); accord *Mittal Steel*, 542 F.3d at 877.

⁸⁰ SAA at 851-52 (“[T]he Commission need not isolate the injury caused by other factors from injury caused by unfair imports.”); *Taiwan Semiconductor Industry Ass’n*, 266 F.3d at 1345 (“[T]he Commission need not isolate the injury caused by other factors from injury caused by unfair imports Rather, the Commission must examine other factors to ensure that it is not attributing injury from other (Continued...)”).

the “by reason of” standard require that unfairly traded imports be the “principal” cause of injury or contemplate that injury from unfairly traded imports be weighed against other factors, such as nonsubject imports, which may be contributing to overall injury to an industry.⁸¹ It is clear that the existence of injury caused by other factors does not compel a negative determination.⁸²

Assessment of whether material injury to the domestic industry is “by reason of” subject imports “does not require the Commission to address the causation issue in any particular way” as long as “the injury to the domestic industry can reasonably be attributed to the subject imports.”⁸³ The Commission ensures that it has “evidence in the record” to “show that the harm occurred ‘by reason of’ the LTFV imports,” and that it is “not attributing injury from other

sources to the subject imports.” (emphasis in original)); *Asociacion de Productores de Salmon y Trucha de Chile AG v. United States*, 180 F. Supp. 2d 1360, 1375 (Ct. Int’l Trade 2002) (“{t}he Commission is not required to isolate the effects of subject imports from other factors contributing to injury” or make “bright-line distinctions” between the effects of subject imports and other causes.); *see also Softwood Lumber from Canada*, Inv. Nos. 701-TA-414 and 731-TA-928 (Remand), USITC Pub. 3658 at 100-01 (Dec. 2003) (Commission recognized that “{i}f an alleged other factor is found not to have or threaten to have injurious effects to the domestic industry, *i.e.*, it is not an ‘other causal factor,’ then there is nothing to further examine regarding attribution to injury”), *citing Gerald Metals*, 132 F.3d at 722 (the statute “does not suggest that an importer of LTFV goods can escape countervailing duties by finding some tangential or minor cause unrelated to the LTFV goods that contributed to the harmful effects on domestic market prices.”).

⁸¹ S. Rep. 96-249 at 74-75; H.R. Rep. 96-317 at 47.

⁸² *See Nippon Steel Corp.*, 345 F.3d at 1381 (“an affirmative material-injury determination under the statute requires no more than a substantial-factor showing. That is, the ‘dumping’ need not be the sole or principal cause of injury.”).

⁸³ *Mittal Steel*, 542 F.3d at 876 & 78; *see also id.* at 873 (“While the Commission may not enter an affirmative determination unless it finds that a domestic industry is materially injured ‘by reason of’ subject imports, the Commission is not required to follow a single methodology for making that determination ... {and has} broad discretion with respect to its choice of methodology.”) *citing United States Steel Group v. United States*, 96 F.3d 1352, 1362 (Fed. Cir. 1996) and S. Rep. 96-249 at 75. In its decision in *Swift-Train v. United States*, 793 F.3d 1355 (Fed. Cir. 2015), the Federal Circuit affirmed the Commission’s causation analysis as comporting with the Court’s guidance in *Mittal*.

sources to the subject imports.”⁸⁴ The Federal Circuit has examined and affirmed various Commission methodologies and has disavowed “rigid adherence to a specific formula.”⁸⁵

The question of whether the material injury threshold for subject imports is satisfied notwithstanding any injury from other factors is factual, subject to review under the substantial evidence standard.⁸⁶ Congress has delegated this factual finding to the Commission because of the agency’s institutional expertise in resolving injury issues.⁸⁷

B. Conditions of Competition and the Business Cycle

The following conditions of competition inform our analysis of whether there is material injury by reason of subject imports.

1. Demand Conditions

U.S. demand for LBCCs is largely driven by general economic conditions and non-residential construction, including infrastructure spending.⁸⁸ Reported end uses include the lifting and movement of materials, especially in the construction (bridge and general) and the oil and gas industries.⁸⁹ These end uses, sectors, and industries that drive demand for LBCCs

⁸⁴ *Mittal Steel*, 542 F.3d at 873 (quoting from *Gerald Metals*, 132 F.3d at 722), 877-79. We note that one relevant “other factor” may involve the presence of significant volumes of price-competitive nonsubject imports in the U.S. market, particularly when a commodity product is at issue. In appropriate cases, the Commission collects information regarding nonsubject imports and producers in nonsubject countries in order to conduct its analysis.

⁸⁵ *Nucor Corp. v. United States*, 414 F.3d 1331, 1336, 1341 (Fed. Cir. 2005); *see also Mittal Steel*, 542 F.3d at 879 (“*Bratsk* did not read into the antidumping statute a Procrustean formula for determining whether a domestic injury was ‘by reason’ of subject imports.”).

⁸⁶ We provide in our discussion below a full analysis of other factors alleged to have caused any material injury experienced by the domestic industry.

⁸⁷ *Mittal Steel*, 542 F.3d at 873; *Nippon Steel Corp.*, 458 F.3d at 1350, *citing U.S. Steel Group*, 96 F.3d at 1357; S. Rep. 96-249 at 75 (“The determination of the ITC with respect to causation is ... complex and difficult, and is a matter for the judgment of the ITC.”).

⁸⁸ CR/PR at 2.14.

⁸⁹ CR/PR at 2.14.

may face potential sharp fluctuations depending on economic conditions.⁹⁰ The parties agree that demand for LBCCs in the U.S. market increased substantially during the POI, related to increases in construction and infrastructure spending, especially since 2022, due to a relatively strong economy and stimulus from the 2021 Infrastructure Investment and Jobs Act and the CHIPS and Science Act.⁹¹ Nonresidential construction spending and total public construction spending increased by 13.8 percent and 27.6 percent, respectively, during the POI.⁹² The parties also agree that demand for LBCCs is also influenced by the replacement cycle of older LBCCs.⁹³ For example, an industry witness for the Petitioner reported that the 2006-2008 period represented a historic peak in demand for cranes, and the cranes purchased during that period have recently been or may soon be up for replacement, suggesting increased demand in the U.S. market.⁹⁴ A majority of market participants reported that U.S. demand for LBCCs steadily increased or fluctuated up since January 1, 2023.⁹⁵

Apparent U.S. consumption of LBCCs, by quantity, increased by *** percent between 2023 and 2025, increasing from *** units in 2023 to *** units in 2024, before decreasing to *** units in 2025.⁹⁶

⁹⁰ CR/PR at 2.14.

⁹¹ Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, 135 Stat. 429 (2021); CHIPS and Science Act, Pub. L. No. 117-167, 136 Stat. 1366 (2022); Manitowoc Prehearing Br. at 21-22; Manitowoc Posthearing Br., Part II at 9-10; Kobelco Prehearing Br. at 10-12; Kobelco Testimony at 5; Link-Belt Prehearing Br. at 14, 21.

⁹² CR/PR at 2.15.

⁹³ CR/PR at 2.15; Manitowoc Prehearing Br. at 21; Link-Belt's Prehearing Br. at 58.

⁹⁴ CR/PR at 2.15.

⁹⁵ CR/PR at Table 2.6.

⁹⁶ CR/PR at Tables 4.10, C.2.

2. Supply Conditions

The market for LBCCs is characterized by a limited number of suppliers, including Manitowoc (United States), Kobelco (Japan), Sumitomo/Link-Belt (Japan/United States), Liebherr (Austria/Germany), and Sany (China).⁹⁷

The domestic industry was the smallest source of LBCCs in the U.S. market during the POI.⁹⁸ The industry's share of apparent U.S. consumption, by quantity, decreased by *** percentage points over the POI, from *** percent in 2023 to *** percent in 2024 and 2025.⁹⁹

The domestic industry reported excess capacity throughout the POI.¹⁰⁰ Its practical LBCCs capacity increased by *** percent, from *** units in 2023 and 2024 to *** units in 2025.¹⁰¹ The industry's practical LBCC capacity utilization rate fluctuated during the POI, initially increasing from *** percent in 2023 to *** percent in 2024 and then decreasing to *** percent in 2025.¹⁰²

Subject imports were the largest source of LBCCs in the U.S. market throughout the POI.¹⁰³ Subject imports were supplied by two entities: Kobelco, which exports fully completed LBCCs into the U.S. market for sale by its affiliated U.S. importer; and Sumitomo, which exports crawler assemblies to its related importer, Link-Belt, which sells complete LBCCs comprising imported assemblies and its domestically produced assemblies.¹⁰⁴ Subject imports' share of

⁹⁷ CR/PR at 1.3, 2.11-2.12; Kobelco Prehearing Br. at 4.

⁹⁸ CR/PR at Table 4.10.

⁹⁹ CR/PR at Tables 4.10, C.2.

¹⁰⁰ CR/PR at Tables 3.3, 3.4.

¹⁰¹ CR/PR at Tables 3.3, C.2.

¹⁰² CR/PR at Tables 3.3, C.2.

¹⁰³ CR/PR at Table 4.10.

¹⁰⁴ CR at 5.6 n.10; 6.1 n.5, Table 4.1.

apparent U.S. consumption, by quantity, increased irregularly by *** percentage points over the POI, from *** percent in 2023 to *** percent in 2024 and *** percent in 2025.^{105 106}

Nonsubject imports were the second-largest source of supply to the U.S. market during the POI.¹⁰⁷ Their share of apparent U.S. consumption, by quantity, increased irregularly by *** percentage points over the POI, from *** percent in 2023 to *** percent in 2024 and *** percent in 2025.¹⁰⁸ The largest sources of nonsubject imports during the POI were Austria, Germany, and China.¹⁰⁹

Eight of 19 responding purchasers reported that they experienced supply constraints during the POI, with five reporting supply constraints from domestic producers during all years of the POI and five also reporting supply constraints from foreign producers or importers during each year of the POI.¹¹⁰ Kobelco specifically reported supply constraints stemming from issues with its *** LBCC engine supplier in Japan having failed to meet certain U.S.

¹⁰⁵ CR/PR at Tables 4.10, C.2.

¹⁰⁶ Chairman Johanson notes that Kobelco and Sumitomo/Link-Belt both had significant U.S. market share during the POI. Kobelco's share of apparent U.S. consumption increased from *** percent in 2023 to *** percent in 2024 before declining to *** percent in 2025. Sumitomo/Link-Belt's share of the U.S. market declined from *** percent in 2023 to *** percent in 2024 before increasing to *** percent in 2025. *Calculated from* CR/PR at Table 4.10; Kobelco's U.S. Importer Questionnaire at II-5a; Link-Belt's U.S. Importer Questionnaire at II-6a.

¹⁰⁷ CR/PR at Table 4.10.

¹⁰⁸ CR/PR at Table 4.10.

¹⁰⁹ CR/PR at Table 4.10. Importers' U.S. shipments of nonsubject imports from China increased by *** percent over the POI, from *** units in 2023 to *** units in 2024 and *** units in 2025. *Id.* U.S. shipments of nonsubject imports from Germany also increased by *** percent over the POI, from *** units in 2023 and 2024 to *** units in 2025. *Id.* U.S. shipments of imports from all other sources also increased over the POI by *** percent. *Id.*

¹¹⁰ CR/PR at 2.13. Constraints reported with respect to Manitowoc include a lack of availability of specific products and a build schedule for a large crawler of 12 to 18 months. *Id.* Constraints reported with respect to foreign producers or importers were limited factory production (Kobelco), Link-Belt allocation and material shortages, and lack of EPA-compliant engine and limited availability of production for Kobelco. *Id.*

Environmental Protection Agency standards.¹¹¹ According to Kobelco, while it was able to maintain some level of manufacturing using properly certified engines, the engine issue curtailed its LBCC production in Japan ***.¹¹² Kobelco reported that it ***.¹¹³ In Kobelco's view, some of increase in consumption in 2024 was due to these delayed purchases: it asserts that many of the recorded sales would have been made earlier if not for the engine issues.¹¹⁴ Affidavits submitted by some of Kobelco's customers indicate that they did not seek out other suppliers of LBCCs reportedly due to brand loyalty to Kobelco, but rather delayed purchases that would have been made in 2022 and 2023 to 2024, resulting in higher than normal purchases in 2024 related to the shortfall in 2022 and 2023.¹¹⁵ In Manitowoc's view, any purchaser waiting for Kobelco to resolve its engine issues reflects a willingness to wait for lower prices, not brand loyalty.¹¹⁶

3. Substitutability and Other Conditions

Based on the record in the final phase of this investigation, we find that there is at least a moderate degree of substitutability between subject imports and domestically produced

¹¹¹ Kobelco Prehearing Br. at 7-8; Kobelco Testimony at 5; Kobelco Posthearing Br., Appx. I at 1-3, 9; Link-Belt Prehearing Br. at 2, 27-28.

¹¹² Kobelco Prehearing Br. at 7-8.

¹¹³ Kobelco Prehearing Br. at 7-8.

¹¹⁴ Kobelco Prehearing Br. at 8-9, Exh. 1-C; Kobelco Posthearing Br., Appx. I at 2-3.

¹¹⁵ Kobelco Prehearing Br. at 8, Exh. 1-A, 1-B, 1-C.

¹¹⁶ Manitowoc Posthearing Br. at 9, Appx. at 32-33.

LBCCs.^{117 118} At the outset we note that, as the Commission typically does, it collected questionnaire responses from domestic producers, importers, and purchasers on factors relevant to the substitutability of subject imports and the domestic like product. As discussed below, the responding purchasers were primarily dealer/distributors that have an affiliation or supply arrangement with a particular producer (Link-Belt, Manitowoc, Kobelco, or a nonsubject source) and compete against other dealer/distributors for sales of the LBCCs they purchase. As such, purchasers have the experience of both buying and selling LBCCs, including competing for sales of LBCCs among dealer/distributors of LBCCs from domestic, subject, and nonsubject sources.

Manitowoc reported that domestically produced LBCCs and subject imports are *** interchangeable, while importers of LBCCs from Japan reported that they are ***

¹¹⁷ See CR/PR at 2.20.

¹¹⁸ Commissioner Karpel finds that there is a moderate-to-high degree of substitutability between subject imports and domestically produced LBCCs. As reviewed below, a majority of purchasers, reported that domestically produced LBCCs and subject imports are always or frequently interchangeable, and most purchasers also reported that domestically produced LBCCs and subject imports were comparable across nearly all purchasing factors. CR/PR at Tables 2.14-2.17. In addition, as noted below, there is substantial overlap in capacity size as between subject imports and the domestic like product. Although the parties provided competing arguments and testimony regarding the importance of brand loyalty and supplier-specific product features and serviceability, see Link-Belt Prehearing Br. at 15-20; Kobelco Prehearing Br. at 8, Exh. 1-B & 1C; Manitowoc Posthearing Br. at 4; Hearing Tr. at 39 (Watters), at 56 (Hull), at 57 (Ravenscroft), at 212-213 (Collins), at 213-214 (Murphy), significant limitations to overall interchangeability or comparability by purchasing factor are not apparent in the questionnaire responses. Commissioner Karpel notes significant differences in lead times for produced-to-order LBCCs, CR/PR at 2.24, as well as some indication of meaningful supply constraints in the market during the POI, *id.* at 2.13, but does not consider that these data reduce the degree of substitutability between subject imports and domestically produced LBCCs to a moderate degree of substitutability. Further, as discussed below, while there may be some limit on direct competition for sales as between producers and dealer/distributors due to affiliations or supply agreements, domestic producers and subject importers are nonetheless competing through their dealer/distributor for sales of LBCCs, which as reviewed purchasers most often report are always or frequently interchangeable and comparable across most purchasing factors. Accordingly, Commissioner Karpel finds that there is a moderate-to-high degree of substitutability between subject imports and domestically produced LBCCs.

interchangeable.¹¹⁹ A majority of purchasers reported that domestically produced LBCCs and subject imports are always or frequently interchangeable.¹²⁰ Most purchasers also reported that LBCCs produced by Manitowoc and Link-Belt were comparable across all 18 purchasing factors, while a majority or plurality of purchasers reported that LBCCs produced by Manitowoc and Kobelco were comparable on 16 of the 18 purchasing factors.¹²¹ For the remaining two factors in the latter comparisons, most purchasers reported LBCCs produced by Manitowoc to be inferior to LBCCs produced by Kobelco on price (*i.e.*, the domestic product was higher priced) and responses were mixed in terms of technical support/after-sales services.¹²² Additionally, subject imports and the domestic industry's U.S. shipments largely overlapped in capacity sizes, with the four smallest size ranges (between 70- and 359-tons maximum capacity) accounting for 100 percent of Link-Belt's U.S. shipments of complete LBCCs and Kobelco's imports of complete LBCCs and *** percent of Manitowoc's U.S. shipments of complete LBCCs during the POI.¹²³

A key condition of competition is the prevalence of supply arrangements between specific LBCC suppliers and distributor/dealers, either through affiliations, exclusivity

¹¹⁹ CR/PR at Tables 2.15-2.16.

¹²⁰ CR/PR at Table 2.17. One purchaser reported that capacity, footprint, and minimum and maximum radii are factors limiting interchangeability, and another reported that LBCCs from different producers are sometimes interchangeable depending on the specific class and application and while there is overlap between manufacturers, product offerings are not identical. *Id.* at 2.34.

¹²¹ CR/PR at 2.27 & Table 2.14.

¹²² CR/PR at 2.27 & Table 2.14.

¹²³ *Calculated from* CR/PR at Tables E.1-E.3. Imports of complete LBCCs from Kobelco and U.S. shipments of complete LBCCs from Link-Belt were concentrated in the three smallest size ranges (between 70- and 279-tons maximum capacity), with these size ranges accounting for *** percent of Kobelco's imports and *** percent of Link-Belt's U.S. shipments of complete LBCCs during the POI. *Calculated from* CR/PR at Tables E.2-E.3. These size ranges accounted for a substantial majority, *** percent, of Manitowoc's shipments during the POI. *Calculated from* CR/PR at Table E.1.

agreements, and/or distribution territory agreements.¹²⁴ Consistent with the prevalence of these supply arrangements, the vast majority of U.S. shipments of the domestic like product and subject imports were to distributors, with smaller quantities of U.S. shipments LBCCs reportedly made directly to end users.¹²⁵ Although most U.S. shipments of the domestic like product and subject imports were reported as being made to unrelated distributors,¹²⁶ most responding purchasers reported that they were distributor/dealers that had supply arrangements with a specific LBCCs producer. Indeed, of the 19 purchasers that responded to the Commission's purchaser questionnaire, only two reported to be end-user purchasers.¹²⁷ The remaining 17 reported to be distributor/dealer purchasers, with 11 reporting an affiliation with a supplier and nine of these 11 reporting an exclusive supply arrangement tied to a particular producer.¹²⁸ No purchaser reported having affiliations or distribution agreements

¹²⁴ CR/PR at 2.6 & Table 2.2.

¹²⁵ CR/PR at Table 2.1.

¹²⁶ Manitowoc reported selling LBCCs *** to unrelated distributors, and *** to related distributors, with *** sales to end users. CR/PR at Table 2.1. Link-Belt also reported selling LBCCs *** to unrelated distributors and *** to related distributors, with *** reported U.S. shipments to end users. *Id.* Kobelco reported selling LBCCs *** to unrelated distributors and *** to end users, with *** reported sales to related distributors. *Id.*

¹²⁷ CR/PR at 2.3, 2.6 & Table 2.2. *** are the only two purchasers that reported being end users, although ***. *Id.*

¹²⁸ CR/PR at 2.3, 2.6 & Table 2.2. Although *** did not report affiliations or exclusivity arrangements with a particular supplier, they reported distribution territory agreements with specific suppliers. CR/PR at Table 2.2 Note; Purchaser Questionnaires of *** at Question III-4. Although it ***. *** Purchaser Questionnaire at Questions II-1, III-4. *** reported *** during the POI. *** Purchaser Questionnaire at Questions II-1, III-3.

Thus, of the *** responding purchasers who reported an affiliation or distribution territory agreement with a manufacturer, *** have affiliation/distribution agreements with Manitowoc, *** have affiliation/distribution agreements with Link-Belt/Sumitomo, and *** have affiliation/distribution agreements with Kobelco.

with more than one supplier.¹²⁹ Petitioner argues that many distributors/dealers functionally operate as an extension of the manufacturer they represent.¹³⁰

Although these supply arrangements might limit direct competition for sales of LBCCs to the distributor/dealer purchasers, we find that the record nonetheless indicates that the domestic industry and subject producers compete for sales of LBCCs in the U.S. market. According to Manitowoc, due to the supply arrangements with specific LBCC producers, subject imports and the domestic product compete head-to-head through their exclusive dealer/distributors for sales to rental companies and end users (typically large construction contractors).¹³¹ Other record evidence corroborates that the domestic industry and subject producers compete through their distributors/dealers for sales to rental companies and end users. Distributor/dealer purchaser *** reported that “dealers compete for sales,” while distributor/dealer purchaser *** reported that Kobelco and Link-Belt are “on every deal that we are.”¹³² The responding end-user purchasers reported contacting multiple suppliers before making a purchase, indicating competition among suppliers for sales to end users.¹³³

Manitowoc-affiliated

¹²⁹ Purchaser Questionnaires at Questions III-2, III-4.

¹³⁰ Manitowoc Prehearing Br. at 2, 24-25.

¹³¹ CR/PR at 2.1, 2.4; Manitowoc Prehearing.Br. at 2, 24-25.

¹³² *** Purchaser Questionnaire at Question III-11; *** Purchaser Questionnaire at Question III-16.

¹³³ *** reported contacting between *** and *** suppliers before making a purchase, and *** reported contacting between *** and *** suppliers. Purchaser Questionnaires at Question III-20.

distributor/dealer purchasers MGX and Hoffman testified at the hearing that they compete with Japanese producers and their affiliated distributors for sales.¹³⁴ Link-Belt also testified at the hearing that it competes with Kobelco and Manitowoc.¹³⁵

Viewed in this context, we find that price is an important purchasing factor, among other important factors.¹³⁶ While most responding purchasers reported that they always make purchasing decisions based on the producer (12 of 19),¹³⁷ most purchasers (13 of 17) reported that their customers only sometimes or never make purchasing decisions based on the producer or country of origin of the product.¹³⁸ Accordingly, while the distributor/dealer

¹³⁴ Hearing Tr. at 30 (Hull), 37 (Watters) (“As a Manitowoc dealer, Hoffman competes with other manufacturers or the dealers of other manufacturers on a regular basis.”).

¹³⁵ Hearing Tr. at 222 (Murphy), 228 (Spoonier).

¹³⁶ The purchasing factors most frequently identified by responding purchasers as among the top three factors they consider in deciding from whom to purchase LBCCs were availability (nine firms), supplier relationship/authorized dealer/distributor contract (eight firms), quality (eight firms), after-sales support/technical support (six firms), price (five firms), and compatibility with existing fleet (five firms). CR/PR at Table 2.11. Supplier relationship and quality were most frequently cited as the first-most important purchasing factors. *Id.* Price was tied for the most frequently cited second-most important purchasing factor, along with availability and after-sales/technical support. *Id.* Eight purchasers reported price to be a very important factor in their purchasing decisions, while more purchasers identified other purchasing factors as being very important. *Id.* at Table 2.12. However, most purchasers reported the domestic like product to be superior or comparable to subject imports across all purchasing factors other than price. *Id.* at 2.27, Table 2.14. Manitowoc reported that differences other than price between the domestic like product and subject imports are *** significant, while importers reported such differences are *** significant. *Id.* at Tables 2.18, 2.19. Purchaser responses were more mixed but the majority reported that differences other than price were only sometimes or never significant. *Id.* at Table 2.20. The majority of purchasers reported that they only sometimes (six firms) or never (10 firms) purchase the lowest-priced product. *Id.* at 2.22.

¹³⁷ CR/PR at Table 2.10. Purchasers cited affiliation/relationship with a manufacturer, as well as superior Japanese quality, as reasons for buying based on the manufacturer. *Id.* at 2.21.

¹³⁸ CR/PR at Table 2.10. The purchasing factors most frequently identified by responding purchasers as among their top three purchasing factors were availability (nine firms), supplier relationship/authorized dealer/distributor contract (eight firms), quality (eight firms), after-sales support/technical support (six firms), price (five firms), and compatibility with existing fleet (five firms). CR/PR at Table 2.11. Eight purchasers reported price to be a very important purchasing factor, while more purchasers identified other purchasing factors as being very important. *Id.* at Table 2.12. However, most purchasers reported the domestic like product to be superior or comparable to subject (Continued...)

purchasers care about the identity of the producer (mostly because of their affiliation/relationship with the producer), the end users to whom the distributor/dealers sell for the most part do not purchase LBCCs based on the identity of the producer. Indeed, record information, including hearing testimony, indicates that price is an important purchasing factor for these end users.¹³⁹

Manitowoc and importers reported selling LBCCs primarily produced to order.¹⁴⁰

Manitowoc reported that *** percent of its commercial shipments were produced to order,

imports across all purchasing factors other than price. *Id.* at 2.27 & Table 2.14. Manitowoc reported that differences other than price between the domestic like product and subject imports are *** significant, while importers reported such differences are *** significant. *Id.* at Tables 2.18, 2.19. Purchaser responses were more mixed but the majority reported that differences other than price were only sometimes or never significant. *Id.* at Table 2.20. The majority of purchasers reported that they only sometimes (six firms) or never (10 firms) purchase the lowest-priced product. *Id.* at 2.22.

¹³⁹ A Link-Belt-affiliated distributor stated, “When I enter into a transaction with a customer, price is certainly part of the conversation. I don’t think I’ve ever been on a deal that someone didn’t want to ask for less.” Hearing Tr. at 203 (Murphy); *see also id.* at 30-31 (Hull), 33 (Bingaman), 64 (Watters), 221 (Murphy). *See also* CR/PR at Table 5.12 (***); *** Purchaser Questionnaire at Question III-31 (reporting that ***); *** Purchaser Questionnaire at Question III-21 (***), V-1 (***); *** Purchaser Questionnaire at Question III-18 (reporting that its purchasing frequency decreased because ***). *** responding purchasers identifying as end users reported that they negotiate prices with their suppliers, with one reporting that it *** *** Purchaser Questionnaire at Questions III-19, III-21; *** Purchaser Questionnaire at Question III-21.

¹⁴⁰ CR/PR at 2.24.

with lead times averaging *** days; and *** percent of its commercial shipments came from inventories, with lead times averaging *** days.¹⁴¹ Kobelco reported that *** percent of its LBCCs imported from Japan were produced to order, with lead times of *** days; and *** percent of its commercial shipments came from U.S. inventories, with lead times averaging *** days.¹⁴² Link-Belt reported that *** percent of its LBCCs imported from Japan were produced to order, with lead times averaging *** days.¹⁴³

Manitowoc and *** reported selling all of their LBCCs in the spot market.¹⁴⁴ *** reported selling the vast majority (*** percent) under annual contracts and the remainder (*** percent) in the spot market in 2025.¹⁴⁵ *** reported that its short-term and annual contracts fix price but allow for price renegotiation; its short-term contracts average *** days.¹⁴⁶ Manitowoc and both responding subject importers reported setting prices using ***.¹⁴⁷

The principal raw materials used to produce LBCCs are high strength steel plates, which are cut into specific shapes and welded together to form the structures of the assemblies.¹⁴⁸ Lattice-booms are made from structural steel tubes.¹⁴⁹ The producer price index for hot-rolled steel bars, plates, and structural shapes decreased from the beginning of the POI until April

¹⁴¹ CR/PR at 2.24.

¹⁴² CR/PR at 2.24.

¹⁴³ CR/PR at 2.24.

¹⁴⁴ CR/PR at Table 5.3.

¹⁴⁵ CR/PR at Table 5.3.

¹⁴⁶ CR/PR at 5.4.

¹⁴⁷ CR/PR at Table 5.2. *** also reported setting prices on a transaction-by-transaction basis and via contracts. *Id.* at 5.3.

¹⁴⁸ CR/PR at 5.1.

¹⁴⁹ CR/PR at 5.1.

2025, after which time it increased.¹⁵⁰ Manitowoc reported that raw material costs had fluctuated up, stating that costs of raw materials, parts, and components generally have increased.¹⁵¹ Kobelco and Link-Belt reported that raw material costs had steadily increased, with *** stating that the increase in raw material costs affected price increases from 2023 to 2025 and *** reporting that sales prices are more influenced by competitive pressures rather than fluctuations in material costs.¹⁵² Manitowoc's per-unit raw material costs declined by *** percent from 2023 to 2024 and increased by *** percent from 2024 to 2025.¹⁵³ Raw materials, as a share of Manitowoc's cost of goods sold (COGS), increased from *** percent in 2023 to *** percent in 2024 then decreased to *** percent in 2025.¹⁵⁴

LBCCs and assemblies imported under HTS statistical reporting numbers 8426.49.0010, 8426.49.0090, and 8487.90.0080 originating in Japan are potentially subject to additional 25 percent *ad valorem* duties under section 232 of the Trade Expansion Act of 1962, as amended ("section 232").¹⁵⁵ LBCCs and assemblies imported under HTS statistical reporting number

¹⁵⁰ CR/PR at 5.2.

¹⁵¹ CR/PR at 5.1.

¹⁵² CR/PR at 5.1.

¹⁵³ CR/PR at Table 6.2.

¹⁵⁴ CR/PR at Table 6.1.

¹⁵⁵ CR/PR at 1.9. Effective March 12, 2025, LBCC assemblies originating in Japan and made from aluminum and imported under HTS statistical reporting number 8487.90.0080 became subject to an additional 25 percent *ad valorem* duty under section 232. *Id.* at 1.9 n.15. Effective June 4, 2025, this section 232 rate of duty increased to 50 percent. The duty was applied to the declared value of the aluminum content of the product. Effective April 6, 2026, the additional section 232 duty on LBCC assemblies originating in Japan imported under HTS statistical reporting number 8487.90.0080 decreased to 25 percent, applied to the full customs value of the imported article, provided the weight of the aluminum is at least 15 percent of the weight of the imported article. *Id.* Effective April 6, 2026, LBCCs originating in Japan and made from steel and provided for in HTS subheading 8426.49.00 became subject to an additional 25 percent *ad valorem* duty under section 232 of the Trade Expansion Act of 1962, as amended. The duty applies to the full customs value of the imported article, provided the weight of the steel is at least 15 percent of the weight of the imported article. *Id.*

8425.19.0000 are not subject to an additional duty under section 232.¹⁵⁶ Effective February 24, 2026, LBCC assemblies imported under HTS statistical reporting number 8425.19.0000 originating in Japan became subject to an additional 10 percent *ad valorem* duty under section 122 of the Trade Act of 1974 (“section 122”).¹⁵⁷ LBCCs and assemblies originating in Japan imported under 8426.49.0010, 8426.49.0090, and 8487.90.0080 are not subject to tariffs initiated in February 2026 under section 122.¹⁵⁸

U.S. producers, importers, and purchasers were asked to report the impact of section 232 tariffs and new or modified tariffs associated with executive orders since January 1, 2025, on overall demand, supply, prices, or raw material costs.¹⁵⁹ The vast majority of these firms reported that both the section 232 tariffs as well as other new or modified tariffs had an impact on the LBCCs market, citing increased costs on raw materials, parts, and components.¹⁶⁰ Manitowoc reported that section 232 tariffs *** in 2025, with imports accounting for *** percent of the total value of its inputs for completed LBCCs that year.¹⁶¹ Firms estimated that costs went up between 7 and 15 percent with respect to the section 232 tariffs, and others reported that costs went up by the amount of the new or modified tariff.¹⁶² In addition, firms reported that periods of volatility and uncertainty associated with these measures, including interactions with other tariffs, contributed to

¹⁵⁶ CR/PR at 1.9.

¹⁵⁷ CR/PR at 1.9.

¹⁵⁸ CR/PR at 1.9. Beginning in April 2025, LBCCs and assemblies imported under 8426.49.0010, 8426.49.0090, and 8425.19.0000 originating in Japan were subject to additional duties at varying levels. Effective February 20, 2026, tariffs initiated under IEEPA and the associated duties imposed under IEEPA were terminated. CR/PR at 1.10.

¹⁵⁹ CR/PR at 2.4.

¹⁶⁰ CR/PR at 2.4.

¹⁶¹ Manitowoc’s U.S. Producer Questionnaire Response at IV-25; CR/PR at Table 3.9.

¹⁶² CR/PR at 2.4.

temporary constraints in availability and production planning.¹⁶³ Firms reported, however, that end-user demand and overall market conditions have remained the primary drivers of purchasing activity, and in many cases have outweighed the impact of increased costs associated with tariffs.¹⁶⁴

C. Volume of Subject Imports

Section 771(7)(C)(i) of the Tariff Act provides that the “Commission shall consider whether the volume of imports of the merchandise, or any increase in that volume, either in absolute terms or relative to production or consumption in the United States, is significant.”¹⁶⁵

The volume of subject imports initially increased by *** percent from *** units in 2023 to *** units in 2024, before decreasing by *** percent to *** units in 2025, for an overall decline of *** percent.¹⁶⁶ Subject imports as a share of apparent U.S. consumption, by quantity, initially increased by *** percentage points from *** percent in 2023 to *** percent in 2024, before decreasing by *** percentage points to *** percent in 2025, for an overall period increase of *** percentage points.¹⁶⁷ The ratio of subject imports to U.S. production of LBCCs remained high throughout POI, even though it decreased by *** percentage points from *** percent in 2023 to *** percent in 2024 and by an additional *** percentage points to *** percent in 2025.¹⁶⁸

¹⁶³ CR/PR at 2.4.

¹⁶⁴ CR/PR at 2.4.

¹⁶⁵ 19 U.S.C. § 1677(7)(C)(i).

¹⁶⁶ CR/PR at Tables 4.2, 4.3.

¹⁶⁷ CR/PR at Tables 4.10, C.2. Importers’ U.S. shipments of subject imports increased from *** units in 2023 to *** units in 2024 before declining to *** units in 2025, for an overall increase of *** percent. *Id.*

¹⁶⁸ CR/PR at Tables 4.2, 4.3.

Based on the foregoing, we find that the volume of subject imports is significant in absolute terms and relative to U.S. consumption and production.^{169 170}

D. Price Effects of the Subject Imports

Section 771(7)(C)(ii) of the Tariff Act provides that, in evaluating the price effects of the subject imports, the Commission shall consider whether

(I) there has been significant price underselling by the imported merchandise as compared with the price of domestic like products of the United States, and

(II) the effect of imports of such merchandise otherwise depresses prices to a significant degree or prevents price increases, which otherwise would have occurred, to a significant degree.¹⁷¹

As discussed above in Section V.B.3., we find that there is at least a moderate degree of substitutability between the domestic like product and subject imports and that price is an important purchasing factor, among other factors.

¹⁶⁹ Kobelco argues that increase in the volume of subject imports in 2024 reflects the return of Kobelco to the market after it resolved issues related to its LBCC engine supplier and subsequently normalized its shipments to the U.S. market, discussed above in Section V.B.2. Kobelco Prehearing Br. at 23-24; Kobelco Posthearing Br. at 2-3, Attachment at 12-13. Manitowoc, however, argues that Kobelco's engine issues were resolved by 2022 or at the latest early 2023. Manitowoc Posthearing Br. at 9, Exh. 1 at 31-33. We have not relied upon an increase in the volume of subject imports over the POI to find that the absolute volume of subject imports is significant.

¹⁷⁰ Even considering only Kobelco's subject imports, we also find that the volume of subject imports from Kobelco is significant in absolute terms and relative to U.S. consumption and production. Kobelco's subject imports increased from *** units in 2023 to *** units in 2024 before declining to *** units in 2025. Relative to U.S. consumption, Kobelco's subject imports increased from *** percent in 2023 to *** percent in 2024 before declining to *** percent in 2025. Kobelco's subject imports relative to U.S. production increased from *** percent in 2023 to *** percent in 2024 before declining to *** percent in 2025. Kobelco U.S. Importer Questionnaire at II-5a; *calculated from id.* and CR/PR at Tables 3.11, 4.10.

Commissioner Kearns does not consider Kobelco's import volumes separately from Link-Belt's import volumes during the period of investigation. Link-Belt used subject import assemblies in each of its finished LBCCs that were sold in the U.S. market. Indeed, subject imports accounted for the majority of inputs, both on a value and quantity basis, used in Link-Belt's finished LBCCs.

¹⁷¹ 19 U.S.C. § 1677(7)(C)(ii).

The Commission collected total quantity and f.o.b. value data on sales of three pricing products shipped by U.S. producers and importers to unrelated U.S. customers from January 2023 to December 2025.¹⁷² U.S. producer Manitowoc and importer Kobelco provided usable pricing data for sales of the requested pricing products, although not all firms reported data for all products for all quarters.¹⁷³ Pricing data reported by these firms accounted for approximately *** percent of the domestic industry's U.S. shipments of LBCCs and *** percent of U.S. commercial shipments of subject imports from Kobelco in 2025.¹⁷⁴

These pricing data show that Kobelco's subject imports undersold Manitowoc's products in all 10 quarterly comparisons involving sales of *** units of subject merchandise.¹⁷⁵ Underselling margins ranged from *** percent to *** percent, and averaged *** percent.¹⁷⁶ The underselling comparisons occurred in every year of the POI.¹⁷⁷ We acknowledge that these comparisons cover a relatively low proportion (*** percent) of U.S. commercial shipments of subject imports from Kobelco in 2025.¹⁷⁸ Nonetheless, these data

¹⁷² The three pricing products are as follows:

Product 1.—Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Product 2.—Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Product 3.— Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments. CR/PR at 5.6.

¹⁷³ CR/PR at 5.6.

¹⁷⁴ CR/PR at 5.6. Pricing coverage is based on U.S. shipments reported in questionnaires. *Id.* Importer Kobelco reported *** price data for product 2. *Id.*

¹⁷⁵ CR/PR at Table 5.8.

¹⁷⁶ CR/PR at Table 5.8.

¹⁷⁷ CR/PR at Table 5.9.

¹⁷⁸ CR/PR at 5.6.

show subject imports priced below the domestic like product in all available quarterly comparisons, and as discussed below, other evidence on the record corroborates that Kobelco's LBCCs are offered at prices that are lower than the prices for the domestic like product. In addition, AUV data provided in Kobelco's posthearing brief, which compare the product-specific AUVs for Kobelco's U.S. shipments of completed LBCCs with those reported by Manitowoc, show Kobelco's values beneath Manitowoc's for each year of the POI for complete LBCCs with load capacities of 130 to 199 short ton max load capacity, 200 to 279 short ton max load capacity, and 280 to 359 short ton max load capacity.^{179 180}

¹⁷⁹ Kobelco Posthearing Br., Exh. 4. However, the product-specific AUVs of Kobelco's U.S. shipments for complete LBCCs with a load capacity of 70 to 129 short ton max load capacity were higher than Manitowoc's U.S. shipments of complete LBCCs of the same load capacity each year of the POI. *Id.* Nonetheless, in aggregate, Kobelco's product-specific AUVs were beneath Manitowoc's in nine of 12 comparison points. We recognize that the probative value of AUVs may, at times, be affected by product mix issues. The above AUVs, however, are product specific based on max load capacity, and the record does not indicate that Kobelco's U.S. shipments tend to be in the small end of any of the load capacity groupings in the AUV data such that that would account for Kobelco's product-specific AUVs being lower in the majority of comparisons.

CR/PR at Tables E.1, E.2. Kobelco's data showed its AUVs beneath Manitowoc's AUVs in most (nine out of twelve) comparisons. Kobelco Posthearing Br., Exh. 4. Manitowoc's data similarly showed Kobelco's AUVs beneath Manitowoc's AUVs in most (eleven out of twelve) comparisons. See Manitowoc Posthearing Br., Exh. 8 (Manitowoc's analysis based on an adjustment to Kobelco's import AUV data in CR/PR Appendix E compared to Manitowoc's U.S. shipment AUVs in CR/PR Appendix E).

¹⁸⁰ Chairman Johanson does not join this sentence. He does not view AUV comparisons to be probative of relative prices in this market given the wide range of capacity sizes, even within a given segment, and the variety of attachments and configurations which can result in widely different AUVs. LBCC prices are directly correlated with the size of the crane, with larger cranes commanding higher prices. See CR/PR at Tables 5.4-5.6; Link-Belt Posthearing Br., Exh. 1 at 10-13; Hearing Tr. at 83 (Middleton) ("I'm not willing to usually on a purchase to go substitute a 150 {ton} for a 100 {ton} because of the difference in the acquisition price."). Within the relevant segments in Appendix E, capacity sizes range by 59 to 79 tons within a given segment; as noted by Kobelco, a crane with a max lift capacity of 199 tons has 53 percent more capacity than a crane with a 130-ton max lift capacity, but both are in the same segment in the Appendix E data. CR/PR at Appx. E; Kobelco Posthearing Br., Appx. I at 30. Kobelco also presented evidence that a 200-ton model and a 275-ton model that it sells vary in price by *** percent due to differences in lift capacity and attachments, yet these products fall within the same segment in Appendix E. Kobelco Posthearing Br., Appx. I at 30, Exh. 12. Kobelco also provided evidence that its prices for sales of the same LBCC varied by *** percent simply due to the addition of a (Continued...)

The Commission also received total quantity and f.o.b. value data on sales of three pricing products to unrelated U.S. customers from January 2023 to December 2025 from Link-Belt.¹⁸¹ These reported pricing data appear to account for *** percent of its U.S. shipments of completed LBCCs, which, notably, are produced from imported subject assemblies and domestically produced lattice boom and hoist assemblies.¹⁸² Because Link-Belt's completed LBCCs are produced from both imported and domestically produced assemblies, we consider Link-Belt's pricing data separately from Kobelco's, which consist exclusively of imports of completed LBCCs.¹⁸³ These pricing data show that Link-Belt's completed LBCCs were priced lower than the domestic like product in *** out of *** quarterly comparisons, involving sales of *** units of Link-Belt's completed LBCCs.¹⁸⁴ The price differentials ranged from *** percent to *** percent lower than Manitowoc's prices, and averaged *** percent.¹⁸⁵ Link-Belt's completed LBCCs were priced higher than the domestic like product in the remaining ***

*** attachment to one of them. *Id.* at 30, Exh. 3. As a result of the wide variety of products sold at different prices within a given capacity segment, Chairman Johanson places no weight on the comparisons of AUVs from different sources in this investigation.

¹⁸¹ CR/PR at 5.6 n.10, Appx. F.

¹⁸² CR/PR at F.3.

¹⁸³ Respondents argue that the Commission should take into consideration pricing data which combines Kobelco and Link-Belt into a single subject import source. Kobelco Final Comments at 3; Link-Belt Final Comments at 5. We decline to do so given the extraordinary facts in this case. While Kobelco's subject imports are complete LBCCs, Link-Belt's subject imports are certain types of assemblies which are combined in the United States with its domestically produced assemblies to create a complete LBCC. Complete LBCCs from Link-Belt only enter the commercial U.S. market as mixed U.S. and Japanese origin product and are thus not sales of exclusively subject imports. Indeed, Link-Belt asserts that its domestic production operations add substantial value to its LBCCs. Link-Belt Posthearing Br., Exh. 1 at 19 ("The lattice boom attachment alone accounts for approximately *** of the total direct material cost of an LBCC, and the boom is one of several crane assemblies manufactured at Link-Belt's facility in Kentucky. Beyond the value embodied in the attachment itself, Link-Belt adds additional value through engineering, fabrication, machining, painting, final assembly, testing, inspection, and certification activities performed in Lexington.").

¹⁸⁴ CR/PR at Table F.4.

¹⁸⁵ Derived from CR/PR at Tables F.1-F.3.

quarterly comparisons, involving sales of *** units of Link-Belt's completed LBCCs.¹⁸⁶ The price differentials ranged from *** percent to *** percent higher than Manitowoc's prices, and averaged *** percent.¹⁸⁷ The data provided in Appendix E indicate that the product-specific AUVs of Link-Belt's U.S. shipments of completed LBCCs were substantially lower than those reported for Manitowoc in each year of the POI for complete LBCCs with load capacities of 130 to 199 short ton max load capacity, 200 to 279 short ton max load capacity, and 280 to 359 short ton max load capacity.^{188 189} Because Link-Belt's pricing data and U.S. shipment AUVs pertain to completed LBCCs that are produced from assemblies that are domestically produced as well as subject merchandise, we afford these data less weight than the other record evidence, discussed elsewhere in our analysis.^{190 191}

¹⁸⁶ CR/PR at Table F.4.

¹⁸⁷ *Calculated from* CR/PR at Table F.1-F.3.

¹⁸⁸ CR/PR at Tables E.1, E.2. The product-specific AUVs of Link-Belt's U.S. shipments of complete LBCCs with a load capacity of 70 to 129 short ton max load capacity were higher than Manitowoc's U.S. shipments of complete LBCCs of the same load capacity each year of the POI. *Id.* Nonetheless, in aggregate, Link-Belt's product-specific AUVs were beneath Manitowoc's in nine of 12 comparison points. We recognize that the probative value of AUVs may, at times, be affected by product mix issues. The above AUVs, however, are product specific based on max load capacity.

¹⁸⁹ Chairman Johanson does not join this sentence. As discussed above, he places no weight on AUV comparisons in this investigation.

¹⁹⁰ As Link-Belt acknowledged, its imports from Sumitomo "are used exclusively for Link-Belt's production of domestic LBCC.... Link-Belt is importing a subassembly which is then used to manufacture a complete LBCC." Link-Belt Posthearing Br., Exh. 1 at 27-28.

¹⁹¹ While there are limitations with the pricing data due to Link-Belt's finished LBCCs being comprised of subject import and domestically assemblies, as well as its AUV U.S shipment data due to it averaging a range of sizes, Commissioner Kearns notes that, even if both data sets were given full weight in the analysis, a conclusion of significant underselling would still be warranted. The record information regarding Link-Belt's U.S. shipment pricing compared to Manitowoc's U.S. shipment pricing is mixed. Both the pricing data and the AUV U.S. shipment data show that Link-Belt's U.S. shipments were at times above and below Manitowoc's U.S. shipments in price during the POI. See CR/PR at Figures F.1-F.3 & Tables E.1-E.2. These data sets are not inconsistent with a finding of significant underselling, particularly in light of Kobelco's data sets showing that Kobelco's U.S. shipments were nearly always lower priced than Manitowoc's (discussed above), as well as the other record information corroborating that Kobelco's U.S. shipments were consistently lower priced than Manitowoc's (discussed below). At a (Continued...)

In addition to pricing and AUV data, other record evidence also shows that subject imports are priced lower than the domestic like product. Specifically, purchaser questionnaire responses show purchasers reporting subject imports being priced lower than the domestic like product.¹⁹² In response to questions regarding price leadership in the U.S. LBCCs market, a number of purchasers reported that Kobelco was a price leader and usually offered the lowest prices.¹⁹³ Another purchaser reported that Manitowoc was the price leader, while also indicating that Manitowoc established higher prices but that Kobelco's aggressive pricing

minimum, these Link-Belt data sets indicate that Manitowoc's and Link-Belt's LBCCs were competitively priced throughout the POI. Accordingly, even if the AUV data is impacted by product mix due to an allegedly overly broad product range that can include substantially different pricing, the pricing data alone confirms competitive pricing between Link-Belt and Manitowoc during the POI. In the instances in which Link-Belt oversold Manitowoc, the average price differential was \$***. Derived from CR/PR at Tables F.1-F.3. Manitowoc, however, was *** throughout the POI, with an operating income unit value that ranged from \$*** to \$***. CR/PR at Table 6.1. Even in the instances in which Link-Belt was priced above Manitowoc, those prices would have been well below what Manitowoc would have needed to average to ***. Consequently, Commissioner Kearns finds that Link-Belt's subject imports contributed to the suppression of domestic prices, as discussed below, regardless of if Link-Belt's AUV U.S. shipment data is considered.

¹⁹² A majority of purchasers (7 of 12) rated Manitowoc as inferior to Kobelco in terms of price (*i.e.*, Manitowoc higher priced), while a majority of purchasers rated Manitowoc to be comparable to Link-Belt in terms of price. CR/PR at Table 2.14. ***, the *** responding purchaser, rated Manitowoc to be inferior to Kobelco in terms of price. *** Purchaser Questionnaire at Question IV-3. *See also* CR/PR at Table 5.12 (***).

¹⁹³ CR/PR at 5.5; *** Purchaser Questionnaire at Question III-31 (reporting that ***); *** Purchaser Questionnaire at Question III-31 (reporting that ***); *** Purchaser Questionnaire at Question III-31 (reporting that ***); *** Purchaser Questionnaire at Question III-31 (reporting that ***).

reportedly put downward pressure on pricing.¹⁹⁴ Manitowoc and several of its affiliated dealer/distributors also attested to facing lower prices from subject imports.^{195 196}

Based on the foregoing, we find significant underselling of the domestic like product by subject imports.¹⁹⁷

We have also considered whether subject imports depressed or suppressed prices to a significant degree. The domestic industry's sales prices for LBCCs increased overall during the POI.¹⁹⁸ For pricing product 1, which accounted for *** percent of the domestic industry's

¹⁹⁴ CR/PR at 5.5; *** Purchaser Questionnaire at Question III-31 (reporting that ***).

¹⁹⁵ Manitowoc Posthearing Br., Exhs. 3-4; Hearing Tr. at 21 (Ravenscroft), 24 (Middleton), 29-30 (Hull), 33 (Bingaman), 38 (Watters).

¹⁹⁶ We have also considered responses to lost sales allegations, although we accord these data relatively little weight. As discussed above in section V.B.3., most purchasers responding to the lost sales/revenue portion of the questionnaire are dealer/distributors with affiliations or supply arrangements with a particular producer or importer of LBCCs. As a result, these purchasers do not purchase LBCCs from varying sources based on price. As discussed above, subject imports compete with the domestic like product in this market downstream of the transaction between producers and their dealer/distributor purchaser. Indeed, several responding purchasers ***. *Id.*

Of the 19 responding purchasers, 16 reported that they had not purchased subject imports instead of the domestic like product while three reported that they had. CR/PR at Table 5.11. None of these responding purchasers reported that subject imports were priced lower than the domestic like product. *Id.* There was one reportedly confirmed lost sale involving *** units, although that purchaser reported subject imports were not lower priced while also reporting that it purchased subject imports for price reasons. *Id.*

¹⁹⁷ Chairman Johanson finds that subject imports from Kobelco significantly undersold the domestic like product. The Commission's pricing data show universal underselling of the domestic like product by Kobelco, and Kobelco's low prices are corroborated by other record evidence, including questionnaire responses from purchasers not affiliated with Manitowoc. Given that Link-Belt's imports of subject Japanese assemblies only enter the commercial U.S. market after being combined in the United States with its domestically produced assemblies, and thus its complete LBCCs are of mixed U.S. and Japanese origin, Chairman Johanson focuses on competition between subject imports from Kobelco (which are imported and sold as complete LBCCs of entirely Japanese origin) and the domestic industry. Both Manitowoc and Link-Belt agree that Link-Belt's domestic production activities add substantial value to its imported assemblies. Manitowoc Posthearing Br., Part II at 40; Link-Belt Posthearing Br., Exh. 1 at 19.

¹⁹⁸ CR/PR at Table 5.7.

sales of all pricing products, domestic prices increased by *** percent from January 2023 to December 2025.¹⁹⁹ For pricing product 3, which accounted for *** percent of the domestic industry's sales of all pricing products, domestic prices increased by *** percent from January 2023 to December 2025.^{200 201}

The available information suggests that subject imports' prices generally followed a similar pattern.²⁰² For pricing product 1, which accounted for *** percent of Kobelco's sales of all pricing products, Kobelco's prices increased by *** percent from April 2023 to June 2025.²⁰³

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Despite Manitowoc's favorable price-cost improvement during the POI, with its prices generally increasing and its net sales AUV having overall greater increases than its unit COGS, Manitowoc's prices were always *** to cover its costs. Its ratio of COGS to net sales decreased from *** percent in 2023 to *** percent in 2024, before increasing to *** percent in 2025.²⁰⁵

²⁰⁶ The high ratios of COGS to net sales, and thereby Manitowoc's

¹⁹⁹ CR/PR at Table 5.7.

²⁰⁰ CR/PR at Table 5.7.

²⁰¹ There were not a sufficient number of quarterly comparisons for domestically produced pricing product 2 to determine a trend for that product.

²⁰² CR/PR at Tables 5.4-5.6.

²⁰³ CR/PR at Table 5.7 Note. There were no reported data from Kobelco for pricing product 2 and there were not a sufficient number of quarterly comparisons for Kobelco's pricing product 3 to determine a trend for that product.

²⁰⁴ Commissioner Kearns observes that Link-Belt's prices for product 1 increased by *** percent from January 2023 to December 2025, its prices for product 2 increased by *** percent, and its prices for product 3 increased by *** percent. *Calculated from* CR/PR at Tables F.1-F.3.

²⁰⁵ CR/PR at Tables 6.1, C.2.

²⁰⁶ Respondents argue that the slight improvement in the domestic industry's ratio of COGS to net sales weighs against a finding of price suppression. Kobelco Prehearing Br. at 26-27; Link-Belt Posthearing Br. at 1-2, 6-7. We disagree. As discussed above, the domestic industry's ratio of COGS to net sales remained well above *** percent throughout the POI, despite the substantial increase in U.S. demand for LBCCs during the POI, as subject imports significantly undersold the domestic like product throughout the period. CR/PR at 2.15, Tables 4.10, 6.1.

***, persisted throughout the POI even though apparent U.S. consumption of LBCCs, by quantity, increased by *** percent from 2023 to 2024 and by *** percent from 2023 to 2025, reflecting favorable demand conditions that, absent some opposing force, should have enabled Manitowoc's position to more meaningfully improve.²⁰⁷ That did not occur, however.

The record also indicates that subject imports forced Manitowoc to lower prices (either reducing established prices or retreating from increased prices) and exerted downward pricing pressure on Manitowoc, through its affiliated distributor dealers. In response to lost revenue allegations, of the 19 responding purchasers, three (*** of which are distributor/dealers of Manitowoc LBCCs) reported that Manitowoc reduced prices in order to compete with lower-priced subject imports.²⁰⁸ The reported estimated price reductions ranged from *** to ***

²⁰⁷ CR/PR at Tables 4.10, C.2.

²⁰⁸ CR/PR at Table 5.12. Kobelco argues that these purchaser responses are either self-interested or misreported and should be given no weight by the Commission, contending that *** is ***, that *** are ***, and that their responses refer to their own competition with imports in their role as downstream distributors of products sourced from Manitowoc. Kobelco Prehearing Br. at 29 n.128. We decline to do so. It is unsurprising that Manitowoc's dealer/distributors are the purchasers reporting that Manitowoc lowered its prices in order to compete with subject imports, as Manitowoc (as well as Kobelco and Link-Belt) predominantly sell LBCCs through their dealer/distributors. CR/PR at 2.7, Table 2.1. Moreover, ***'s questionnaire response was completed by *** employee who certified that the response was complete and correct to the best of *** knowledge. *** Purchaser Questionnaire Response at p.1. These purchasers' responses also indicate reductions in price from Manitowoc due to their competition with low-priced subject imports, contrary to Kobelco's claims. Purchaser Questionnaire Responses at Question II-8. Indeed, Manitowoc states that it works with its distributors to lower its prices for LBCCs due to low prices offered by subject imports so that its distributors can be more competitively priced in the market. Hearing Tr. at 30, 73-74 (Hull); see *** Purchaser Questionnaire at Question III-21 (***).

percent.²⁰⁹ Additionally, as discussed above, purchaser responses to Commission questionnaires show additional examples of subject imports exerting downward pressure on prices for the domestic like product.²¹⁰

As previously discussed, subject imports and the domestic like product compete, through their distributors/dealers, for sales to rental companies/end users, and were sold in overlapping capacity sizes during the POI.²¹¹ The inability of Manitowoc's distributors/dealers to sell Manitowoc's LBCCs due to competition from low-priced subject imports can directly impact Manitowoc's production, sales, and revenues.²¹² The record indicates that low-priced

²⁰⁹ CR/PR at Table 5.12. The three purchasers reporting that Manitowoc had reduced its prices in order to compete with lower-priced subject imports represent a material portion of Manitowoc's sales during the POI: *** accounted for *** percent of Manitowoc's U.S. shipments during the POI, *** accounted for *** percent, and *** accounted for *** percent. *Calculated from* CR/PR at Tables 5.10, C.2.

Nine responding purchasers reported that Manitowoc had not reduced prices in order to compete with subject imports and seven reported that they did not know if this had occurred. *Id.* at Table 5.12.

²¹⁰ See CR/PR at 5.5 (purchasers who reported that Manitowoc was the price leader indicated that Manitowoc established higher prices, but that Kobelco's aggressive pricing reportedly put downward pressure on pricing).

²¹¹ The three smallest capacity size segments account (from 70- to 279-tons maximum capacity) account for *** percent of Manitowoc's U.S. shipments, *** percent of Kobelco's subject imports, and *** percent of Link-Belt's U.S. shipments of complete LBCCs during the POI. *Calculated from* CR/PR at Tables E.1-E.3. The four smallest capacity size segments account for *** percent of Manitowoc's U.S. shipments and 100 percent of Kobelco's subject imports and Link-Belt's U.S. shipments of complete LBCCs. *Id.*

Kobelco argues that the Commission should assess the relative importance of these segments to a given producer based on value, rather than quantity, because larger LBCCs have larger AUVs and account for larger shares of a producer's revenue. Kobelco Posthearing Br., Appx. I at 15 n.57. As an initial matter, while larger LBCCs have higher sales AUVs than smaller AUVs, they also have higher costs. Nonetheless, examining the segments by value shows that subject imports were present in segments that accounted for a substantial portion of Manitowoc's revenue. The three smallest capacity size segments collectively account for *** percent of Manitowoc's revenues during the POI, and the four smallest capacity size segments account for *** percent of Manitowoc's revenues during the POI. *Calculated from* CR/PR at Table E.1.

²¹² See, e.g., Hearing Tr. at 25-27 (Middleton), 30 (Hull); *** Purchaser Questionnaire at Question III-18 (reporting that its ***).

subject imports forced Manitowoc to refrain from needed price increases in order to achieve competitive prices for its distributors/dealers who sell Manitowoc's LBCCs to rental companies/end users in competition with low-priced subject imports.²¹³ Indeed, Manitowoc's COGS to net sales ratio exceeded *** percent throughout the POI despite substantially increasing demand. We find that subject imports prevented price increases for the domestic like product which otherwise would have occurred to a significant degree.²¹⁴

In sum, we find that subject imports significantly undersold the domestic like product and suppressed prices for the domestic like product to a significant degree. Consequently, we find that subject imports had significant price effects on the domestic industry.

E. Impact of the Subject Imports²¹⁵

Section 771(7)(C)(iii) of the Tariff Act provides that examining the impact of subject imports, the Commission "shall evaluate all relevant economic factors which have a bearing on

²¹³ CR/PR at 2.4, 5.5, Table 5.12; Hearing Tr. at 30, 73-74 (Hull); *** Purchaser Questionnaire at Question III-21 (***). As previously discussed, Manitowoc *** sold its LBCCs through distributors during the POI. CR/PR at Table 2.1.

²¹⁴ As discussed below in Section V.E., we find that other factors do not explain the significant price-suppressing effects we have attributed to subject imports.

²¹⁵ The statute instructs the Commission to consider the "magnitude of the dumping margin" in an antidumping proceeding as part of its consideration of the impact of imports. 19 U.S.C. § 1677(7)(C)(iii)(V). In its affirmative final determination on imports from Japan, Commerce found dumping margins of 12.36 percent for Kobelco, 20.0 percent for Sumitomo, and 16.18 percent for all others. *Lattice Boom Crawler Cranes From Japan: Final Affirmative Determination of Sales at Less than Fair Value*, 91 Fed. Reg. 33690 (June 4, 2026). We take into account in our analysis the fact that Commerce has made a final finding that all subject producers in Japan are selling subject imports in the United States at LTFV. In addition to this consideration, our impact analysis has considered other factors affecting domestic prices. Our analysis of the significant underselling, discussed in both the price effects section and below, is particularly probative to our assessment of the impact of the subject imports.

the state of the industry.”²¹⁶ These factors include output, sales, inventories, capacity utilization, market share, employment, wages, productivity, gross profits, net profits, operating profits, cash flow, return on investment, return on capital, ability to raise capital, ability to service debts, research and development, and factors affecting domestic prices. No single factor is dispositive, and all relevant factors are considered “within the context of the business cycle and conditions of competition that are distinctive to the affected industry.”²¹⁷

The domestic industry’s output-related indicators generally improved between 2023 and 2025. The domestic industry’s practical capacity increased by *** percent during the POI.²¹⁸ Its production increased slightly less overall, by *** percent,²¹⁹ and its capacity utilization fluctuated but declined irregularly by only *** percentage points.²²⁰ The domestic industry’s U.S. shipments increased by *** percent,²²¹ coinciding with increasing demand; however, its market share, by quantity, decreased by *** percentage points over the POI.²²²

²¹⁶ 19 U.S.C. § 1677(7)(C)(iii); *see also* SAA at 851 and 885 (“In material injury determinations, the Commission considers, in addition to imports, other factors that may be contributing to overall injury. While these factors, in some cases, may account for the injury to the domestic industry, they also may demonstrate that an industry is facing difficulties from a variety of sources and is vulnerable to dumped or subsidized imports.”).

²¹⁷ 19 U.S.C. § 1677(7)(C)(iii). This provision was amended by the Trade Preferences Extension Act of 2015, Pub. L. 114-27.

²¹⁸ The industry’s capacity increased from *** units in 2023 and 2024 to *** units in 2025. CR/PR at Table 3.11, C.2.

²¹⁹ The industry’s production increased from *** units in 2023 to *** units in 2024 and *** units in 2025. CR/PR at Tables 3.11, C.2.

²²⁰ The industry’s capacity utilization increased from *** percent in 2023 to *** percent in 2024, before decreasing to *** percent in 2025. CR/PR at Tables 3.11, C.2.

²²¹ The industry’s U.S. shipments increased from *** units in 2023 to *** units in 2024, before decreasing to *** units in 2025. CR/PR at Tables 3.15, C.2.

²²² CR/PR at Tables 4.10, C.2.

The domestic industry's end-of-period inventories ***,²²³ as did its domestic industry's end-of-period inventories as a share of total shipments.²²⁴

The domestic industry's employment-related indicators similarly improved from 2023 to 2025. The number of production and related workers ("PRWs") increased by *** percent from 2023 to 2025,²²⁵ as did hours worked (by *** percent).²²⁶ Wages paid also increased by *** percent,²²⁷ and productivity increased by *** percent.²²⁸

The domestic industry's financial performance was very unprofitable throughout the POI. The domestic industry's gross profits increased slightly, but remained *** throughout the POI.²²⁹ Over the same period, its operating income and net income both decreased irregularly while remaining ***.²³⁰ As a ratio to net sales, the industry's operating income and net income both increased irregularly by *** percentage points.²³¹ Its

²²³ The domestic industry's end-of-period inventories were *** units in 2023, and *** in 2024 and 2025. CR/PR at Tables 3.22, C.2.

²²⁴ As a share of total shipments, the domestic industry's end-of-period inventories *** in 2023, and *** percent in 2024 and 2025. CR/PR at Tables 3.22, C.2.

²²⁵ The number of PRWs increased from *** in 2023 to *** in 2024 and *** in 2025. CR/PR at Tables 3.25, C.2.

²²⁶ Hours worked totaled *** hours in 2023, *** hours in 2024, and *** hours in 2025. CR/PR at Tables 3.25, C.2.

²²⁷ Wages paid totaled \$*** in 2023, \$*** in 2024, and \$*** in 2025. CR/PR at Tables 3.25, C.2.

²²⁸ Productivity (in units per million hours) was *** in 2023, *** in 2024, and *** in 2025. CR/PR at Tables 3.25, C.2.

²²⁹ The industry's gross profits increased irregularly from \$*** in 2023 to \$*** in 2024, before decreasing to \$*** in 2025. CR/PR at Tables 6.1, C.2.

²³⁰ The industry's operating income decreased irregularly from \$*** in 2023 to \$*** in 2024, before decreasing to \$*** in 2025. CR/PR at Tables 6.1, C.2. The industry's net income decreased irregularly from \$*** in 2023 to \$*** in 2024, before decreasing to \$*** in 2025. *Id.*

²³¹ Operating income as a ratio to net sales and net income as a ratio to net sales both increased irregularly from *** percent in 2023 to *** percent in 2024, before decreasing to *** percent in 2025. CR/PR at Tables 6.1, C.2.

capital expenditures decreased by *** percent,²³² total net assets decreased irregularly by *** percent²³³ and return on assets decreased by *** percentage points.²³⁴ R&D expenses increased irregularly by *** percent.²³⁵

As discussed above, a significant volume of subject imports significantly undersold the domestic like product and suppressed prices for the domestic like product to a significant degree. As a result, despite substantially increased demand and increases in the domestic industry's production, U.S. shipments, and revenues, the domestic industry's revenues were lower than what they otherwise would have been, contributing to the industry's *** to cover its costs and its poor financial performance that persisted throughout the POI. Consequently, we find that subject imports had a significant impact on the domestic industry.

We are not persuaded by respondents' argument that Kobelco's limited presence in the market in 2022, caused by its engine issues, was a "natural experiment" demonstrating that subject imports did not cause the harm to the domestic industry.²³⁶ The record indicates that demand was softer and raw material costs were higher in 2022 than during the 2023-2025 POI, which would adversely affect the domestic industry's financial performance in 2022.²³⁷

²³² The industry's capital expenditures decreased from \$*** in 2023 to \$*** in 2024 and to \$*** in 2025. CR/PR at Tables 6.10, C.2.

²³³ The industry's total net assets decreased irregularly from \$*** in 2023 to \$*** in 2024, before increasing to \$*** in 2025. CR/PR at Tables 6.10, C.2.

²³⁴ The industry's return on assets decreased from *** percent in 2023 to *** percent in 2024, and *** percent in 2025. CR/PR at Table 6.10.

²³⁵ R&D expenditures increased from \$*** in 2023 to \$*** in 2024, before decreasing to \$*** in 2025. CR/PR at Tables 6.10, C.2.

²³⁶ Kobelco Prehearing Br. at 35-38; Kobelco Posthearing Br., Appx. I at 10-11; Link-Belt Prehearing Br. at 31-32; Link-Belt Posthearing Br. at 9.

²³⁷ Preliminary Determination, USITC Pub. 5634 at 2.11-2.12, Tables 6.1, 6.2, C.1; CR/PR at 2.16-2.17, Tables 6.1, 6.2, C.2. Petitioner argues that raw material costs were elevated due to post-COVID supply constraints. Manitowoc Posthearing Br. Part II at 62-63.

Moreover, competition with subject imports predates 2022, and given the lead times associated with LBCC production, prices for many if not most of Manitowoc's shipments in 2022 necessarily were set prior to 2022.²³⁸ Additionally, the record contains substantial evidence of low-priced subject imports exerting downward pressure on Manitowoc's prices during the POI and the Commission is not required to find perfect correlation between subject import volumes and the domestic industry's performance due to the variety of other factors which can affect the industry. Finally, as discussed above, many of Kobelco's purchaser/customers waited for Kobelco to return to the market in 2023 and 2024 instead of sourcing from alternative suppliers, like Manitowoc. Thus, there is no reason to believe that Kobelco's reduced presence in the U.S. market in 2022 would have altered its effect on Manitowoc's pricing, and thereby its financial performance, that year.^{239 240}

²³⁸ See Kobelco Prehearing Br. at 10 (showing substantial shipments from Kobelco prior to 2022). Manitowoc reported that the *** majority of its sales in 2025 were produced to order with lead times averaging *** days. CR/PR at 2.24.

²³⁹ We are also not persuaded by respondents' arguments that non-price factors drive sales in the U.S. market such that a finding of significant price effects is not warranted. Kobelco Prehearing Br. at 3-9, 28-30; Kobelco Posthearing Br., Appx. I at 19-29; Link-Belt Prehearing Br. at 39-42; Link-Belt Posthearing Br. at 4, 13, Exh. 1 at 29-31. As discussed above in Section V.B.3., the record indicates that price was an important purchasing factor for customers of distributors/dealers, who accounted for the vast majority of the domestic industry's and U.S. importers' U.S. shipments during the POI.

²⁴⁰ Chairman Johanson finds that the record does not indicate that non-price factors drove sales of LBCCs to the exclusion of price, contrary to Respondents' arguments. Kobelco Prehearing Br. at 3-9, 28-30; Kobelco Posthearing Br., Appx. I at 19-29; Link-Belt Prehearing Br. at 39-42; Link-Belt Posthearing Br. at 4, 13, Exh. 1 at 29-31. While price is not reported to be the most important purchasing factor, it is an important factor in sales of LBCCs, as discussed above in Section V.B.3. Most responding purchasers rated Manitowoc to be superior or comparable to Kobelco and Link-Belt for each factor other than price. CR/PR at Table 2.14. Indeed, at least half of purchasers affiliated or having distribution agreements with Kobelco or Link-Belt who responded to the question rated Manitowoc to be superior or comparable to Kobelco for all purchasing factors other than maintenance costs, and most of these purchasers rated Manitowoc to be comparable to Link-Belt for all purchasing factors. See *** Purchaser Questionnaires at Question IV-3. Although Manitowoc reported longer average lead times in 2025 than Kobelco or Link-Belt, most purchasers rated Manitowoc to be comparable to Kobelco and Link-Belt in terms of delivery time and availability. CR/PR at 2.24, Table 2.14. Likewise, most purchasers affiliated or having (Continued...)

We are likewise not persuaded by respondents' various arguments concerning Manitowoc's financial performance during the POI.²⁴¹ Regarding Link-Belt's assertions that Manitowoc's publicly reported financial declarations show that the company is broadly profitable,²⁴² that publicly reported data includes products and operations beyond Manitowoc's domestic LBCC operations: LBCC operations accounted for approximately *** percent of Manitowoc's consolidated net sales in 2025.²⁴³ Moreover, as part of these final phase investigations, Commission staff conducted a verification of Manitowoc's U.S. producer questionnaire data and incorporated minor revisions.²⁴⁴ Thus, the record indicates that the data in this proceeding are an accurate reflection of Manitowoc's LBCC production operations.²⁴⁵

Respondents also argue that significant differences in the financial performance of

distribution agreements with Kobelco or Link-Belt who responded to the question rated Manitowoc to be comparable to Kobelco and Link-Belt in terms of delivery time and availability. See *** Purchaser Questionnaires at Question IV-3. Additionally, ***, the *** responding purchaser who purchased from *** during the POI, reported average 2025 lead times of ***. *** Purchaser Questionnaire at Questions II-1, II-5. As previously discussed, while a relationship with a supplier is an important factor for distributors/dealers, most purchasers reported that their customers only sometimes or never make purchasing decisions based on the identity of the supplier. CR/PR at Table 2.10.

²⁴¹ Link-Belt Prehearing Br. at 45-49; Link-Belt Prehearing Br. at 52-54; Link-Belt Posthearing Br. at 9-10.

²⁴² Link-Belt Prehearing Br. at 45-49.

²⁴³ Manitowoc Posthearing Br. at 13; CR/PR at 6.1 n.2.

²⁴⁴ CR/PR at 6.1 n.3.

²⁴⁵ We also find unpersuasive the declaration provided by Link-Belt of ***. See Link-Belt Prehearing Br. at Exh. 3-A. As ***, ***. *Id.* As noted, Commission staff have verified Manitowoc's reporting to the Commission. CR/PR at 6.1 n.3.

Manitowoc and Link-Belt suggest that subject imports cannot be the cause of Manitowoc's poor financial performance.²⁴⁶ Contrary to Respondent's interpretation of the meaning of this data point, Link-Belt's relative profitability compared to Manitowoc corroborates the low pricing of subject imports in the U.S. market and the significant effects of that pricing on domestic prices as Link-Belt's use of subject imports in its production of LBCC contributed to its relatively lower production costs and greater profitability despite the downward pricing pressure exerted by subject imports. Link-Belt benefited substantially from its reliance on subject imports that constituted a majority, *** percent, of the total value of its inputs in finished LBCCs, which served as a significant cost advantage compared to Manitowoc, and at least partially explains the differences in the financial performances of the two companies.²⁴⁷ In contrast, Manitowoc imported components such as *** which account for just *** percent of its raw material costs.²⁴⁸

We have considered whether there are other factors that may have had an impact on the domestic industry to ensure that we are not attributing injury from other factors to subject imports. We recognize that nonsubject imports accounted for *** percent of apparent U.S. consumption, by quantity, in 2023, *** percent in 2024, and *** percent in 2025.²⁴⁹ However, the large majority of nonsubject imports were imported by Liebherr from Austria and

²⁴⁶ Link-Belt Prehearing Br. at 52-54; Link-Belt Posthearing Br. at 9-10.

²⁴⁷ CR/PR at 6.13, Table 3.9; Link-Belt U.S. Producer Questionnaire at Question VI-6a.

²⁴⁸ CR/PR at Table 3.9; Manitowoc U.S. Producer Questionnaire Response at III-9d. Manitowoc reported that *** percent of its raw materials were sourced domestically, whereas *** percent were imported. *Id.* Manitowoc reported that these imported components come from ***. *Id.*

²⁴⁹ CR/PR at Tables 4.10, C.2.

Germany.²⁵⁰ In contrast to Kobelco, record evidence does not indicate that Liebherr was a low-priced source of supply to the market, and the presence of nonsubject imports from Austria and Germany declined over the POI.²⁵¹ Accordingly, the record does not support that nonsubject imports from Austria and Germany explain injury to the domestic industry caused by the price suppression by subject imports. With respect to China, although there is some evidence that nonsubject imports from China were priced lower than domestically produced LBCCs,²⁵² nonsubject imports from China were a much smaller presence in the market than subject imports from Japan. While the market share of nonsubject imports from China initially declined from *** percent in 2023 to *** percent in 2024 before increasing to *** percent in 2025, subject imports' market share ranged between *** and *** percent during the POI.^{253 254} Given the much larger presence of low-priced subject imports from Japan than nonsubject imports from China, as well as the other evidence indicating that subject imports exerted downward pressure on domestic prices, discussed above in Section V.D., we find that subject imports from Japan had a significant impact on U.S. prices distinct from any impact from nonsubject imports from China.

²⁵⁰ CR/PR at 2.12, 4.2 nn.7, 9, Tables 4.1, 4.2, 4.10.

²⁵¹ *See, e.g.*, *** Purchaser Questionnaire at Question III-31 (reporting that Liebherr ***); CR/PR at Tables 4.10, C.2.

²⁵² *See, e.g.*, CR/PR at 2.36; *** Purchaser Questionnaire at Question III-31 (***); *** Purchaser Questionnaire at Question III-31 (***).

²⁵³ CR/PR at Tables 4.10, C.2.

²⁵⁴ Chairman Johanson notes that the market share of subject imports from Kobelco likewise far exceeded the market share of nonsubject imports from China throughout the POI. Kobelco's market share ranged between *** and *** percent during the POI.

Respondents also argue that increased section 232 tariffs on raw materials that Manitowoc imported from nonsubject sources for its production of LBCCs caused Manitowoc's poor financial performance.²⁵⁵ However, section 232 duties were not imposed until 2025, so they would not explain Manitowoc's poor financial performance in 2023 or 2024.²⁵⁶ If we take the respondents' argument at face value, it is further indication that domestic prices were suppressed during the POI. If Manitowoc was unable to cover increasing raw material costs due to section 232 duties in 2025, it would have been in significant part because of the presence of significant volumes of unfairly traded subject imports in the market that significantly undersold the domestic like product.

In sum, based on the record of the final phase of this investigation, we find that subject imports had a significant impact on the domestic industry.

VI. Conclusion

For the reasons stated above, we determine that an industry in the United States is materially injured by reason of subject imports of LBCCs from Japan that have been found by Commerce to be sold in the United States at LTFV.

²⁵⁵ Kobelco Prehearing Br. at 41-42; Kobelco Posthearing Br. at 14-15; Link-Belt Prehearing Br. at 25-27; Link-Belt Posthearing Br. at 6, 10-11.

²⁵⁶ See Kobelco Prehearing Br. at 41 (citing Manitowoc's 2025 10-K discussing tariffs increasing costs); Link-Belt Prehearing Br. at 27 (citing 2025 and 2026 earnings calls discussing tariff impacts), 54-55 (citing a 2025 article and Q4 2025 earnings call discussing tariff impacts).

Part 1: Introduction

Background

This investigation results from a petition filed with the U.S. Department of Commerce (“Commerce”) and the U.S. International Trade Commission (“USITC” or “Commission”) by the Manitowoc Company, Inc. (“Manitowoc”), Milwaukee, WI, on April 10, 2025, alleging that an industry in the United States is materially injured and threatened with material injury by reason of less-than-fair-value (“LTFV”) imports of lattice-boom crawler cranes (“LBCCs”)¹ from Japan. Table 1.1 presents information relating to the background of this investigation.^{2 3}

Table 1.1 LBCCs: Information relating to the background and schedule of this proceeding

Effective date	Action
April 10, 2025	Petition filed with Commerce and the Commission; institution of the Commission's investigation (90 FR 15989, April 16, 2025)
April 30, 2025	Commerce's notice of initiation (90 FR 19270, May 7, 2025)
May 27, 2025	Commission's preliminary determination (90 FR 23364, June 2, 2025)
January 16, 2026	Commerce's preliminary determination (91 FR 2098, January 16, 2026); scheduling of final phase of Commission investigation (91 FR 6265, February 11, 2026)
June 3, 2026	Commission's hearing
June 4, 2026	Commerce's final determination (91 FR 33690, June 4, 2026)
July 2, 2026	Commission's vote
July 15, 2026	Commission's views (administrative)

¹ See the section entitled “The subject merchandise” in Part 1 of this report for a complete description of the merchandise subject in this proceeding.

² Pertinent Federal Register notices are referenced in appendix A of this report and may be found at the Commission's website (www.usitc.gov).

³ A list of witnesses appearing at the conference is presented in appendix B of this report.

Statutory criteria

Section 771(7)(B) of the Tariff Act of 1930 (the “Act”) (19 U.S.C. § 1677(7)(B)) provides that in making its determinations of injury to an industry in the United States, the Commission—

shall consider (I) the volume of imports of the subject merchandise, (II) the effect of imports of that merchandise on prices in the United States for domestic like products, and (III) the impact of imports of such merchandise on domestic producers of domestic like products, but only in the context of production operations within the United States; and. . . may consider such other economic factors as are relevant to the determination regarding whether there is material injury by reason of imports.

Section 771(7)(C) of the Act (19 U.S.C. § 1677(7)(C)) further provides that—⁴

In evaluating the volume of imports of merchandise, the Commission shall consider whether the volume of imports of the merchandise, or any increase in that volume, either in absolute terms or relative to production or consumption in the United States is significant.. . .In evaluating the effect of imports of such merchandise on prices, the Commission shall consider whether. . .(I) there has been significant price underselling by the imported merchandise as compared with the price of domestic like products of the United States, and (II) the effect of imports of such merchandise otherwise depresses prices to a significant degree or prevents price increases, which otherwise would have occurred, to a significant degree.. . . In examining the impact required to be considered under subparagraph (B)(i)(III), the Commission shall evaluate (within the context of the business cycle and conditions of competition that are distinctive to the affected industry) all relevant economic factors which have a bearing on the state of the industry in the United States, including, but not limited to. . . (I) actual and potential decline in output, sales, market share, gross profits, operating profits, net profits, ability to service debt, productivity, return on investments, return on assets, and utilization of capacity, (II) factors affecting domestic prices, (III) actual and potential negative effects on cash flow, inventories, employment, wages, growth, ability to raise capital, and investment, (IV) actual and potential negative effects on the existing development and production efforts of the domestic industry, including efforts to develop a derivative or more advanced version of the domestic like product, and (V) in {an antidumping investigation}, the magnitude of the margin of dumping.

⁴ Amended by PL 114—27 (as signed, June 29, 2015), Trade Preferences Extension Act of 2015.

In addition, Section 771(7)(J) of the Act (19 U.S.C. § 1677(7)(J)) provides that—⁵

(J) EFFECT OF PROFITABILITY.—The Commission may not determine that there is no material injury or threat of material injury to an industry in the United States merely because that industry is profitable or because the performance of that industry has recently improved.

Organization of report

Part 1 of this report presents information on the subject merchandise, dumping margins, and domestic like product. Part 2 of this report presents information on conditions of competition and other relevant economic factors. Part 3 presents information on the condition of the U.S. industry, including data on capacity, production, shipments, inventories, and employment. Parts 4 and 5 present the volume of subject imports and pricing of domestic and imported products, respectively. Part 6 presents information on the financial experience of U.S. producers. Part 7 presents the statutory requirements and information obtained for use in the Commission’s consideration of the question of threat of material injury as well as information regarding nonsubject countries.

Market summary

LBCCs are generally used in the construction and repair of transportation systems (e.g., highways and bridges), dams, submarines, nuclear reactors, and wind towers.⁶ The U.S. producer of LBCCs is Manitowoc and the U.S. processor is Link-Belt Cranes (“Link-Belt”), while leading producers of LBCCs outside the United States include Kobelco Construction Machinery (“Kobelco”) and Sumitomo Heavy Industries Clean Construction Cranes Co., Ltd (“Sumitomo”) of Japan, Liebherr USA, Co. (“Liebherr”) of Germany, and Sany International Development (“Sany”) of China.⁷ The leading U.S. importers of LBCCs from Japan are Kobelco and Link-Belt. Leading importers of LBCCs from nonsubject countries (primarily Austria, Germany, and China) include Liebherr and Sany. U.S. purchasers of LBCCs are firms that rent cranes, construction companies, and distributors; the leading responding purchaser of LBCCs is purchasers of LBCCs are ***.

Apparent U.S. consumption of LBCCs totaled approximately *** units in 2025. Currently, one firm is known to produce LBCCs in the United States and one firm is known to process LBCCs in the United States. U.S. producer and processors’ U.S. shipments of LBCCs totaled ***

⁵ Amended by PL 114—27 (as signed, June 29, 2015), Trade Preferences Extension Act of 2015.

⁶ Petition, p. 1.

⁷ Petition, exhibit 2.

units in 2025. The U.S. producer's U.S. shipments of LBCCs totaled *** units (\$***) in 2025. The U.S. processor's U.S. shipments of LBCCs totaled *** units (\$***) in 2025. The U.S. processor added \$*** in value to imports in 2025. U.S. shipments of imports from Japan totaled *** units (\$***) in 2025 and accounted for *** percent of apparent U.S. consumption by quantity and *** percent by value. U.S. imports from Japan totaled *** units (\$***) in 2025 and accounted for *** percent by value. Total nonsubject imports totaled *** units (\$*** million) in 2025 and accounted for *** percent of apparent U.S. consumption by quantity and *** percent by value.⁸

Summary data and data sources

A summary of data collected in this investigation is presented in appendix C, table C.1. The Commission's questionnaires collected data for the years 2023 to 2025. Except as noted, U.S. industry data are based on questionnaire responses of two firms that accounted for virtually all U.S. production of LBCCs during 2025. U.S. imports are based on data submitted in response to Commission questionnaires, and official U.S. import statistics of the U.S. Department of Commerce Census Bureau using HTS statistical reporting numbers 8426.49.0010 and 8426.49.0090.⁹

Previous and related investigations

LBCCs have not been the subject of prior antidumping duty investigations in the United States.

⁸ Subject Japan import value includes *** complete assembled LBCC's and Sumitomo's subassemblies, which are added to Link-Belt's lattice boom attachments in the United States. Additional data and analysis about these calculations can be found in Part 3 of this report.

⁹ Additional import data was collected via ***. Petition, p. 5.

Nature and extent of sales at LTFV

Sales at LTFV

On June 4, 2026, Commerce published a notice in the Federal Register of its Final determination of sales at LTFV with respect to imports from Japan.¹⁰ Table 1.2 presents Commerce's dumping margins with respect to imports of product from Japan.

Table 1.2 LBCCs: Commerce's final weighted-average LTFV margins with respect to imports from Japan

Exporter/producer	Preliminary dumping margin (percent)
Kobelco Construction Machinery Co., Ltd	12.36
Sumitomo Heavy Industries Construction Cranes Co., Ltd	20.00
All others	16.18

Source: 91 FR 33690, June 4, 2026.

Note: Sumitomo's U.S. affiliate is Link-Belt.¹¹

The subject merchandise

Commerce's scope

In the current proceeding, Commerce has defined the scope as follows:¹²

The merchandise covered by this investigation consists of lattice boom crawler cranes, and lattice boom crawler crane assemblies. Lattice boom crawler cranes combine the assemblies defined below, among other components, including a lower carriage assembly fitted with tank-link crawler tracks, an upper carriage housing the operator cab, engine, and hydraulics, and a boom made of steel pipe welded together in a distinctive lattice pattern. The scope of this investigation covers lattice boom crawler cranes and lattice boom crawler crane assemblies, whether assembled or unassembled, and whether or not the lattice boom crawler crane contains any additional features that provide for functions beyond the primary lifting function. All lattice boom crawler cranes are included in the scope regardless of maximum lift capacity, lattice boom length, jib configuration, or other added features.

¹⁰ 91 FR 2098, January 16, 2026.

¹¹ Link-Belt's producers' questionnaire response, section 1.5.

¹² 91 FR 33690 June 4, 2026.

Subject merchandise includes, but is not limited to, the following lattice boom crawler crane assemblies which can be imported in isolation or combined in different configurations at the time of import:

- Lattice boom assemblies and pieces thereof. Lattice boom assemblies are formed of interlocking sections of welded high-strength steel pipe, that form the lifting attachment of the crane. A lattice boom is formed by welding main chords together with lacing pipes typically arranged in a “W” or “V” pattern. Lattice boom assemblies consist of a boom butt (also known as a boom bottom or boom base), which attaches to the upper carriage assembly, and a boom head (also known as a boom tip or boom hat), which forms the other end of the boom structure. In between the boom butt and boom head, boom inserts of various lengths can be inserted to reach the desired boom height and load bearing capability. Lattice boom assemblies may be imported with boom butt, boom tip, and boom inserts together, but boom butt, boom tip, and boom inserts imported alone are also covered by the scope.
- Lower carriage assembly. The lower carriage assembly (also may be referred to as a carbody or lower works) is constructed with high-strength steel components and forms the base of the crawler crane. The lower carriage assembly typically includes various motors, drive mechanisms, and hydraulics. The lower carriage assembly may also include a set of counterweights to provide backward stability for the assembled crane. The lower carriage typically has a circular center that is connected to the upper carriage assembly with a bearing. The lower and upper carriage assemblies may or may not be connected by a bearing at the time of importation. Steel arms extend from the center of the lower carriage and connect to the front and rear of the crawler assemblies that are positioned on both sides of the lower carriage assembly. The lower carriage assembly may also contain a hydraulic system that allows for the extension and retraction of the crawler assemblies to create a wider base. A lower carriage assembly may be imported with or without crawler assemblies.
- Crawler assembly. Each lattice boom crawler crane contains at least two crawler assemblies, which are continuous tracks that provide mobility and distribute the crane's weight evenly across the ground. The tracks of a lattice boom crawler crane consist of steel track shoes, which are interlocking steel plates that form the tread of the tracks and make direct contact with the ground, a track chain, which is a continuous loop of interconnected steel links, and a crawler body and track rollers, which support the track shoes and track chain. Typically, drive motors mounted on the lower carriage assembly connect to crawler-mounted drive sprockets, which engage the track chain and allow the LBCC to move forward and backward.

- Upper carriage assembly. The upper carriage assembly, also known as the upper works, typically includes the operator's cab, hydraulic systems, engine, boom hoist, mast, and a turntable base with swing drive mechanism that connects to the lower carriage assembly and allows the upper carriage to pivot on the lower carriage assembly. The upper and lower carriage assemblies may or may not be connected by a bearing at the time of importation. The upper carriage assembly may also include a separate counterweight tray and counterweights, which allow the crane to maintain balance while lifting heavy loads, as well as a gantry, which helps lift the boom and counterweights during installation, although the counterweight tray, counterweights, and gantry are not required to be attached for the upper carriage assembly to be a subject assembly. The boom butt may or may not be attached to the upper carriage assembly at the time of entry.
- Hoisting assembly. The hoisting assembly, housed within the upper carriage assembly and lattice boom assembly, powers the lifting and lowering of loads and typically consists of a hoisting line of high strength steel cable, a hoist motor, hoist brakes, hoisting drums, and a hook block formed from steel sheaves, which helps distribute the load on the hoisting line and increases lifting capacity. The main hoisting line typically runs from the hoist drums, housed in the upper carriage assembly, up through the lattice boom (which may or may not house additional hoist drums) and hook block.
- Jib assemblies. Jib assemblies are optional components that can be added to the top end of the boom to provide the crane with greater reach. Similar to lattice boom assemblies, jib assemblies typically consist of interlocking sections of welded steel pipe, arranged in a "V" or "W" lattice pattern. Jib assemblies can consist of either fixed jib, which extends from the main lattice boom at a fixed angle, or a luffing jib, which can be raised or lowered by the operator through a separate set of controls.

Importation of any of these assemblies, whether assembled or unassembled, constitutes unfinished lattice boom crawler cranes for purposes of this investigation. Inclusion of other components not identified as comprising the finished or unfinished lattice boom crawler cranes and lattice boom crawler crane assemblies do not remove the products from the scope.

Processing of lattice boom crawler cranes and lattice boom crawler crane assemblies such as welding, joining, bolting, painting, coating, finishing, or assembly, either in the country of manufacture of the in-scope product or in a third country does not remove the product from the scope. Lattice boom crawler cranes and lattice boom crawler crane assemblies subject to this investigation include those that are produced in the subject country whether assembled with other components in the subject country or in a third

country. Processing or completion of finished and unfinished lattice boom crawler cranes and the covered lattice boom crawler crane assemblies either in the subject country or in a third country does not remove the product from the scope.

Tariff treatment

Lattice boom crawler cranes (LBCCs) and assemblies are currently imported under Harmonized Tariff Schedule of the United States (“HTS”) statistical reporting numbers 8426.49.0010 and 8426.49.0090.¹³ The general rate of duty is free for HTS subheading 8426.49.00.¹⁴ LBCC assemblies are imported under HTS statistical reporting numbers 8487.90.0080 and 8425.19.0000. The general rate of duty is 3.9 percent ad valorem for HTS subheading 8487.90.00 and free for HTS subheading 8425.19.00. Decisions on the tariff classification and treatment of imported goods are within the authority of U.S. Customs and Border Protection.

Below is a summary of additional tariffs applied to LBCCs and assemblies from Japan. Table 1.3 provides a summary of additional tariffs in place as of April 17, 2026. Historical information is summarized beneath the table.

Table 1.3 LBCCs and assemblies: Additional tariffs on imports originating in Japan as of April 17, 2026

Duty rates in percent ad valorem

Additional tariff	8426.49.0010	8426.49.0090	8487.90.0080	8425.19.0000
Section 232	25	25	25	NA
Section 122	NA	NA	NA	10
Total additional ad valorem rate	25	25	25	10

Source: Federal Register notices and other sources cited in this section (Tariff treatment).

Note: For the purposes of this table, “not applicable” is shown as “NA.” This applies when the subject product from that subject country is not subject to the tariff for any reason. Duty rates in the table reflect the duty rates as of the writing of this report. See the text below for historical changes to the additional tariffs.

Note: Duty rates in the table reflect the duty rates as April 17, 2026. See the text below for historical changes to the additional tariffs.

¹³ These statistical reporting numbers also contain products outside of the scope.

¹⁴ USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 84.43 to 84.130.

Section 232 tariffs

LBCCs and assemblies imported under HTS statistical reporting numbers 8426.49.0010, 8426.49.0090, and 8487.90.0080 originating in Japan are subject to an additional 25 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended.¹⁵ LBCCs and assemblies imported under HTS statistical reporting numbers 8425.19.0000 were not subject to an additional duty under section 232 of the Trade Expansion Act of 1962, as amended.

Section 122 tariffs

Effective February 24, 2026, LBCC assemblies imported under HTS statistical reporting number 8425.19.0000 originating in Japan were subject to an additional 10 percent ad valorem duty under section 122 of the Trade Act of 1974.¹⁶

LBCCs and assemblies originating in Japan imported under 8426.49.0010, 8426.49.0090, and 8487.90.0080 are not subject to tariffs initiated in February 2026 under section 122 of the Trade Act of 1974.¹⁷

¹⁵ Effective March 12, 2025, LBCC assemblies originating in Japan and made from aluminum and imported under HTS statistical reporting number 8487.90.0080 became subject to an additional 25 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended. Effective June 4, 2025, this section 232 rate of duty increased to 50 percent. The duty was applied to the declared value of the aluminum content of the product. Effective April 6, 2026, the additional section 232 duty on LBCC assemblies originating in Japan imported under HTS statistical reporting number 8487.90.0080 decreased to 25 percent, applied to the full customs value of the imported article, provided the weight of the aluminum is at least 15 percent of the weight of the imported article. 90 FR 9807, February 18, 2025; 90 FR 24199, June 9, 2025; 91 FR 18201, April 9, 2026. See also HTS headings 9903.82.09 and U.S. note 16(c)(vi) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.64 to 99.3.66 and 99.3.421.

Effective April 6, 2026, LBCCs originating in Japan and made from steel and provided for in HTS subheading 8426.49.00 became subject to an additional 25 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended. The duty applies to the full customs value of the imported article, provided the weight of the steel is at least 15 percent of the weight of the imported article. 91 FR 18201, April 9, 2026. See also HTS headings 9903.82.09 and U.S. note 16(c)(vii) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.64 to 99.3.68 and 99.3.421.

¹⁶ Section 122 authorizes the President to impose a temporary import surcharge for a period not exceeding 150 days unless such period is extended by an Act of the Congress. 91 FR 9339, February 25, 2026. See also HTS heading 9903.03.01 and U.S. note 2(aa) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026.

¹⁷ Section 122 authorizes the President to impose a temporary import surcharge for a period not exceeding 150 days unless such period is extended by an Act of the Congress. Articles subject to section 232 tariffs, including certain LBCCs and assemblies, are not subject to the tariffs initiated under section 122. 91 FR 9339, February 25, 2026. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 84.43 to 84.130.

Tariffs initiated under the International Emergency Economic Powers Act (“IEEPA”)¹⁸

Effective February 20, 2026, all tariffs initiated under the International Emergency Economic Powers Act (“IEEPA”) were terminated. Below is a history of the IEEPA tariffs relevant to LBCCs and assemblies originating in Japan that were in effect until February 20, 2026.¹⁹

Tariffs initiated in April 2025 under IEEPA

Effective April 5, 2025, LBCCs and assemblies imported under 8426.49.0010, 8426.49.0090, and 8425.19.0000 originating in Japan were subject to an additional 10 percent ad valorem duty as part of tariffs initiated in April 2025 under IEEPA. Effective April 9, 2025, Japan was instead assigned an individualized country duty of 24 percent ad valorem. However, effective April 10, 2025, the individualized country duties were suspended and the additional duty rate as part of tariffs initiated in April 2025 under IEEPA for LBCCs and assemblies imported under 8426.49.0010, 8426.49.0090, and 8425.19.0000 originating in Japan was returned to 10 percent.²⁰ Effective August 7, 2025, LBCCs and assemblies imported under 8426.49.0010, 8426.49.0090, and 8425.19.0000 originating in Japan were subject to an additional rate of duty of 15 percent.²¹ Effective February 20, 2026, tariffs initiated under IEEPA and the associated duties imposed under IEEPA were terminated.²²

¹⁸ Multiple tariffs were enacted under the authority of the International Emergency Economic Powers Act (“IEEPA”), including tariffs that applied to countries that may not be subject in this proceeding. Tariffs specific to Canada, China, and Mexico were initiated in February 2025. Tariffs initiated in April 2025 under IEEPA were applied globally. Tariffs specific to Brazil were initiated in July 2025. Tariffs specific to India were initiated in August 2025 and terminated effective February 7, 2026. Tariffs under IEEPA were amended over time. All tariffs initiated under IEEPA were terminated effective February 20, 2026. 91 FR 9437, February 25, 2026.

¹⁹ 91 FR 9437, February 25, 2026.

²⁰ Individualized country duties as part of tariffs initiated in April 2025 under IEEPA for all countries other than China were suspended April 10, 2025, until August 7, 2025. 90 FR 15041, April 7, 2025; 90 FR 15625, April 15, 2025; 90 FR 30823, July 10, 2025; 90 FR 37963, August 6, 2025. See also HTS headings 9903.01.25 and 9903.01.53 and U.S. note 2(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.4 to 99.3.13, and 99.3.372.

²¹ For a product originating in Japan with a Column 1 duty rate that is less than 15 percent, the additional duty was designed so that the sum of the product’s Column 1 duty rate and the additional ad valorem rate of duty for this tariff equaled 15 percent. For products originating in Japan with a Column 1 duty rate that is at least 15 percent, the additional ad valorem rate of duty was zero. 90 FR 43535, September 9, 2025. See also HTS headings 9903.02.72 and 9903.02.73, and U.S. note 2(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.15 and 99.3.399.

²² 91 FR 9437, February 25, 2026.

LBCC assemblies imported under 8487.90.0080 originating in Japan were not subject to tariffs initiated in April 2025 under IEEPA.²³ However, the non-aluminum content of these products was subject to the tariffs initiated in April 2025 under IEEPA.²⁴ Effective February 20, 2026, tariffs initiated under IEEPA and the associated duties imposed under IEEPA were terminated.²⁵

The product

Description and applications

Lattice boom crawler cranes are gas-powered cranes used for lifting, lowering, and moving heavy loads at extended reach capacities. LBCCs are primarily used in the construction and heavy-lifting industries on projects including the construction of ports, bridges, industrial buildings, power plants, wind turbines, and other projects where heavy lifting is required.²⁶ With lift capacities ranging from 70 tons to 2,300 tons, LBCCs are designed to lift varying weights of cargo at different heights.²⁷ The life expectancy of a LBCC is dependent on the use of the product. If a LBCC is rented out, the life expectancy is 15 to 20 years, while if the LBCC is bought by an end user, the life expectancy is between 50 and 60 years.²⁸ Additionally, an LBCC can be refurbished and released back into the market for up to 20 years.²⁹ Since LBCCs range in size, larger parts like the crawler are not interchangeable with LBCCs of different sizes; however, smaller parts like valves can be salvaged for other types of LBCCs.³⁰ Parts are not interchangeable by brand, so end users must contact the original manufacturer of the crane to

²³ Articles subject to section 232 tariffs, including LBCC assemblies imported under 8487.90.0080, were not subject to the tariffs initiated in April 2025 under IEEPA. However, the non-aluminum content in the subject LBCC assemblies, if any, was subject to the tariffs initiated in April 2025 under IEEPA. 90 FR 15041, April 7, 2025; 90 FR 24199, June 9, 2025. See also HTS headings 9903.01.25 and 9903.01.33 and U.S. note 2(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.4 to 99.3.12, 99.3.367, and 99.3.369.

²⁴ Derivative articles of aluminum subject to section 232 tariffs were generally not subject to tariffs initiated in April 2025 under IEEPA. However, in some cases, the non-aluminum content of those articles was subject to tariffs initiated in April 2025 under IEEPA. 90 FR 24199, June 9, 2025. See also HTS headings 9903.01.25 and 9903.01.33 and U.S. note 2(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 6, Publication 5733, April 2026, pp. 99.3.4 to 99.3.12, 99.3.367, and 99.3.369.

²⁵ 91 FR 9437, February 25, 2026.

²⁶ Petition, p. 11.

²⁷ Petition, p. 11; Manitowoc, "Lattice-Boom Crawler Cranes," <https://www.manitowoc.com/manitowoc/lattice-boom-crawler-cranes>, retrieved April 23, 2025.

²⁸ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 35 (Konkle).

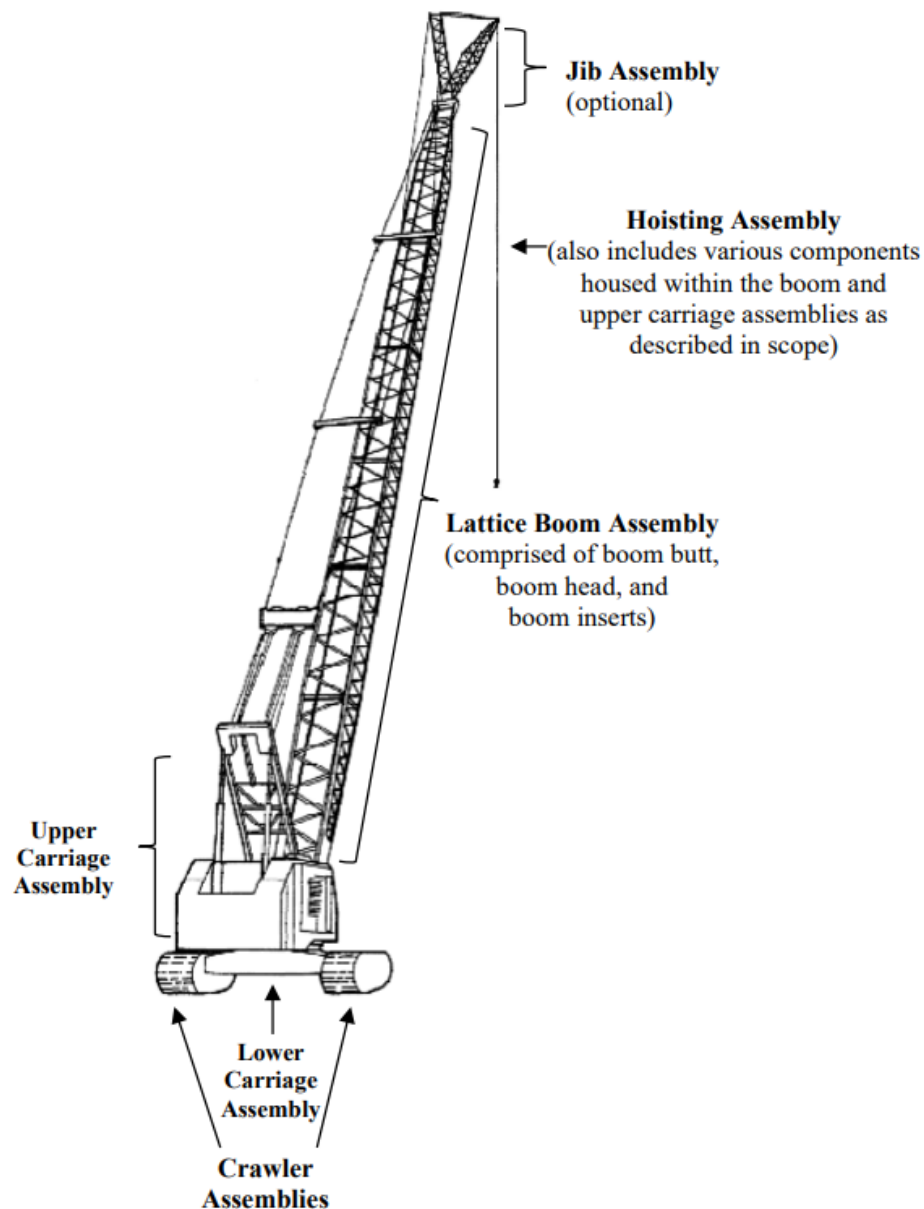
²⁹ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 36 (Konkle).

³⁰ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 41 (Konkle).

ensure the required part has the correct fit and steel strength needed to continue the crane's operations.³¹

While one LBCC includes thousands of materials and components, the assemblies can be broken up into the lattice boom assembly, lower carriage assembly, crawler assembly, upper carriage assembly, hoisting assembly, and jib assemblies (figure 1.1).³²

Figure 1.1. Key Assemblies of a Lattice Boom Crawler Crane



Source: Petition, p. 12.

³¹ Staff Field Trip Notes, Manitowoc, April 29, 2026, p. 2.

³² See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025); Petition, pp. 8 to 10.

The lattice-patterned boom assembly is the lifting attachment of the crane, and it is primarily fabricated from high strength steel pipe and interlocking sections.³³ It is formed by welding the components together arranged in a “W” or “V” pattern.³⁴ The boom butt is used to attach the upper carriage assembly and the boom head to form the boom structure.³⁵ Between the boom butt and the boom head, boom inserts can be inserted to reach the desired length and load bearing capacity.³⁶ Jib assemblies are optional components that can be added to the top of the crane to provide greater reach and range of motion; these assemblies typically consist of interlocking sections of welded steel pipe, arranged in a “V” or “W” lattice pattern.³⁷

The upper carriage assembly typically includes the operator’s cab, hydraulic systems, engine, boom hoist, mast, and a turntable base.³⁸ This assembly may also include a separate counterweight tray and counterweights to ensure stability while the crane is lifting heavy loads.³⁹ A gantry is used to help lift the counterweights for installation and removal. The upper carriage includes the circular swing drive mechanism or bearing that connects to the lower carriage assembly and allows the upper carriage to swivel 360 degrees.⁴⁰

The lower carriage assembly is constructed using high strength steel components that form the base of the crane; this assembly includes various motors, drive mechanisms, and hydraulics.⁴¹ The lower carriage assembly may also include counterweights to further ensure stability.⁴² Extending from the center of the lower carriage assembly are steel arms which connect to the front and rear of the crawler assembly that are positioned on the left and right sides of the lower carriage assembly.⁴³ The crawler assembly is composed of at least two continuous tracks that provide mobility and distribute the crane’s weight evenly. The tracks consist of steel track shoes forming the tread of the track, a track chain (a continuous loop of interconnected steel links), a crawler body, and track rollers which support the track shoes and

³³ Petition, pp. 8 to 9.

³⁴ Petition, p. 8.

³⁵ Petition, pp. 8 to 9. A boom butt is also known as a boom bottom or boom base, and the boom head is also known as a boom tip or boom hat.

³⁶ Petition, pp. 8 to 9.

³⁷ Jib assemblies can be either fixed jibs which extend from the lattice boom at a fixed angle, or luffing jib which can be raised or lowered using a separate set of controls. Petition, p. 10.

³⁸ Petition, p. 9.

³⁹ Petition, p. 9.

⁴⁰ The lower carriage assembly is also called the car body. Staff conference; Petition, p. 9.

⁴¹ Petition, p. 9.

⁴² Petition, p. 9.

⁴³ The lower carriage assembly may also include a hydraulic system for extending and retracting of the crawler assembly to create a wider base. Petition, p. 9.

train.⁴⁴ Drive motors are located within the lower carriage assembly and connect to the crawler-mounted drive sprockets allowing the crane to move forward and backward.⁴⁵

Housed within the upper carriage assembly and the lattice boom assembly is the hoisting assembly.⁴⁶ The hoisting assembly is used for lifting and lowering loads; it is made of the hook block, hoist motor, hoist brakes, hoisting drums, and hoisting line. The hook block is made of steel sheaves which helps to distribute the load and increase lifting capacity.⁴⁷ The hoisting line is made of high-strength steel cable and runs through the hoist drum (located in the upper carriage) and through the lattice boom and hook block.⁴⁸ Finally, LBCCs are typically transported to the project site in subassemblies using anywhere from 4 to 70 trucks to transport these components depending on the size of the crane.⁴⁹ The crane is then assembled using other cranes or through self-assembly functions (figure 1.2).⁵⁰

Figure 1.2. Lattice boom crawler crane



Source: Manitowoc, “Lattice-Boom Crawler Cranes,” <https://www.manitowoc.com/manitowoc/lattice-boom-crawler-cranes>, retrieved April 23, 2025.

⁴⁴ Petition, p. 9.

⁴⁵ Petition, p. 9.

⁴⁶ Petition, p. 10.

⁴⁷ Petition, p. 10.

⁴⁸ The hook block connects the lattice boom to the load. Petition, p. 10; RIS, “The Way To Use A Crane Block,” January 4, 2024, <https://www.valuecrane.com/the-way-to-use-a-crane-block/>.

⁴⁹ Manitowoc site visit.

⁵⁰ Self-assembly functions enable the crane to be assembled using its own parts.

Manufacturing processes

Manufacturing facilities have adopted lean manufacturing principles to help eliminate waste and continuously improve the product.⁵¹ LBCC manufacturing includes the use of robotic welding to weld 85-90 percent of the product, and highly skilled welders weld the other 10-15 percent.⁵² Since LBCCs can greatly range in size and lift capacities, manufacturing timelines vary from product to product and range from 40 to 150 days.⁵³ However, testing of a prototype crane can take up to a year.⁵⁴

Producers start in the design and engineering process, where engineers use advanced technology to design the components to ensure proper lift capacity; it is common for customers to provide input during the design and engineering process.⁵⁵ Before the steel can reach the manufacturing floor, it must be tested to ensure it has the required strength for lifting the loads of the crane it will be used for.⁵⁶ On the manufacturing side, high strength steel plates are laser cut to specific shapes; these components are then joined together through laser welding or fastened with bolts to create structures of various assemblies.⁵⁷ In order to check for cracks in the joints after welding, steel components must cool for 48 hours after welding.⁵⁸ Additional components including electronics, hydraulics, and motors are then added to the assemblies.⁵⁹

For the crawler, the track chain, seen in figure 1.3, is forged using high strength alloy steel which is then shaped through multiple forging strokes and heat cycles before the chain links are cooled and cleaned.⁶⁰ The upper and lower carriage assemblies are manufactured using high strength steel components and include various systems and electronics required to operate the crane.⁶¹

⁵¹ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 46 (Konkle); Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 107 (Collins).

⁵² See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 45 (Konkle).

⁵³ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 66 (Konkle).

⁵⁴ Manitowoc site visit

⁵⁵ See Transcript of Preliminary Staff Conference, EDIS Doc. 850632 (May 1, 2025) 20, 84 (Konkle).

⁵⁶ Manitowoc site visit

⁵⁷ These assemblies include the upper carriage assembly, lower carriage assembly, crawler assembly, and hoisting assembly; Petition, p. 13.

⁵⁸ Manitowoc site visit

⁵⁹ Petition, p. 13.

⁶⁰ RIS, "How To Produce A Crawler Crane Track Chain?" January 18, 2024, <https://www.valuecrane.com/how-to-produce-a-crawler-crane-track-chain/>.

⁶¹ Petition, p. 9.

Figure 1.3. Crawler track chain



Source: RIS, "How To Produce A Crawler Crane Track Chain?" January 18, 2024, <https://www.valuecrane.com/how-to-produce-a-crawler-crane-track-chain/>.

Using steel products, workers will weld together pieces of the lattice boom and jib assemblies from high strength structural steel pipe.⁶² In order to form the pipes, the sides of a flat steel sheet are welded together before undergoing a 48 hour cooling period or by piercing steel rods.⁶³ The assemblies are then sent off to painting and testing before joining upper carriage, lower carriage, crawler, and hoisting assemblies on the assembly line.⁶⁴ LBCCs use an electromagnetic paint that is baked on to the steel rods at 140-160 degrees Fahrenheit.⁶⁵

Assemblies are then joined together to create the final LBCC, which is then sent off for inspection and testing (figure 1.4). Testing includes ensuring each joint can withstand the lift capacity using an automated process and trained test engineers.⁶⁶ LBCCs are often disassembled before shipment, which can require between 4 and 70 truckloads depending on the size of the product; they are then reassembled at the job site.⁶⁷ The assembly process for LBCCs is labor-intensive and contains multiple steps at the manufacturing facility and the job site.⁶⁸

⁶² Petition, p. 13.

⁶³ Landwehr, "How cranes are made", December 7, 2020, <https://landwehrconstruction.com/how-cranes-are-made/>.

⁶⁴ Petition, p. 13.

⁶⁵ Manitowoc site visit.

⁶⁶ Manitowoc site visit.

⁶⁷ Petition, p. 13. Manitowoc site visit.

⁶⁸ The manufacturing process in the United States is very similar to the manufacturing process in Japan. Kobelco's Postconference Brief, Appendix A, p. 8.

Figure 1.4. Lattice boom section of a crane



Source: Crane Market, “Kobelco CK1600G 160-Ton Lattice Boom Crawler Crane For Sale or Rent,” retrieved April 28, 2025, <https://cranemarket.com/kobelco-ck1600g-160-ton-lattice-boom-crawler-crane-for-sale-or-rent-id1600>.

Domestic like product issues

The petitioner proposes that the Commission should define a single domestic like product, co-extensive with the scope of the investigation. In particular, the petitioner proposes that the Commission should define LBCC assemblies and LBCC subassemblies to comprise a single like product.⁶⁹ No interested party submitted scope comments to Commerce; therefore, no modifications were made to the scope language as it appeared in the preliminary determination.⁷⁰

The Commission’s decision regarding the appropriate domestic products that are “like” the subject imported product is based on a number of factors including: (1) physical characteristics and uses; (2) interchangeability; (3) channels of distribution; (4) common manufacturing facilities, production processes, and production employees; (5) customer and producer perceptions; and (6) price.

⁶⁹ Petitioner’s prehearing brief, pp. 6 to 12.

⁷⁰ 91 FR 33690, June 4, 2026.

U.S. producers, processors, and importers were asked to assess any differences between complete LBCCs and in-scope subassemblies of LBCCs based on these factors. Responses provided by firms are summarized in table 1.4 below (where a ‘no’ response generally corresponds to indicating no differences or distinctions between complete LBCCs in-scope subassemblies of LBCCs). Additional narratives on finished and unfinished merchandise can be found in Appendix D.

Table 1.4 LBCCs: Count of firms’ responses regarding semi-finished product analysis comparing semi-finished LBCC subassemblies to finished LBCCs, by factor and firm type

Count in number of firms reporting

Firm type	Factor	No	Yes
U.S. producers and U.S. processors	Other uses	***	***
U.S. producers and U.S. processors	Separate market	***	***
U.S. producers and U.S. processors	Differences in characteristics	***	***
U.S. producers and U.S. processors	Differences in costs	***	***
U.S. producers and U.S. processors	Transformation intensive	***	***
Importers	Other uses	***	***
Importers	Separate market	***	***
Importers	Differences in characteristics	***	***
Importers	Differences in costs	***	***
Importers	Transformation intensive	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Firm by firm narratives regarding semi-finished product analysis are available in appendix D.

Part 2: Conditions of competition in the U.S. market

U.S. market characteristics¹

LBCCs are a type of mobile heavy-duty crane that are characterized by a fixed lattice-boom and tank-like crawler tracks.² The ultimate use of an LBCC is to lift and move large and heavy loads over a wide radius. They are commonly used in major construction projects such as those for large buildings, stadiums, power plants, refineries, wind farms, and infrastructure projects like bridges and highways. LBCCs are also rated to operate on barges and heavily used in off-shore and coastal environments.³ Purchasers can include large national rental companies, regional rental companies, general contractors, and entities such as the U.S. government.⁴ LBCCs can last 15 to 20 years for rental companies and up to 60 years for end users.⁵ LBCCs can also be refurbished, adding another 15 to 20 years of use.⁶ No firms reported changes to the product mix or marketing of LBCCs since January 1, 2023.

U.S. producer ***, importers ***, and most responding purchasers (12 of 17) reported that the LBCC market was not subject to distinctive conditions of competition. However, importer *** added that importer *** had a regulatory issue with its engines and was not in the market from February 2021 until mid-2023, during which time Link-Belt increased its market share. Importer *** reported that there is a unique market segment for heavyweight cranes for specific needs. Importer *** and five responding purchasers indicated that the market was subject to distinctive conditions of competition. Importer *** stated that the market is subject to public investment and government policies. Respondent Link-Belt stated that a distinctive condition of competition in the LBCC industry is the prevalence of exclusive dealer relationships.⁷

¹ Link-Belt is the exclusive importer for subject LBCCs from Japanese producer Sumitomo. Link-Belt processes imports of Sumitomo's LBCC subassemblies by adding lattice boom attachments then sells the completed LBCC in the U.S. market. Hence, the company may be referred to as U.S. processor, importer, or both throughout the staff report. LBCCs from Link-Belt are considered to be from subject sources, hence its data are also referenced as Sumitomo/Link-Belt. Link-Belt responded to market characteristics questions in the U.S. Producers' questionnaire. Staff has categorized Link-Belt's responses to the U.S. Producers' questionnaire as importer responses and presented them separately where appropriate.

² Conference transcript, p. 18 (Konkle).

³ Conference transcript, p. 22 (Konkle).

⁴ Respondent Link-Belt's postconference brief, Exhibit 1, p. 24.

⁵ Conference transcript, p. 35 (Konkle).

⁶ Conference transcript, p. 36 (Konkle).

⁷ Respondents Link-Belt and Sumitomo posthearing brief, Exhibit 1, Hearing Q&A, pp. 1 to 4.

Purchaser *** stated that the LBCC market is subject to several conditions of competition beyond general business cycles. These include the financial strength and balance sheet flexibility of dealers, which influence the ability to carry and support inventory; the level of technical expertise and after-sales service capability provided by the dealer network; and the availability and production capacity of specific crane sizes and configurations. In addition, for certain manufacturers, production and delivery are influenced by how components are sourced and assembled.

Apparent U.S. consumption of LBCCs increased considerably from during 2023 to 2024 then decreased slightly during 2024 to 2025. Overall, apparent U.S. consumption in 2025 was higher than in 2023.

U.S. purchasers

The Commission received 19 usable questionnaire responses from firms that had purchased LBCCs during January 2023 to December 2025.^{8 9} Of the 19 responding purchasers, 7 reported that all of their purchases of LBCCs during 2023 to 2025 were produced by Manitowoc, 6 reported that the vast majority or all of their purchases were imports of LBCCs from Japan (Sumitomo/Link-Belt), and 4 reported that the vast majority or all of their purchases were imports of LBCCs from Japan (Kobelco). Most purchasers identified themselves as distributors/dealers only (11 of 19) or as both distributor/dealers and rental companies (6). One purchaser (***, which purchased *** over the period of investigation) identified itself as a distributor/dealer, a rental company, and an end user. One purchaser (***, which purchased *** over the period of investigation) identified itself as only an end user. In general, responding U.S. purchasers were located in the Midwest, Northeast, Southeast, Central Southwest, and Pacific Coast. During the period of investigation, the largest responding purchasers of LBCCs were ***.

⁸ The following firms provided purchaser questionnaire responses: ***.

⁹ Sixteen purchasers indicated they had marketing/pricing knowledge of domestic product, 16 of Japan (Kobelco) product, 15 of Japan (Sumitomo/Link-Belt) product, 15 of German (Liebherr) product, and 5 of other countries, including China and Austria.

Impact of section 232 and new or modified tariffs

U.S. producers, importers, and purchasers were asked to report the impact of section 232 tariffs and new or modified tariffs associated with executive orders since January 1, 2025, on overall demand, supply, prices, or raw material costs. The vast majority of firms reported that both the section 232 tariffs and new or modified tariffs had an impact on the LBCCs market, citing increased costs on raw materials, parts and components. Firms estimated that costs went up between 7 and 15 percent with respect to the section 232 tariffs, and others reported that costs went up by the amount of the new or modified tariff. In addition, firms reported that periods of volatility and uncertainty associated with these measures, including interactions with other tariffs, contributed to temporary constraints in availability and production planning; however, end-user demand and overall market conditions have remained the primary drivers of purchasing activity, and in many cases have outweighed the impact of increased costs associated with tariffs.

Channels of distribution

U.S. producer Manitowoc and importers Kobelco and Link-Belt sold mainly to ***, with *** sold to unrelated distributors, as shown in table 2.1. Importer Liebherr reported *** of its LBCCs imported from Germany and Austria were sold to end users.

Petitioner stated that it sells LBCCs mostly to distributors, which in turn sell Manitowoc-produced cranes to rental companies and end users, typically large construction contractors. Petitioner also sells directly to several “rental houses” that rent equipment, including crawler cranes to construction companies. Certain distributors may also rent and sell used cranes.¹⁰ Petitioner also stated that distributors will order LBCCs based on their forecasted needs that are informed by the distributors’ interactions with rental companies and end users. It continued that purchasers generally understand their equipment needs well in advance {of ordering} given the significant advanced planning required for large construction projects.¹¹

¹⁰ Conference transcript, pp. 24-25 (Hull).

¹¹ Conference transcript, p. 25 (Hull).

Respondent Kobelco stated that it has two primary sales channels in the United States: (1) dealers that resell, rent, or rent/lease-to-buy LBCCs to end users; and (2) direct sales to end users, such as construction companies. It added that it is not affiliated with any of its customers.¹² Respondent Link-Belt stated that its North American distribution network comprises approximately 32 distributors, of which two distributors, both operating for close to 25 years, are owned by Link-Belt, and all other dealer partners remain independently owned and operated.¹³

Table 2.1 LBCCs: Share of U.S. shipments by source, channel of distribution, and period

Shares in percent; interim is January through December

Source	Channel	2023	2024	2025
U.S. producer (Manitowoc)	End users	***	***	***
U.S. producer (Manitowoc)	Related distributor	***	***	***
U.S. producer (Manitowoc)	Unrelated distributor	***	***	***
Japan (Kobelco)	End users	***	***	***
Japan (Kobelco)	Related distributor	***	***	***
Japan (Kobelco)	Unrelated distributor	***	***	***
Japan/U.S. processor (Sumitomo/Link-Belt)	End users	***	***	***
Japan/U.S. processor (Sumitomo/Link-Belt)	Related distributor	***	***	***
Japan/U.S. processor (Sumitomo/Link-Belt)	Unrelated distributor	***	***	***
Germany (Liebherr)	End users	***	***	***
Germany (Liebherr)	Related distributor	***	***	***
Germany (Liebherr)	Unrelated distributor	***	***	***
China (SANY)	End users	***	***	***
China (SANY)	Related distributor	***	***	***
China (SANY)	Unrelated distributor	***	***	***
All other sources	End users	***	***	***
All other sources	Related distributor	***	***	***
All other sources	Unrelated distributor	***	***	***
Nonsubject sources	End users	***	***	***
Nonsubject sources	Related distributor	***	***	***
Nonsubject sources	Unrelated distributor	***	***	***
All import sources	End users	***	***	***
All import sources	Related distributor	***	***	***
All import sources	Unrelated distributor	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Channel labels “Related distributor” and “Unrelated distributor” include shipments to distributors, dealers, and rental companies. Shares reported by U.S. processor and importer Link-Belt represent the channels that the completed LBCC were sold to.

¹² Respondent Kobelco’s postconference brief, Appendix A, p. 5.

¹³ Respondent Link-Belt’s postconference brief, Exhibit 1, p. 23.

Affiliations, exclusivity agreements, and sales territories

As shown above in table 2.1, *** percent of U.S. producer Manitowoc's shipments and *** of Link-Belt's shipments were to related distributors in 2025; Kobelco reported *** to related distributors in any year of the investigation. Firms were asked about affiliations, exclusivity, and sales distribution territories between suppliers and purchasers. Petitioner Manitowoc stated that it sells through both its affiliated dealer/distributor, MGX, which has dealership coverage for 19 states, as well as through unaffiliated dealers that exclusively purchase from Manitowoc and have defined territories for sales or distribution of Manitowoc LBCCs.¹⁴ Importer Kobelco reported that it does not have affiliations or relationships with purchasers and does not have exclusivity requirements, but does have dealer territory agreements with eleven dealers nationwide that have been in place for 10 to 25 years, and the agreements generally do not have a termination date, though one dealer has an agreement that is renewed annually. U.S. processor/importer Link-Belt reported that ***. Link-Belt reported that it ***.

Eleven of 18 responding purchasers reported that they are affiliated or otherwise have a relationship with a supplier of LBCCs; six reported affiliations with Manitowoc, three reported affiliations with Link-Belt, and two reported affiliations with Kobelco. Nine reported that these affiliations have exclusivity requirements (table 2.2).¹⁵ Nine purchasers reported that they have sales or distribution territory agreements with the U.S. producer, and nine purchasers reported that they have sales or distribution territory agreements with a foreign producer or importer of LBCCs.¹⁶

¹⁴ Petitioner Manitowoc's posthearing brief, Part 2, p. 13.

¹⁵ Petitioner stated that purchaser references to "affiliations" were likely meant to indicate their exclusive supplier relationship, rather than any corporate affiliation, except for those limited examples described above. Petitioner Manitowoc's posthearing brief, Part 2, p. 13, n. 56.

¹⁶ Purchaser *** reported having distribution territory agreements with both *** but only reported *** as the supplier with whom it holds this agreement. Staff is only including their response to the importer agreement for this question.

Table 2.2 LBCCs: Purchasers' responses to supplier affiliation and exclusivity

Purchaser	Firm type	Supplier	Affiliated with supplier	Exclusivity arrangement with supplier
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
***	***	***	***	***
All firms			Yes: 11; No: 7	Yes: 9; No: 7

Source: Compiled from data submitted in response to Commission questionnaires.

Note: This table reports the responses to questions III-2 and III-3 in the Purchasers' Questionnaire. Purchasers *** reported that they are not affiliated with a particular supplier and do not have exclusivity contracts but reported that they have annual dealer contracts elsewhere in their Purchasers' Questionnaire responses, specifically III-4 regarding distribution territory agreements.

Geographic distribution

U.S. producer Manitowoc reported selling the largest portion of its LBCCs in the *** region. Importer Kobelco reported selling the largest portion of its LBCCs in the *** region while importer Link-Belt sold the largest portion of its LBCCs in the *** regions of the United States (table 2.3). U.S. producer Manitowoc estimated that *** percent of its LBCCs were shipped within 100 miles from its ***, *** percent between 101 and 1,000 miles, and *** percent over 1,000 miles.¹⁷ Importer Kobelco sold *** percent within 100 miles of their U.S. point of shipment, *** percent between 101 and 1,000 miles, and *** percent over 1,000 miles. U.S. processor and importer Link-Belt sold *** percent within 100 miles of their U.S. point of shipment, *** percent between 101 and 1,000 miles, and *** percent over 1,000 miles.

Table 2.3 LBCCs: Share of U.S. producers' and U.S. importers' commercial shipments by geographic region

Region	U.S. producer (Manitowoc)	Japan (Kobelco)	Japan (Sumitomo/ Link-Belt)	Japan (total)
Northeast	***	***	***	***
Midwest	***	***	***	***
Southeast	***	***	***	***
Central Southwest	***	***	***	***
Mountain	***	***	***	***
Pacific Coast	***	***	***	***
Other	***	***	***	***
Total	100.0	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Other U.S. markets include AK, HI, PR, and VI.

In addition, purchasers were asked to report the geographic markets in which they purchased LBCCs. Purchasers reported the majority of purchases from U.S. producer Manitowoc were in the Northeast, Central Southwest, and Southeast while most purchases of LBCCs imported from all sources were in the Central Southwest and Southeast (table 2.4).

¹⁷ Manitowoc ***. Staff email correspondence with Myles Getlan, Counsel for Manitowoc, May 8, 2025.

Table 2.4 LBCCs: Share of Purchasers' reported purchases by geographic region and source

Region	U.S. producer (Manitowoc)	Japan (Kobelco)	Japan (Sumitomo/ Link-Belt)	Japan (Total)	Germany (Liebherr)	Other sources
Northeast	49.4	3.4	13.5	7.0	—	—
Midwest	—	9.7	8.3	9.2	2.4	17.5
Southeast	16.5	18.3	40.6	26.2	1.2	27.5
Central Southwest	22.8	64.0	26.0	50.6	89.0	42.5
Mountain	6.3	3.4	—	2.2	1.2	5.0
Pacific Coast	1.3	1.1	9.4	4.1	6.1	7.5
Other	3.8	—	2.1	0.7	—	—
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Other U.S. markets include AK, HI, PR, and VI.

Supply and demand considerations

U.S. supply

Table 2.5 provides a summary of the supply factors regarding LBCCs from U.S. producer Manitowoc, U.S. processor Link-Belt, and from Japan.

Table 2.5 LBCCs: Supply factors that affect the ability to increase shipments to the U.S. market, by source

Quantity in units; ratio and share in percent

Factor	Measure	U.S. producer (Manitowoc)	U.S. processor (Link-Belt)	Japan (Kobelco)	Japan (Sumitomo/ Link-Belt)	Japan (total)
Capacity 2023	Quantity	***	***	***	***	***
Capacity 2025	Quantity	***	***	***	***	***
Capacity utilization 2023	Ratio	***	***	***	***	***
Capacity utilization 2025	Ratio	***	***	***	***	***
Inventories to total shipments 2023	Ratio	***	***	***	***	***
Inventories to total shipments 2025	Ratio	***	***	***	***	***
Home market shipments 2025	Share	***	***	***	***	***
Non-US export market shipments 2025	Share	***	***	***	***	***
Ability to shift production (firms reporting “yes”)	Count	***	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Responding U.S. producers accounted for all of U.S. production of LBCCs in 2025. Responding foreign producer/exporter firms accounted for the vast majority of U.S. imports of LBCCs from Japan during 2025. For additional data on the number of responding firms and their share of U.S. production and of U.S. imports from each subject country, please refer to Parts 3 and 7.

Domestic production

Based on available information, U.S. producer Manitowoc has the ability to respond to changes in demand with moderate changes in the quantity of shipments of U.S.-produced LBCCs to the U.S. market. The main contributing factors to this degree of responsiveness of supply are the availability of unused capacity and the ability to shift production to or from alternate products. Factors mitigating responsiveness of supply include limited availability of inventories and limited ability to shift shipments from alternate markets. U.S. producer Manitowoc's practical capacity increased from 2023 to 2025 as production increased, leading to *** capacity utilization. Inventories were *** and export shipments were *** in 2025. Other products that the producer reportedly can produce on the same equipment as LBCCs are rough terrain cranes, boom truck cranes, truck mounted cranes, and industrial cranes. Factors affecting U.S. producers' ability to shift production include market conditions, such as order volumes and market pricing. Manitowoc did not report any supply constraints since 2023.

Based on available information, U.S. processor Link-Belt has the ability to respond to changes in demand with small-to-moderate changes in the quantity of shipments of U.S.-produced LBCCs to the U.S. market. The main contributing factor to this degree of responsiveness of supply is the availability of inventories and the ability to shift production to or from alternate products. Factors mitigating responsiveness of supply include limited availability of unused capacity and limited ability to shift shipments from alternate markets. U.S. processor Link-Belt's production outpaced practical capacity increases from 2023 to 2025, leading to an increase in capacity utilization. Inventories increased *** from 2023 to 2025. Other products that it reportedly can produce on the same equipment as LBCCs are lattice structures for telescopic boom cranes. Link-Belt reported that the factors affecting its ability to shift production were that ***. It added that ***.

Subject imports from Japan

Based on available information, Japanese producers Kobelco and Sumitomo have the ability to respond to changes in demand with moderate-to-large changes in the quantity of shipments of LBCCs to the U.S. market. The main contributing factors to this degree of responsiveness of supply are the availability of unused capacity, the ability to shift shipments from alternate markets, and some ability to shift production to or from alternate products. Factors mitigating responsiveness of supply include limited inventories.

Kobelco's practical capacity increased at a slightly faster rate than production increased, leading to a decrease in capacity utilization from 2023 to 2025. Inventories decreased and were *** in 2025. Approximately *** of Kobelco's shipments were exported to non-U.S. markets, including ***. Kobelco reported that there are no third country trade actions on LBCCs. Japanese producer Kobelco reported that, ***. Similarly, it stated that ***.

Sumitomo's practical capacity for LBCCs was stable while production decreased, leading to a decrease in capacity utilization from 2023 to 2025. Inventories decreased slightly but were less than 15 percent during 2023 to 2025. Approximately *** of Sumitomo's shipments were exported to non-U.S. markets, including Western Europe, the Middle East, Oceania, Southeast Asia, South Korea, and Taiwan. Sumitomo reported that there are no third country trade actions on LBCCs. Other products that Japanese producer Sumitomo reportedly ***. It reported that ***.

Imports from other nonsubject sources

Imports from other nonsubject sources, Liebherr (Austria and Germany) and Sany (China), accounted for *** percent of total U.S. imports in 2025. The largest sources of nonsubject imports during January 2023 to December 2025 were Austria, Germany, and China.

Supply constraints

Importers Kobelco and Liebherr reported that they had experienced supply constraints since January 1, 2023, while U.S. producer Manitowoc and U.S. processor and importer Link-Belt reported that they had not. Importer Kobelco reported supply constraints in 2023, but no supply constraints for the remainder of the period of investigation. Importer Kobelco stated that the Hino engine did not comply with EPA regulations, and that it transitioned to Isuzu motors for repowering and received the first CK1100G-3 in March 2023.¹⁸ Importer Liebherr reported general issues that impact supply, not specific constraints that impacted its ability to supply.

Eight of 19 responding purchasers reported that they had experienced supply constraints, with five reporting supply constraints from domestic producers in all years and five reported supply constraints from foreign producers or importers in all years. Constraints purchasers experienced from domestic producers were that Manitowoc's build schedule for a large crawler is 12 to 18 months and there was some lack of availability of specific products. Constraints purchasers experienced from foreign producers or importers were limited factory production (Kobelco), Link-Belt allocation and material shortages, lack of EPA-compliant engine and limited availability of production for Kobelco. Purchaser *** reported extended lead times of up to 217 days in 2023, 284 days in 2024, 467 days in 2025, driven by production backlogs and supply chain limitations. It added that supply constraints have continued into 2026 and current availability for certain models remains extended, with 300-ton class LBCCs not available until approximately December 2026 and 200-ton class units projected for late fall delivery. It stated that these constraints are driven by production scheduling, demand levels, and configuration-specific availability.

New suppliers

Six of 19 purchasers indicated that new suppliers entered the U.S. market since January 1, 2023. Purchasers cited Sany (China), PVE American (the Netherlands), Zoomlion (China), and generally cited Chinese OEMs.¹⁹

¹⁸ Conference transcript, p. 11 (Eppard), p. 116 (Hodges). See also Respondent Kobelco's postconference brief, pp. 4 to 6, and Appendix A, p. 7. Kobelco noted ***. Id. at Appendix A, p. 7.

¹⁹ Two purchasers cited XCMG as a new supplier, however its website does not list LBCCs as a product line. See <https://xcmg-usa.com/products/cranes-and-hoisting/>, accessed May 5, 2026.

U.S. demand

Based on available information, the overall demand for LBCCs is likely to experience small-to-moderate changes in response to changes in price. The main contributing factors are the somewhat limited range of substitute products and that it is itself the end-use product. Demand for LBCCs is tied to sectors and industries that face potential sharp fluctuations depending on economic conditions.

End uses and cost share

U.S. demand for LBCCs is driven primarily by general economic conditions and non-residential construction spending, including infrastructure spending.²⁰ Reported end uses include lifting and movement of materials, construction (bridge and general), and oil and gas industry. LBCCs are not used in any end-use products.

Business cycles

U.S. producer Manitowoc, importer ***, and 17 of 19 purchasers indicated that the market was subject to business cycles. Specifically, *** reported that the LBCCs market follows macroeconomic conditions, with non-residential construction activity and infrastructure spending as primary drivers of demand. *** reported that the oil and gas market is a strong driver in the 110-130 tonnage class machines. It added that this market has been very strong, that increased infrastructure spending has also had a favorable impact on the business cycle, and that the LBCC industry is significantly impacted by changes in interest rates. Purchasers reported that the market for LBCCs is subject to business cycles tied to overall construction activity, infrastructure investment, and energy sector demand, and demand tends to increase during periods of strong economic growth and public infrastructure spending and decrease during economic slowdowns.

²⁰ Conference transcript, pp. 25-26 (Hull).

Demand trends

Most firms reported an increase in U.S. demand for LBCCs since January 1, 2023 (table 2.6). Firms cited nonresidential construction and industrial growth, including infrastructure work on bridges, roads, power plants, and data center expansions, and increased investment in domestic oil, gas, and wind production. Petitioner stated that demand for LBCCs has increased significantly since 2022 due to a relatively strong economy in recent years as well as stimulus in the form of the 2021 Infrastructure Investment and Jobs Act and the CHIPS Act.²¹ Petitioner also stated that the U.S. is seeing increased demand for the construction of data centers across the country.²² Demand for LBCCs can be influenced by the replacement cycle, with most large rental companies replacing LBCCs in their fleet about every 15 years and contractors every 20 to 25 years.²³ An industry witness for the petitioner stated that the largest, peak crane market in the world was in 2006 to 2008 and cranes purchased during that period may soon be due for replacement.²⁴

Table 2.6 LBCCs: Count of firms' responses regarding overall domestic and foreign demand, by firm type

Market	Firm type	Steadily Increase	Fluctuate upward	No change	Fluctuate downward	Steadily decrease
Domestic demand	U.S. producer	***	***	***	***	***
Domestic demand	Importers	***	***	***	***	***
Domestic demand	Purchasers	6	6	5	1	0
Foreign demand	U.S. producer	***	***	***	***	***
Foreign demand	Importers	***	***	***	***	***
Foreign demand	Purchasers	1	0	2	0	0

Source: Compiled from data submitted in response to Commission questionnaires.

Both total nonresidential construction spending and total public construction spending increased by 13.8 percent and 27.6 percent, respectively, from January 2023 to December 2025 (tables 2.7 and 2.8, figure 2.1). The rig count, a proxy for oil and gas production, declined by 28.8 percent during January 2023 through March 2026 (table 2.8 and figure 2.2).

²¹ Conference transcript, p. 26 (Hull).

²² Hearing transcript, p. 24 (Middleton).

²³ Respondent Link-Belt's postconference brief, Exhibit 1, pp. 12 to 13.

²⁴ Petitioner postconference brief, p. 22.

Table 2.7 Construction spending: Total nonresidential construction spending, monthly, seasonally adjusted, millions of dollars, January 2023 to December 2025

Month	2023	2024	2025
January	1,094,405	1,248,609	1,246,043
February	1,117,072	1,258,796	1,244,859
March	1,143,042	1,255,361	1,241,186
April	1,169,497	1,259,435	1,246,937
May	1,183,436	1,251,447	1,245,271
June	1,193,175	1,247,329	1,247,227
July	1,192,776	1,253,764	1,248,978
August	1,214,961	1,261,448	1,248,947
September	1,226,261	1,259,531	1,254,038
October	1,245,466	1,259,566	1,252,945
November	1,265,298	1,257,306	1,251,487
December	1,272,216	1,236,909	1,245,212

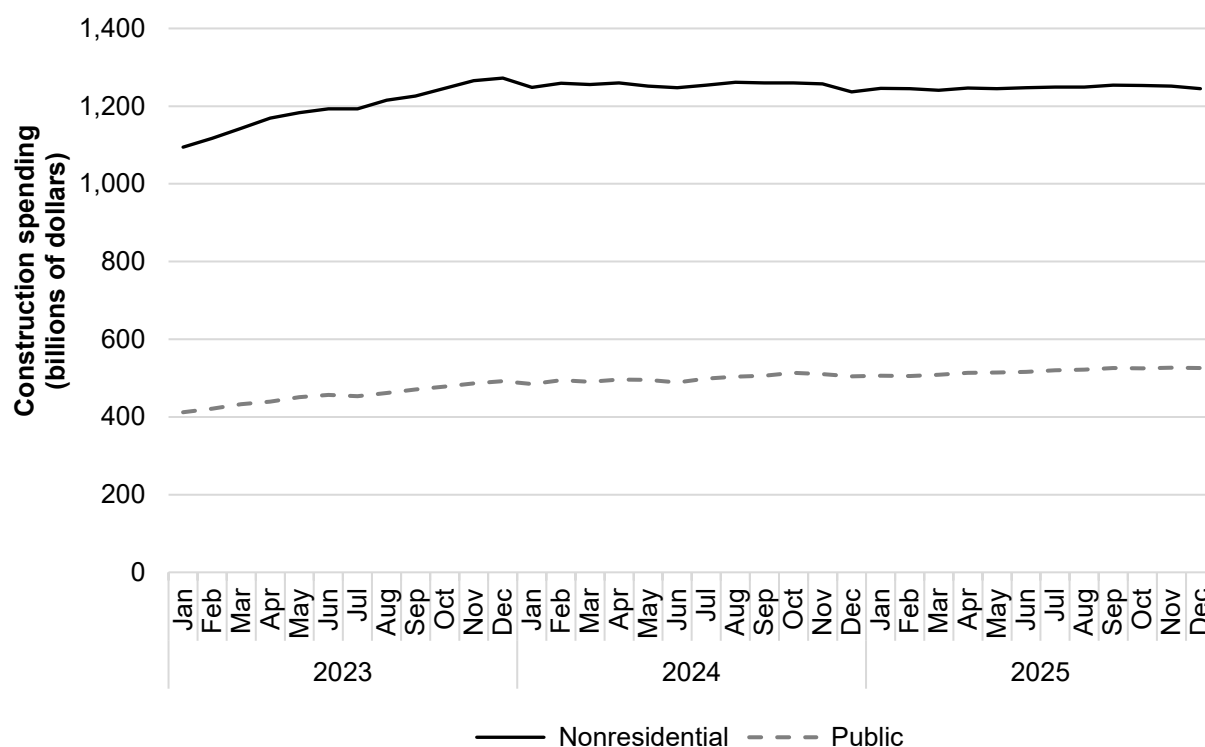
Sources: U.S. Census Bureau, Total Construction Spending: Nonresidential in the United States TLNRESCONS, retrieved from FRED, Federal Reserve Bank of St. Louis;
<https://fred.stlouisfed.org/series/TLNRESCONS>, April 15, 2026.

Table 2.8 Construction spending: Total public construction spending, monthly, seasonally adjusted, millions of dollars, January 2023 to December 2025

Month	2023	2024	2025
January	412,065	484,291	506,372
February	421,141	494,962	505,130
March	432,650	490,463	508,171
April	439,794	496,519	513,871
May	450,845	495,443	514,423
June	456,450	488,895	515,592
July	453,224	499,080	519,713
August	461,709	503,833	521,485
September	470,539	505,804	525,868
October	478,106	513,359	525,386
November	486,700	510,465	526,727
December	492,138	504,132	525,996

Sources: U.S. Census Bureau, Total Public Construction Spending: Total Construction in the United States TLPBLCONS, retrieved from FRED, Federal Reserve Bank of St. Louis;
<https://fred.stlouisfed.org/series/TLPBLCONS>, April 15, 2026.

Figure 2.1 Construction spending: Total nonresidential and public construction spending, monthly, seasonally adjusted, billions of dollars, January 2023 to December 2025



Sources: U.S. Census Bureau, Total Construction Spending: Nonresidential in the United States TLNRESCONS, retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/TLNRESCONS>, April 15, 2026. U.S. Census Bureau, Total Public Construction Spending: Total Construction in the United States TLPBLCONS, retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/TLPBLCONS>, April 15, 2026.

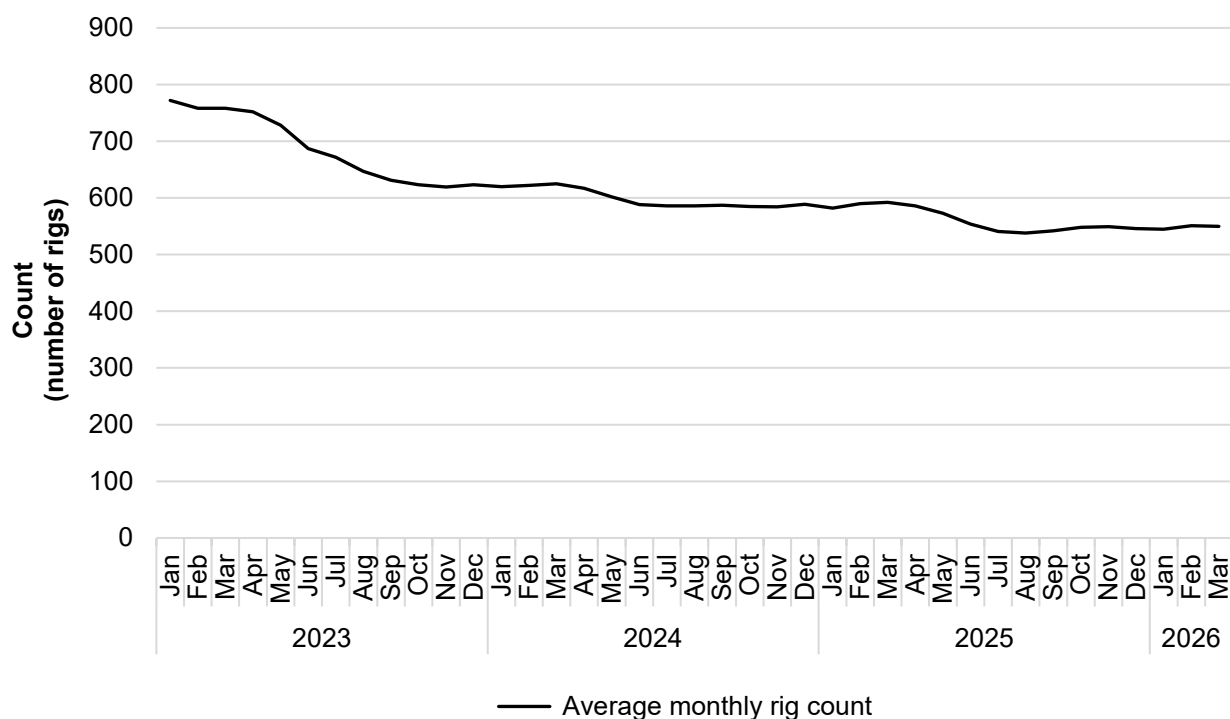
Table 2.9 Rig count: Baker Hughes North America Rig Count, average monthly U.S. rig count, January 2023 to March 2026

Month	2023	2024	2025	2026
January	772	620	582	545
February	758	622	590	551
March	758	625	592	550
April	752	617	586	NA
May	728	602	573	NA
June	687	588	554	NA
July	672	586	541	NA
August	647	586	538	NA
September	631	587	542	NA
October	623	585	548	NA
November	619	584	549	NA
December	623	589	546	NA

Source: Baker Hughes North America Rig Count, <https://rigcount.bakerhughes.com/na-rig-count>, accessed April 15, 2026.

Note: Staff calculated the monthly average rig count from the weekly rig count data available.

Figure 2.2 Rig count: Baker Hughes North America Rig Count, average monthly U.S. rig count, January 2023 to March 2026



Source: Baker Hughes North America Rig Count, <https://rigcount.bakerhughes.com/na-rig-count>, accessed April 15, 2026.

Note: Staff calculated the monthly average rig count from the weekly rig count data available.

Substitute products

Substitutes for LBCCs are limited. *** and a majority of purchasers (11 of 19) reported that there were no substitutes while *** reported that there are substitutes. Reported substitutes include all terrain cranes for the same applications as LBCCs and rig movers; hydraulic truck cranes for general construction; rough terrain cranes for general construction, steel erection, and bridge construction; and telescopic boom crawler cranes (also known as telecrawlers) for lifting, steel erection, bridge construction, the oil and gas industry, wind farm applications, powerline construction, and use in certain lifting applications where mobility and faster setup are prioritized over maximum lift capacity and reach. Firms that reported substitutes indicated that the price of the substitutes does not impact the price of LBCCs. Purchaser *** stated that while telescopic crawler cranes can serve as substitutes in limited applications, they are generally more expensive for comparable lifting capacity and do not provide the same performance characteristics as LBCCs, particularly in terms of maximum capacity, boom length, and load chart capabilities (reach, height, and radius); as a result, substitution is limited and application-specific, and price changes in these products do not materially impact LBCC pricing.

Substitutability issues

This section assesses the degree to which U.S.-produced LBCCs and imports of LBCCs from subject countries can be substituted for one another by examining the importance of certain purchasing factors and the comparability of LBCCs from domestic and imported sources based on those factors. Based on available data, staff believes that there is a moderate degree of substitutability between domestically produced LBCCs and LBCCs imported from subject sources.^{25 26} Factors contributing to a higher level of substitutability include similarities between domestically produced LBCCs and LBCCs imported from Japan across multiple purchase factors including quality, little preference or requirement to purchase domestically produced LBCCs, and general interchangeability in end uses between domestic and subject sources. Factors reducing substitutability include different lead times from domestic and subject sources, limited interchangeability between LBCCs from domestic and subject sources, and significant factors other than price that firms consider. Purchasers reported strong preferences for purchasing from particular producers and emphasized product performance, reliability, established relationships with suppliers, exclusivity contract agreements, and after-sales service and technical support, with price reported as relatively less important in purchasing decisions than these factors. An industry witness also stated that load capacity and attachment needs are important decisions for a customer that are based on what is required of the job.²⁷

²⁵ The degree of substitution between domestic and imported LBCCs depends upon the extent of product differentiation between the domestic and imported products and reflects how easily purchasers can switch from domestically produced LBCCs to the LBCCs imported from subject countries (or vice versa) when prices change. The degree of substitution may include such factors as quality differences (*e.g.*, grade standards, defect rates, etc.), and differences in sales conditions (*e.g.*, lead times between order and delivery dates, reliability of supply, product services, etc.).

²⁶ Staff proposed a moderate-to-high degree of substitutability in the Prehearing Staff Report. Petitioner Manitowoc agrees with a moderate-to-high degree of substitutability. Petitioner Manitowoc's posthearing brief, p. 5 and Part 2, pp. 20 to 24. U.S. processor and importer Link-Belt and Sumitomo suggest that the range for substitutability should be low-to-moderate due to lack of interchangeability across sizes and capacities, LBCCs are highly customizable machines that are built-to-order, and although adjacent capacity classes may occasionally overlap in their lifting capabilities, such overlap does not establish broad substitutability. Respondents Link-Belt and Sumitomo's posthearing brief, Exhibit 1, Hearing Q&A, pp. 9 to 15. Respondent Kobelco suggests that LBCCs are moderately substitutable due to different lift capacities, application characteristics, compatibility preferences, quality, after-sales services and technical support, and exclusivity contracts. Respondent Kobelco's posthearing brief, Appendix: Answers to Commissioners' Questions at the Hearing, pp. 4 to 7. Based on questionnaire responses, hearing testimony, and briefs, staff has adjusted its assessment of substitutability to moderate.

²⁷ Hearing transcript, pp. 187 to 188 (Collins).

Factors affecting purchasing decisions

Purchaser decisions based on source

As shown in table 2.10, most purchasers always make purchasing decisions based on the producer (12 of 19), while most never make purchasing decisions based on country of origin (9 of 19). Most purchasers (12 of 19) reported that their customers sometimes make purchasing decisions based on the producer or country of origin. Of the 15 purchasers that reported that they at least sometimes make decisions based the manufacturer, three firms cited affiliation or established relationship with a specific manufacturer, other reasons cited include Kobelco produces with top quality components, quality from Japan is superior, will not buy Chinese product, and choosing the best product to fit its business.

Table 2.10 LBCCs: Count of purchasers' responses regarding frequency of purchasing decisions based on producer and country of origin

Firm making decision	Decision based on	Always	Usually	Sometimes	Never
Purchaser	Producer	12	1	2	4
Customer	Producer	1	3	11	2
Purchaser	Country	6	2	2	9
Customer	Country	1	1	12	2

Source: Compiled from data submitted in response to Commission questionnaires.

Importance of purchasing domestic product

Fourteen of 16 responding purchasers reported that most or all of their purchases did not require purchasing U.S.-produced product. One purchaser (***) reported that domestic product was required by law for *** percent of its purchases, and two reported other preferences for domestic product due to distributor agreement or being a dealer for Manitowoc.²⁸

²⁸ No purchasers reported that their customers required them to purchase domestically produced LBCCs.

Most important purchase factors

The most often cited top three factors firms consider in their purchasing decisions for LBCCs were availability, supplier relationship/authorized dealer/distributor contract, and quality, as shown in table 2.11. Relationship/authorized dealer/distributor contract was the most frequently cited first-most important factor, followed by quality; after-sales or technical support, availability, and price were the most frequently reported second-most important factor; and availability was the most frequently reported third-most important factor.

Table 2.11 LBCCs: Count of ranking of factors used in purchasing decisions as reported by purchasers, by factor

Factor	First	Second	Third	Total
Availability	0	3	6	9
Supplier relationship/authorized dealer/distributor contract	7	0	1	8
Quality	6	1	1	8
After-sales support/technical support	2	3	1	6
Price	1	3	1	5
Compatibility with existing fleet	1	2	2	5
All other factors	2	2	1	NA

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Other factors include product line, “from the OEM”, capabilities and abilities, no Chinese products considered, load charts, ease of use, features, and training opportunities.

The majority of purchasers reported that they only sometimes (6 firms) or never (10 firms) purchase the lowest-priced product. Purchaser *** reported always purchasing the lowest-priced product and purchaser *** reported usually purchasing the lowest-priced product.

Importance of specified purchase factors

Purchasers were asked to rate the importance of 18 factors in their purchasing decisions (table 2.12). A majority of the 19 responding purchasers rated, in descending order, product consistency, quality meets industry standards, technical support/after-sales service, maintenance costs, reliability of supply, supplier relationship or affiliation, availability, delivery time, compatibility with existing fleet, and quality exceeds industry standards as very important. Price was not rated as very important by a majority of purchasers.

Table 2.12 LBCCs: Count of purchasers' responses regarding importance of purchase factors, by factor

Factor	Very important	Somewhat important	Not important
Product consistency	17	1	1
Quality meets industry standards	17	1	1
Technical support/after-sales service	16	2	1
Maintenance costs	15	3	1
Reliability of supply	15	3	1
Supplier relationship or affiliation	15	3	1
Availability	14	5	0
Delivery time	13	6	0
Compatibility with existing fleet	12	7	0
Quality exceeds industry standards	11	5	2
Product range	9	8	1
U.S. transportation costs	9	7	3
Price	8	8	2
Delivery terms	7	10	1
Discounts offered	7	7	4
Payment terms	3	10	6
Minimum quantity requirements	3	3	12
Packaging	0	5	13

Source: Compiled from data submitted in response to Commission questionnaires.

Lead times

Domestically produced LBCCs and subject imports of LBCCs from Japan are primarily produced-to-order. U.S. producer Manitowoc reported that *** percent of their commercial shipments were produced-to-order, with lead times averaging *** days. The remaining *** percent of their commercial shipments came from inventories, with lead times averaging *** days.²⁹ Importer Kobelco reported that *** percent of their LBCCs imported from Japan were produced-to-order, with lead times of *** days. The remaining *** percent of their commercial shipments came from U.S. inventories, with lead times averaging *** days. U.S. processor and importer Link-Belt reported that *** percent of its LBCCs imported from Japan were produced-to-order, with lead times averaging *** days.

Link-Belt stated that it maintains a build schedule that is synchronized with the delivery of Sumitomo-supplied boom attachments, so that domestic subassembly work and inbound logistics for the attachment align around the same target completion date. Lead-time variability is driven primarily by the specific attachment required; simpler attachments may arrive more quickly, while complex or custom attachments can extend the schedule. In practice, the interval from order placement to receipt of a fully assembled, tested lattice-boom crawler crane is approximately six months, which includes the time required for attachment fabrication in Japan, ocean freight transit, customs clearance, inland transport to Lexington, and the domestic processes needed to complete final assembly and quality inspection.³⁰

Supplier certification

The majority of purchasers do not require supplier certification. Purchaser *** reported that it takes one year to certify a supplier, noting that quality of product is its number one deciding factor, as well as parts supply and service support. No purchasers reported that a domestic or foreign supplier had failed in its attempt to qualify LBCCs or had lost its approved status since 2023.

²⁹ In the preliminary phase of this investigation, ***.

³⁰ Respondent Link-Belt's postconference brief, exhibit 1, p. 2.

Minimum quality specifications and after-sales support

As can be seen from table 2.13, the majority of responding purchasers reported that domestically produced LBCCs and LBCCs imported from all sources always or usually met minimum quality specifications.

Table 2.13 LBCCs: Count of purchasers' responses regarding suppliers' ability to meet minimum quality specifications, by source

Source of purchases	Always	Usually	Sometimes	Rarely or never	Don't Know
United States (Manitowoc)	5	5	2	0	4
Japan (Kobelco)	5	3	1	0	5
Japan (Sumitomo/Link-Belt)	6	5	1	0	4
Germany (Liebherr)	3	5	1	0	5
Other sources	0	3	1	0	3

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Purchasers were asked how often domestically produced or imported LBCCs meets minimum quality specifications for their own or their customers' uses.

A majority of responding purchasers reported factors that determined quality, including build quality, appearance, design, fit and finish, safety features and compliance, controls and operator interface, up-time performance, lack of breakdowns, run time between failures, load chart capacity, transportation loads, lifting capacity, structural durability, ease of assembly and transport, compatibility with existing fleet, serviceability, parts availability, quality, and standardization, reliability of product, and history of product. Purchasers also reported characteristics related to cost of ownership and value, including minimal warranty expenses, acquisition cost, maintenance cost, resale value of machines after 10+ years, supplier relationships, and after-sales service and technical support.

Purchasers were asked to report the factors they consider when evaluating technical support of after-sales services offered by LBCC suppliers. Purchasers cited long-term relationships, availability of technical support personnel/OEM technicians, availability of replacement parts, service responsiveness, warranty coverage, training of technicians, experience, knowledge, relationship, U.S.-based support and engineering resources, diagnostics, and service network/footprint. Purchaser *** reported that technical support and after-sales service are evaluated based on the responsiveness and expertise of the dealer network, availability of replacement parts, field service capability, and access to factory engineering support when needed. Additional considerations include training, troubleshooting support, and the ability to minimize equipment downtime through timely service and maintenance. In certain cases, suppliers may take additional measures to support customers, such as prioritizing parts availability from production to address machine-down situations, reflecting the importance of uptime in this market.

Changes in purchasing patterns

Nearly all purchasers reported that they had not changed suppliers since January 1, 2023. Specifically, purchaser *** added Sany to improve supplier diversity.

Purchasers were also asked to describe changes in their purchasing patterns since January 1, 2023. Purchasers reported decreased purchases of LBCCs because of reduction in territory in 2025, lack of availability from Kobelco in 2023 and 2024 due to engine issues, and purchasing fewer smaller LBCCs. Purchasers reported increased purchases of LBCCs because of demand and company growth. Purchasers reported fluctuating purchases of LBCCs because purchasing activity is dependent on the construction environment. Purchaser *** reported no change in its purchasing patterns since 2023, purchaser *** reported that its purchases have increased, and purchaser *** reported that its purchases of new LBCCs increased from 2023 through 2025, are primarily aligned with its longstanding distributor relationship with Link-Belt Cranes, and changes in purchasing volume have been driven by market demand and fleet growth objectives, rather than shifts between suppliers or countries of origin.

Purchase factor comparisons of domestic products, subject imports, and nonsubject imports

Purchasers were asked a number of questions comparing LBCCs produced in the United States, subject countries, and nonsubject countries. First, purchasers were asked for country-by-country comparisons on the same 18 factors (table 2.14) for which they were asked to rate the importance.

Most purchasers reported that U.S.-produced LBCCs and LBCCs imported from Japan (Kobelco) were comparable on 16 of 18 factors. For the remaining two factors, most purchasers reported that U.S.-produced LBCCs were inferior to LBCCs imported from Japan (Kobelco) on price and purchasers reported mixed responses with respect to technical support/after-sales service. Most purchasers reported that U.S.-produced LBCCs and LBCCs imported from Japan (Sumitomo/Link-Belt) were comparable on all 18 factors. Most purchasers also reported that LBCCs imported from Japan (Kobelco) and LBCCs imported from Japan (Sumitomo/Link-Belt) were comparable on all 18 factors.

Table 2.14 LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	8	3
Quality meets industry standards	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	9	2
Technical support/after-sales service	U.S. producer (Manitowoc) vs Japan (Kobelco)	5	5	3
Maintenance costs	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	7	4
Reliability of supply	U.S. producer (Manitowoc) vs Japan (Kobelco)	4	6	3
Supplier relationship or affiliation	U.S. producer (Manitowoc) vs Japan (Kobelco)	4	6	3
Availability	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	8	2
Delivery time	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	8	2
Compatibility with existing fleet	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	8	3
Quality exceeds industry standards	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	7	2
Product range	U.S. producer (Manitowoc) vs Japan (Kobelco)	3	9	1
U.S. transportation costs	U.S. producer (Manitowoc) vs Japan (Kobelco)	2	8	1
Price	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	4	7
Delivery terms	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	9	2
Discounts offered	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	8	2
Payment terms	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	9	0
Minimum quantity requirements	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	9	1
Packaging	U.S. producer (Manitowoc) vs Japan (Kobelco)	1	9	0

Table continued.

Table 2.14 (Continued) LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	9	1
Quality meets industry standards	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	10	0
Technical support/after-sales service	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	3	7	1
Maintenance costs	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	9	2
Reliability of supply	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	2	6	3
Supplier relationship or affiliation	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	2	7	2
Availability	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	10	1
Delivery time	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	10	1
Compatibility with existing fleet	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	2	7	3
Quality exceeds industry standards	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	9	0
Product range	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	4	7	1
U.S. transportation costs	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	8	2
Price	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	3	6	2
Delivery terms	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	10	0
Discounts offered	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	9	0
Payment terms	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	8	0
Minimum quantity requirements	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	8	0
Packaging	U.S. producer (Manitowoc) vs Japan (Sumitomo/Link-Belt)	1	8	0

Table continued.

Table 2.14 (Continued) LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	U.S. producer (Manitowoc) vs All other sources	1	5	1
Quality meets industry standards	U.S. producer (Manitowoc) vs All other sources	1	6	0
Technical support/after-sales service	U.S. producer (Manitowoc) vs All other sources	3	4	0
Maintenance costs	U.S. producer (Manitowoc) vs All other sources	1	5	1
Reliability of supply	U.S. producer (Manitowoc) vs All other sources	2	5	0
Supplier relationship or affiliation	U.S. producer (Manitowoc) vs All other sources	1	6	0
Availability	U.S. producer (Manitowoc) vs All other sources	2	5	0
Delivery time	U.S. producer (Manitowoc) vs All other sources	2	5	0
Compatibility with existing fleet	U.S. producer (Manitowoc) vs All other sources	1	5	1
Quality exceeds industry standards	U.S. producer (Manitowoc) vs All other sources	1	5	0
Product range	U.S. producer (Manitowoc) vs All other sources	1	5	1
U.S. transportation costs	U.S. producer (Manitowoc) vs All other sources	0	5	1
Price	U.S. producer (Manitowoc) vs All other sources	0	3	4
Delivery terms	U.S. producer (Manitowoc) vs All other sources	1	5	1
Discounts offered	U.S. producer (Manitowoc) vs All other sources	0	5	1
Payment terms	U.S. producer (Manitowoc) vs All other sources	1	5	0
Minimum quantity requirements	U.S. producer (Manitowoc) vs All other sources	0	6	0
Packaging	U.S. producer (Manitowoc) vs All other sources	1	5	0

Table continued.

Table 2.14 (Continued) LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	10	0
Quality meets industry standards	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	1
Technical support/after-sales service	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	1
Maintenance costs	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	8	1
Reliability of supply	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	0
Supplier relationship or affiliation	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	2	7	1
Availability	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	8	1
Delivery time	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	0
Compatibility with existing fleet	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	2	7	1
Quality exceeds industry standards	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	1
Product range	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	9	0
U.S. transportation costs	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	8	0
Price	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	4	6	0
Delivery terms	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	8	0
Discounts offered	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	1	8	0
Payment terms	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	0
Minimum quantity requirements	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	0
Packaging	Japan(Kobelco) vs Japan (Sumitomo/Link-Belt)	0	9	0

Table continued.

Table 2.14 (Continued) LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	Japan (Kobelco) vs All other sources	2	5	0
Quality meets industry standards	Japan (Kobelco) vs All other sources	1	5	0
Technical support/after-sales service	Japan (Kobelco) vs All other sources	2	5	0
Maintenance costs	Japan (Kobelco) vs All other sources	2	5	0
Reliability of supply	Japan (Kobelco) vs All other sources	2	5	0
Supplier relationship or affiliation	Japan (Kobelco) vs All other sources	2	5	0
Availability	Japan (Kobelco) vs All other sources	1	6	0
Delivery time	Japan (Kobelco) vs All other sources	1	6	0
Compatibility with existing fleet	Japan (Kobelco) vs All other sources	2	5	0
Quality exceeds industry standards	Japan (Kobelco) vs All other sources	2	5	0
Product range	Japan (Kobelco) vs All other sources	2	5	0
U.S. transportation costs	Japan (Kobelco) vs All other sources	2	5	0
Price	Japan (Kobelco) vs All other sources	0	6	1
Delivery terms	Japan (Kobelco) vs All other sources	1	6	0
Discounts offered	Japan (Kobelco) vs All other sources	0	6	1
Payment terms	Japan (Kobelco) vs All other sources	0	7	0
Minimum quantity requirements	Japan (Kobelco) vs All other sources	0	7	0
Packaging	Japan (Kobelco) vs All other sources	1	6	0

Table continued.

Table 2.14 (Continued) LBCCs: Count of purchasers' responses comparing U.S.-produced and imported product, by factor and source pair

Factor	Source pair	Superior	Comparable	Inferior
Product consistency	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	0
Quality meets industry standards	Japan (Sumitomo/Link-Belt) vs All other sources	2	5	0
Technical support/after-sales service	Japan (Sumitomo/Link-Belt) vs All other sources	2	5	0
Maintenance costs	Japan (Sumitomo/Link-Belt) vs All other sources	2	5	0
Reliability of supply	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	0
Supplier relationship or affiliation	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	0
Availability	Japan (Sumitomo/Link-Belt) vs All other sources	1	6	0
Delivery time	Japan (Sumitomo/Link-Belt) vs All other sources	1	6	0
Compatibility with existing fleet	Japan (Sumitomo/Link-Belt) vs All other sources	2	5	0
Quality exceeds industry standards	Japan (Sumitomo/Link-Belt) vs All other sources	2	5	0
Product range	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	1
U.S. transportation costs	Japan (Sumitomo/Link-Belt) vs All other sources	2	4	1
Price	Japan (Sumitomo/Link-Belt) vs All other sources	0	4	2
Delivery terms	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	1
Discounts offered	Japan (Sumitomo/Link-Belt) vs All other sources	0	5	1
Payment terms	Japan (Sumitomo/Link-Belt) vs All other sources	0	6	0
Minimum quantity requirements	Japan (Sumitomo/Link-Belt) vs All other sources	0	6	0
Packaging	Japan (Sumitomo/Link-Belt) vs All other sources	1	5	0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: With respect to cost/price factors, a rating of superior means that the cost/price for the first source in the country pair is generally lower. For example, if a firm reported "U.S. superior," it meant that the U.S. product was generally priced lower than the imported product.

Comparison of U.S.-produced and imported LBCCs

In order to determine whether U.S.-produced LBCCs can generally be used in the same applications as imports, U.S. producers, importers, and purchasers were asked whether the products can always, frequently, sometimes, or never be used interchangeably. As shown in tables 2.15 to 2.17, Manitowoc reported that domestically produced LBCCs and LBCCs imported from all sources are *** interchangeable while both importers of LBCCs from Japan reported that they are *** interchangeable. A majority of purchasers reported that domestically produced LBCCs and LBCCs imported from all sources are always or frequently interchangeable. Importer *** reported that there are different safety standards across the world. Purchaser *** reported that capacity, footprint, minimum and maximum radii are limiting factors. Purchaser *** reported that LBCCs from different producers are sometimes interchangeable depending on the specific capacity class and application and while there is overlap between manufacturers, product offerings are not identical. It continued that, for example, Manitowoc offers a broader range of models, with only limited direct overlap with Link-Belt in certain capacity classes. Similarly, Kobelco offers a range of models that partially overlap with Manitowoc, but many configurations are not directly comparable. As a result, interchangeability is dependent on the specific size and application requirements. Purchaser *** reported that 110-ton LBCCs regardless of country of origin are interchangeable.

Table 2.15 LBCCs: Count of U.S. producers reporting the interchangeability between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	***	***	***	***
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
U.S. producer (Manitowoc) vs. Other	***	***	***	***
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
Japan (Kobelco) vs. Other	***	***	***	***
Japan (Sumitomo/Link-Belt) vs. Other	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 2.16 LBCCs: Count of importers reporting the interchangeability between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	***	***	***	***
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
U.S. producer (Manitowoc) vs. Other	***	***	***	***
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
Japan (Kobelco) vs. Other	***	***	***	***
Japan (Sumitomo/Link-Belt) vs. Other	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 2.17 LBCCs: Count of purchasers reporting the interchangeability between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	7	5	4	1
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	7	6	3	2
U.S. producer (Manitowoc) vs. Other	6	4	2	1
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	7	7	3	1
Japan (Kobelco) vs. Other	6	4	2	1
Japan (Sumitomo/Link-Belt) vs. Other	6	4	2	1

Source: Compiled from data submitted in response to Commission questionnaires.

In addition, U.S. producers, importers, and purchasers were asked to assess how often differences other than price were significant in sales of LBCCs from the United States, Japan, or nonsubject sources. As seen in tables 2.17 to 2.19, Manitowoc reported that there are *** significant factors other than price between domestically produced LBCCs and LBCCs imported from all sources while both importers from Japan reported that there are *** significant factors. A majority of responding purchasers reported that there are sometimes or never significant factors other than price across all sources. Importer *** reported that after sales-service, like parts supply is very important, as is ease of maintenance and less LBCC downtime. It added that Japanese quality is higher than that of any other country. The largest responding purchaser, ***, reported that the United States has a broader product range that includes larger LBCCs not offered by Kobelco or Link-Belt. It also stated that as a ***. It also stated that Kobelco has some of the lowest repairs parts pricing and therefore a lower overall cost of ownership, which is important to it as an owner of a large rental fleet. *** reported that Link-Belt has limited product offerings and other sources have better availability. Lastly, it stated that other countries provide better part pricing, better service experience, and higher overall product quality than the United States. Purchaser *** reported that China is selling cheap LBCCs into the U.S. market and competition is fair across all others. Purchaser *** reported that the product quality of Chinese manufacturers is generally poorer than all other countries and experience reliability issues faster than all other manufacturers. Purchaser *** reported that factors other than price are frequently significant in purchasing decisions, including compatibility with existing fleet equipment, availability and delivery timing, technical support and after-sales service, and established supplier relationships. Purchaser *** reported quality, availability and support as significant factors. Purchaser *** reported that it chooses the best product to fit its business.

Table 2.18 LBCCs: Count of U.S. producers reporting the significance of differences other than price between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	***	***	***	***
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
U.S. producer (Manitowoc) vs. Other	***	***	***	***
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
Japan (Kobelco) vs. Other	***	***	***	***
Japan (Sumitomo/Link-Belt) vs. Other	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 2.19 LBCCs: Count of importers reporting the significance of differences other than price between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	***	***	***	***
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
U.S. producer (Manitowoc) vs. Other	***	***	***	***
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	***	***	***	***
Japan (Kobelco) vs. Other	***	***	***	***
Japan (Sumitomo/Link-Belt) vs. Other	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 2.20 LBCCs: Count of purchasers reporting the significance of differences other than price between product produced in the United States and in other countries, by source pair

Country pair	Always	Frequently	Sometimes	Never
U.S. producer (Manitowoc) vs. Japan (Kobelco)	2	3	3	6
U.S. producer (Manitowoc) vs. Japan (Sumitomo/Link-Belt)	2	3	4	6
U.S. producer (Manitowoc) vs. Other	0	3	3	5
Japan (Kobelco) vs. Japan (Sumitomo/Link-Belt)	1	3	4	7
Japan (Kobelco) vs. Other	0	3	3	5
Japan (Sumitomo/Link-Belt) vs. Other	0	4	2	5

Source: Compiled from data submitted in response to Commission questionnaires.

Elasticity estimates

This section discusses elasticity estimates. Parties did not comment on the numerical estimates but did comment on the assessment of substitutability.³¹

U.S. supply elasticity

The domestic supply elasticity for LBCCs measures the sensitivity of the quantity supplied by U.S. producers to changes in the U.S. market price of LBCCs. The elasticity of domestic supply depends on several factors including the level of excess capacity, the ease with which producers can alter capacity, producers' ability to shift to production of other products, the existence of inventories, and the availability of alternate markets for U.S.-produced LBCCs. Analysis of these factors above indicates that the U.S. industry has the ability to somewhat increase or decrease shipments to the U.S. market; an estimate in the range of 2 to 6 is suggested.

U.S. demand elasticity

The U.S. demand elasticity for LBCCs measures the sensitivity of the overall quantity demanded to a change in the U.S. market price of LBCCs. This estimate depends on factors discussed above such as the existence, availability, and commercial viability of substitute products, as well as the component share of the LBCCs in the production of any downstream products. Demand for LBCCs is tied to sectors and industries that face potential sharp fluctuations depending on economic conditions. Based on the available information, the aggregate demand for LBCCs is likely to be moderately inelastic; a range of -0.5 to -0.75 is suggested.

³¹ For additional information on parties' comments, please refer to the substitutability discussion.

Substitution elasticity

The elasticity of substitution depends upon the extent of product differentiation between the domestic and imported products.³² Product differentiation, in turn, depends upon such factors as quality (*e.g.*, chemistry, appearance, etc.) and conditions of sale (*e.g.*, availability, sales terms/discounts/promotions, etc.). Based on available information, the elasticity of substitution between U.S.-produced LBCCs and imported LBCCs is likely to be in the range of 2.5 to 4. Factors contributing to a higher level of substitutability include similarities between domestically produced LBCCs and LBCCs imported from Japan across multiple purchase factors including quality, little preference or requirement to purchase domestically produced LBCCs, and general interchangeability in end uses between domestic and subject sources. Factors reducing substitutability include different lead times from domestic and subject sources, limited interchangeability between LBCCs from domestic and subject sources, and significant factors other than price that firms consider. Purchasers reported strong preferences for purchasing from particular producers and emphasized product performance, reliability, established relationships with suppliers, and after-sales support, with price reported as relatively less important in purchasing decisions than these factors.

³² The substitution elasticity measures the responsiveness of the relative U.S. consumption levels of the subject imports and the domestic like products to changes in their relative prices. This reflects how easily purchasers switch from the U.S. product to the subject products (or vice versa) when prices change.

Part 3: U.S. producer and processor’s production, shipments, and employment

The Commission analyzes a number of factors in making injury determinations (see 19 U.S.C. §§ 1677(7)(B) and 1677(7)(C)). Information on the dumping margins was presented in Part 1 of this report and information on the volume and pricing of imports of the subject merchandise is presented in Part 4 and Part 5. Information on the other factors specified is presented in this section and/or Part 6 and (except as noted) is based on the questionnaire responses of two firms that accounted for virtually all U.S. production and processing of LBCCs during 2025.

U.S. producer and U.S. processor

The Commission issued a U.S. producer questionnaire to all known firms based on information contained in the petition, and through staff research. Two firms provided usable data on their operations. Table 3.1 lists the U.S. producer and U.S. processor of LBCCs, their production locations, positions on the petition, and shares of total production.

Table 3.1 LBCCs: U.S. producer and U.S. processor, their positions on the petition, production locations, and shares of reported production, 2025

Firm	Position on petition	Production location(s)	Share of production	Share of processing / assembly
Link-Belt	***	Lexington, KY	***	100.0
Manitowoc	Petitioner	Shady Grove, PA Port Washington, WI	***	—
All firms	Various	Various	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires and preliminary conference transcript, p. 110 (Shultz).

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table 3.2 presents information on U.S. processor Link-Belt’s ownership, related and/or affiliated firms. U.S. processor and importer Link-Belt reported being related to Sumitomo, a subject Japan foreign producer of the subject merchandise.

Table 3.2 LBCCs: U.S. processor Link-Belt's ownership, related and/or affiliated firms

Reporting firm	Relationship type and related firm	Details of relationship
Link-Belt	Ownership: Sumitomo Heavy Industries, Ltd.	100 percent
Link-Belt	Related importer/exporter: Sumitomo Heavy Industries Construction Crane Co., Ltd.	Sister Company
Link-Belt	Related producer: Sumitomo Heavy Industries Construction Crane Co., Ltd. (Japan)	Sister Company

Source: Compiled from data submitted in response to Commission questionnaires. Ownership data compiled from conference transcript, pp. 110-111 (Shultz).

The producer and processor in the United States were asked to report any change in the character of their operations or organization relating to the production of LBCCs since 2023. No producer or processor indicated in their questionnaires that they had experienced such changes.

U.S. producer's capacity, and capacity utilization

Table 3.3 presents the U.S. producer's installed and practical capacity and production on the same equipment. Installed and practical overall capacity steadily decreased during the data collection period, ending *** and *** percent lower, respectively. Installed and practical overall production on the same machinery fluctuated from 2023 to 2025, both ending *** percent higher. Both installed and practical overall utilization increased steadily from 2023 to 2025, ending with *** and *** percentage point gains, respectively. Practical LBCCs utilization fluctuated, increasing from 2023 to 2024, ending slightly lower in 2025 than in 2023 (*** percentage points).

Table 3.3 LBCCs: U.S. producer Manitowoc's installed and practical capacity and production on the same equipment as in-scope production, by period

Capacity and production in units; utilization in percent

Item	Measure	2023	2024	2025
Installed overall	Capacity	***	***	***
Installed overall	Production	***	***	***
Installed overall	Utilization	***	***	***
Practical overall	Capacity	***	***	***
Practical overall	Production	***	***	***
Practical overall	Utilization	***	***	***
Practical LBCCs	Capacity	***	***	***
Practical LBCCs	Production	***	***	***
Practical LBCCs	Utilization	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Tables 3.4 and 3.5 present U.S. producer Manitowoc and U.S. processor Link-Belt's reported narratives regarding practical capacity constraints and their domestic activities.

Table 3.4 LBCCs: U.S. producer Manitowoc and U.S. processor Link-Belt's reported capacity constraints since January 1, 2023

Item	Firm name and narrative response on constraints to practical overall capacity
Production bottlenecks	***
Production bottlenecks	***
Existing labor force	***
Existing labor force	***
Supply of material inputs	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.5 LBCCs: U.S. producer Manitowoc and U.S. processor Link-Belt's narratives on their domestic activities

Item	Firm name and narrative response
Link-Belt	***
Manitowoc	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.6 presents U.S. producer Manitowoc and U.S. processor Link-Belt's share of value of inputs in 2025.

Table 3.6 LBCCs: U.S. producer Manitowoc and U.S. processor Link-Belt's share of value of inputs in 2025

Share in percent of complete LBCCs

Production/processing input type	U.S. producer Manitowoc	Sourcing	U.S. processor Link-Belt	Sourcing
Lattice boom assembly	***	Internally produce	***	Internally produce
Hoisting assembly	***	Internally produce	***	Import
Lower carriage assembly	***	Internally produce	***	Import
Crawler assembly	***	Internally produce	***	Import
Upper carriage assembly	***	Internally produce	***	Import
All other inputs to a complete LBCC	***	Internally produce	***	Import
All inputs	100.0	Internally produce	100.0	Various

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table 3.7 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's estimated unit value of lattice boom assemblies versus all other assemblies in an average finished unit, based on 2025 data.

Table 3.7 LBCCs: U.S. producer Manitowoc and U.S. processor Link-Belt's estimated unit value of lattice boom assemblies versus all other assemblies in an average finished unit, based on 2025 data

Average unit value (AUV) in 1,000 dollars per unit; percent lower/(higher) in percent

Production/processing input type	U.S. producer	U.S. processor	Percent processor lower / (higher)
Lattice boom assemblies	***	***	***
All other subassemblies	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.8 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's narrative responses on complexity and importance rating of operations.

Table 3.8 LBCCs: U.S. producer Manitowoc and U.S. processor Link-Belt's reported complexity and importance of operations

Ratings of 1 are minimally complex, intense, or important; Ratings of 5 are extremely complex, intense, or important

Firm	Rating	Narrative response on complexity and importance rating
Link-Belt	***	***
Manitowoc	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.9 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's reported domestic operations, by factor.

Table 3.9 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's reported domestic operations, by factor

Value in 1,000 dollars; value added in percent; employment in average number of PRWs

Factor	Manitowoc (producer)	Link-Belt (processor)
Capital investments: Greenfield	*** million	*** million
Capital investments: Assets	*** million	*** million
Capital investments: Capital expenditures	*** million	*** million
Technical expertise: R & D expenses	*** thousand	*** thousand
Value added	*** percent	*** percent
Employment	*** PRWs	*** PRWs
Quantity, type, and source of parts	Domestic: *** percent, Imported *** percent	Domestic: *** percent, Imported *** percent

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Value added is calculated as the share of conversion costs (direct labor, other factory costs for U.S. producers and raw materials other than LBCCs, direct labor and other factory costs for U.S. processors) out of cost of goods sold (COGS). Ranges cover full calendar years. Quantity, type, and source of parts reflect 2025 data collected on raw materials by source.

Table 3.10 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's narrative responses on their domestic activities, by item.

Table 3.10 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's narratives on their domestic activities, by item

Item	Firm name and narrative response
Capital investments	***
Capital investments	***
Technical expertise	***
Technical expertise	***
Value added	***
Value added	***
Employment	***
Employment	***
Quantity, type, and source of parts	***
Quantity, type, and source of parts	***
Costs and activities	***
Costs and activities	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.11 and figure 3.1 present U.S. producer Manitowoc’s practical capacity, production, and capacity utilization. The U.S. producer’s practical capacity was unchanged from 2023 to 2024 before increasing from 2024 to 2025. Production increased from 2023 to 2024 and again from 2024 to 2025, ending higher in 2025 than in 2023. Capacity utilization fluctuated, increasing from 2023 to 2024, then decreasing from 2024 to 2025, and ending slightly lower in 2025 than in 2023.

Table 3.11 LBCCs: U.S. producer Manitowoc's practical capacity, production, and capacity utilization, by period

Capacity and production in units; capacity utilization in percent

Item	2023	2024	2025
Practical capacity	***	***	***
Production	***	***	***
Capacity utilization	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Figure 3.1 LBCCs: U.S. producer Manitowoc's practical capacity, production, and capacity utilization, by period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.12 and figure 3.2 present U.S. processor Link-Belt's practical capacity, production, and capacity utilization. The U.S. processor's practical capacity increased steadily from 2023 to 2024 and again from 2024 to 2025, ending higher in 2025 than in 2023. Processing also increased from 2023 to 2024 and again from 2024 to 2025, ending higher in 2025 than in 2023. Capacity utilization fluctuated, decreasing slightly from 2023 to 2024, then increasing from 2024 to 2025, ending higher in 2025 than in 2023.

Table 3.12 LBCCs: U.S. processor Link-Belt's practical capacity, processing, and capacity utilization, by period

Capacity and production in units; capacity utilization in percent

Item	2023	2024	2025
Practical capacity	***	***	***
Processing	***	***	***
Capacity utilization	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Figure 3.2 LBCCs: U.S. processor Link-Belt's practical capacity, processing, and capacity utilization, by period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.13 and figure 3.3 present U.S. producer Manitowoc and U.S. processor Link-Belt's practical capacity, production, and capacity utilization, by period. Practical capacity and production steadily increased from 2023 to 2025, ending higher in 2025 than in 2023. Capacity utilization fluctuated, increasing from 2023 to 2024 before decreasing from 2024 to 2025, ending higher in 2025 than in 2023.

Table 3.13 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's practical capacity, production, and capacity utilization, by period

Capacity and production in units; capacity utilization in percent

Item	2023	2024	2025
Practical capacity	***	***	***
Production	***	***	***
Capacity utilization	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Processing is when a firm purchases or otherwise procures in-scope LBCCs from another entity (*i.e.*, either domestically manufactured or imported LBCCs subassemblies) in whole or in part and conducts further processing of and/or assembly in the United States. The firm may or may not also produce one or more (but not all) LBCC subassemblies domestically from raw materials.

Figure 3.3 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's practical capacity, production, and capacity utilization, by period

* * * * *

Table 3.14 presents U.S. producer Manitowoc’s overall production on the same equipment as in-scope production, by product type and period. Quantity of LBCCs increased from 2023 to 2024 before slightly increasing again from 2024 to 2025, ending higher in 2025 than in 2023. Quantity of other products increased from 2023 to 2024 before decreasing from 2024 to 2025, ending higher in 2025 than in 2023. The share of LBCCs increased slightly from 2023 to 2024 before again increasing from 2024 to 2025, ending higher in 2025 than in 2023. Share of other products decreased slightly from 2023 to 2024 and again from 2024 to 2025, ending lower in 2025 than in 2023.

Table 3.14 LBCCs: U.S. producer Manitowoc's overall production on the same equipment as in-scope production, by product type and period

Quantity in units; shares in percent

Product type	Measure	2023	2024	2025
LBCCs	Quantity	***	***	***
Other products	Quantity	***	***	***
All products	Quantity	***	***	***
LBCCs	Share	***	***	***
Other products	Share	***	***	***
All products	Share	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: ***.

U.S. producer's and U.S. processor's U.S. shipments and exports

Tables 3.15 and 3.16 present U.S. producer Manitowoc and U.S. processor Link-Belt's U.S. shipments, export shipments, and total shipments. U.S. producer U.S. shipments by quantity increased from 2023 to 2024 before slightly decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. U.S. producer U.S. shipments by value increased from 2023 to 2024 before slightly decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023.

U.S. processor U.S. shipments by quantity increased from 2023 to 2024 before slightly decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. U.S. processor U.S. shipments by value also increased from 2023 to 2024 before slightly decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023.

Table 3.15 LBCCs: U.S. producer Manitowoc's total shipments, by destination and period

Quantity in units; value in 1,000 dollars; unit value in 1,000 dollars per unit; shares in percent

Item	Measure	2023	2024	2025
U.S. shipments	Quantity	***	***	***
Export shipments	Quantity	***	***	***
Total shipments	Quantity	***	***	***
U.S. shipments	Value	***	***	***
Export shipments	Value	***	***	***
Total shipments	Value	***	***	***
U.S. shipments	Unit value	***	***	***
Export shipments	Unit value	***	***	***
Total shipments	Unit value	***	***	***
U.S. shipments	Share of quantity	***	***	***
Export shipments	Share of quantity	***	***	***
Total shipments	Share of quantity	100.0	100.0	100.0
U.S. shipments	Share of value	***	***	***
Export shipments	Share of value	***	***	***
Total shipments	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.16 LBCCs: U.S. processor Link-Belt's total shipments, by destination and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Item	Measure	2023	2024	2025
U.S. shipments	Quantity	***	***	***
Export shipments	Quantity	***	***	***
Total shipments	Quantity	***	***	***
U.S. shipments	Value	***	***	***
Export shipments	Value	***	***	***
Total shipments	Value	***	***	***
U.S. shipments	Unit value	***	***	***
Export shipments	Unit value	***	***	***
Total shipments	Unit value	***	***	***
U.S. shipments	Share of quantity	***	***	***
Export shipments	Share of quantity	***	***	***
Total shipments	Share of quantity	100.0	100.0	100.0
U.S. shipments	Share of value	***	***	***
Export shipments	Share of value	***	***	***
Total shipments	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Tables 3.17 and 3.18 present U.S. producer Manitowoc and U.S. processor Link-Belt's U.S. shipments, by type and period. The U.S. producer reported some of their U.S. shipments as transfers to a related firm, with MGX Equipment Services, LLC, a wholly owned subsidiary, accounting for all such shipments. Those transfers, priced as arm's length transactions, ranged between *** percent and *** percent as share of quantity during the period of investigation.¹ The U.S. processor also reported some of their U.S. shipments as transfers to related firms.² U.S. processor transfers to related firms, priced as arm's length transactions, ranged between *** and *** as share of quantity during the period of investigation.

¹ Manitowoc producer questionnaire response, section 2.12.

² Link-Belt currently owns two distributors, ***. The U.S. processor sells whole goods and services through *** in the United States. Link-Belt producer questionnaire response, section 2.12.

Table 3.17 LBCCs: U.S. producer Manitowoc's U.S. shipments, by type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Item	Measure	2023	2024	2025
Commercial U.S. shipments	Quantity	***	***	***
Transfers to related firms	Quantity	***	***	***
U.S. shipments	Quantity	***	***	***
Commercial U.S. shipments	Value	***	***	***
Transfers to related firms	Value	***	***	***
U.S. shipments	Value	***	***	***
Commercial U.S. shipments	Unit value	***	***	***
Transfers to related firms	Unit value	***	***	***
U.S. shipments	Unit value	***	***	***
Commercial U.S. shipments	Share of quantity	***	***	***
Transfers to related firms	Share of quantity	***	***	***
U.S. shipments	Share of quantity	100.0	100.0	100.0
Commercial U.S. shipments	Share of value	***	***	***
Transfers to related firms	Share of value	***	***	***
U.S. shipments	Share of value	100.0	100.0	100.0

Source Compiled from data submitted in response to Commission questionnaires.

Table 3.18 LBCCs: U.S. processor Link-Belt's U.S. shipments, by type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Item	Measure	2023	2024	2025
Commercial U.S. shipments	Quantity	***	***	***
Transfers to related firms	Quantity	***	***	***
U.S. shipments	Quantity	***	***	***
Commercial U.S. shipments	Value	***	***	***
Transfers to related firms	Value	***	***	***
U.S. shipments	Value	***	***	***
Commercial U.S. shipments	Unit value	***	***	***
Transfers to related firms	Unit value	***	***	***
U.S. shipments	Unit value	***	***	***
Commercial U.S. shipments	Share of quantity	***	***	***
Transfers to related firms	Share of quantity	***	***	***
U.S. shipments	Share of quantity	100.0	100.0	100.0
Commercial U.S. shipments	Share of value	***	***	***
Transfers to related firms	Share of value	***	***	***
U.S. shipments	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.19 presents U.S. producer Manitowoc and U.S. processor Link-Belt's U.S. shipments for use in apparent consumption by period. U.S. producer quantity fluctuated during the period of investigation, increasing from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. U.S. producer value also fluctuated, ending *** percent higher in 2025 than in 2023. The U.S. processor's value added to imports fluctuated, ending *** percent higher in 2025 than in 2023.

Table 3.19 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's U.S. shipments for use in apparent consumption, by period

Quantity in units; value in 1,000 dollars

Item	Measure	2023	2024	2025
U.S. producer	Quantity	***	***	***
U.S. producer	Value	***	***	***
U.S. processor: value added to domestic	Value	***	***	***
U.S. producer and processor: fully domestic	Value	***	***	***
U.S. processor: value added to imports	Value	***	***	***
U.S. producer and processor: total	Value	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Quantity for U.S. shipments reflects only the producer's U.S. shipment quantities. Value for U.S. shipments reflects LBCCs sold in the United States from domestically manufactured LBCCs (including the value added by U.S. processors to domestic LBCCs, as well as the incremental value added by U.S. processors to imported LBCCs products. In measuring consumption and market share this methodology avoids reclassifying and/or double counting merchandise already reported as an import. Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Tables 3.20 and 3.21 present the U.S. producer and U.S. processor's U.S. shipments in 2025, by product type. For U.S. producer Manitowoc, the *** accounted for the largest quantity while the *** accounted for the largest value, and share of value. The *** accounted for the largest unit value. For U.S. processor Link-Belt, the *** accounted for the largest quantity. The *** accounted for the largest value and share of value, and the *** accounted for the largest unit value.

Table 3.20 LBCCs: U.S. producer Manitowoc's U.S. shipments in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	100.0	100.0
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

Table 3.21 LBCCs: U.S. processor Link Belt's U.S. shipments in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	100.0	100.0
Carriage assembly-related	***	***	***	—	—
All other assemblies	***	***	***	—	—
LBCC assemblies	***	***	***	—	—
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—". See appendix E for additional data by product type across the period of investigation.

U.S. producer's and U.S. processor's inventories

Tables 3.22 and 3.23 present the U.S. producer's and U.S. processor's end-of-period inventories and the ratio of these inventories to U.S. producer's production, U.S. shipments, and total shipments. The U.S. producer's end-of period inventory increased from 2023 to 2024 and was unchanged from 2024 to 2025, ending higher in 2025 than in 2023. The U.S. processor's end-of-period inventory increased slightly from 2023 to 2024 before increasing from 2024 to 2025, ending higher in 2025 than in 2023.³

Table 3.22 LBCCs: U.S. producer Manitowoc's inventories and their ratio to select items, by period

Quantity in units; ratios in percent

Item	2023	2024	2025
End-of-period inventory quantity	***	***	***
Inventory ratio to U.S. production	***	***	***
Inventory ratio to U.S. shipments	***	***	***
Inventory ratio to total shipments	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table 3.23: LBCCs: U.S. processor Link Belt's inventories and their ratio to select items, by period

Quantity in units; ratios in percent

Item	2023	2024	2025
End-of-period inventory quantity	***	***	***
Inventory ratio to U.S. production	***	***	***
Inventory ratio to U.S. shipments	***	***	***
Inventory ratio to total shipments	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

³ Link-Belt reported maintaining ***. Link-Belt's producer questionnaire response, section 2.12.

U.S. producer and U.S. processor's imports from subject sources

Table 3.24 presents U.S. processor Link-Belt's U.S. processing and U.S. imports from Japan and their ratio to processing, by period.^{4 5} The quantity of U.S. processing units steadily increased over the period of investigation, ending *** percent higher in 2025 than in 2023. The U.S. producer did not report imports of fully assembled LBCC units from Japan from 2023 to 2025.

Table 3.24: LBCCs: U.S. processor Link Belt's U.S. processing, U.S. imports from Japan, and ratio to processing, by period⁶

Quantity in units; ratios in percent

Item	Measure	2023	2024	2025
U.S. processing	Quantity	***	***	***
Imports from Japan	Quantity	***	***	***
Imports from Japan, nonsubject to U.S. processing	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

⁴ Japan foreign producer Sumitomo jointly develops their LBCC projects with related producer Link-Belt. Sumitomo is responsible for the design and manufacture of the lower carriage assembly with crawler assembly and upper carriage assembly with hoisting system, known as the base machine. Link-Belt is responsible for the design and manufacture of the lattice boom and jib assembly at their Lexington, KY facility, known as the front attachment. Sumitomo foreign producer questionnaire response, section 2.11 and hearing transcript, pp. 237 to 240 (Collins).

⁵ ***. Staff Field Trip Notes, Link-Belt, April 27, 2026, p. 2.

⁶ In the producer questionnaire for this investigation, production, shipment, and inventory data collected differentiated between fully assembled LBCCs, and production, shipment, and inventory data for processing activities. Link-Belt only reported data for production, shipment, and inventory data for processing activities. Link-Belt's producer questionnaire response, sections 6.2, 6.3 and 6.4.

U.S. employment, wages, and productivity

Tables 3.25, 3.26 and 3.27 show the U.S. producer and U.S. processor's employment-related data, by item and period. The number of production related workers ("PRWs") reported by the U.S. producer increased steadily during the period of investigation, ending *** percent higher in 2025 than in 2023. Total hours worked and wages paid also increased during the period of investigation, with total hours worked ending *** percent higher in 2025 than in 2023, and wages paid ending *** percent higher in 2025 than in 2023. During the same period, hourly wages also steadily increased, ending *** percent higher in 2025 than in 2023. Productivity increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Unit labor costs decreased from 2023 to 2024 before increasing from 2024 to 2025, ending slightly higher (*** percent) in 2025 than in 2023.

The number of production related workers ("PRWs"), total hours worked, and hours per PRW reported by the U.S. processor was unchanged during the period of investigation. Wages paid slightly increased each year, ending *** percent higher in 2025 than in 2023. Productivity steadily increased during the period of investigation, ending *** percent higher in 2025 than in 2023. Unit labor costs steadily decreased during the same period, ending *** percent lower in 2025 than in 2023.⁷ Across every metric of employment related information, rates at U.S. producer Manitowoc were higher in 2025 than in 2023.

Table 3.25 LBCCs: U.S. producer Manitowoc's employment related information, by item and period

Item	2023	2024	2025
Production and related workers (PRWs) (number)	***	***	***
Total hours worked (1,000 hours)	***	***	***
Hours worked per PRW (hours)	***	***	***
Wages paid (\$1,000)	***	***	***
Hourly wages (dollars per hour)	***	***	***
Productivity (units per million hours)	***	***	***
Unit labor costs (1,000 dollars per unit)	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

⁷ ***. *** producer questionnaire response, sections 5.3 and 6.8b.

Table 3.26 LBCCs: U.S. processor Link-Belt's employment related information, by item and period

Item	2023	2024	2025
Production and related workers (PRWs) (number)	***	***	***
Total hours worked (1,000 hours)	***	***	***
Hours worked per PRW (hours)	***	***	***
Wages paid (\$1,000)	***	***	***
Hourly wages (dollars per hour)	***	***	***
Productivity (units per million hours)	***	***	***
Unit labor costs (1,000 dollars per unit)	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 3.27 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's employment related information, by item and period

Item	2023	2024	2025
Production and related workers (PRWs) (number)	***	***	***
Total hours worked (1,000 hours)	***	***	***
Hours worked per PRW (hours)	***	***	***
Wages paid (\$1,000)	***	***	***
Hourly wages (dollars per hour)	***	***	***

Part 4: U.S. imports, apparent U.S. consumption, and market shares

U.S. importers

The Commission issued importer questionnaires to four firms believed to be importers of subject LBCCs, as well as to all U.S. producers of LBCCs.¹ Usable questionnaire responses were received from four companies, representing 100.0 percent of U.S. imports from Japan in 2025 under HTS subheading 8426.49.00, a “basket” category. Table 4.1 lists all responding U.S. importers of LBCCs from Japan and other sources, their locations, and their shares of U.S. imports, in 2025.²

Table 4.1 LBCCs: U.S. importers, their headquarters, and share of imports within each source by firm 2025

Shares in percent

Firm	Headquarters	Japan	Germany	China	All other sources	Nonsubject sources	All import sources
Kobelco	Katy, TX	***	***	***	***	***	***
Liebherr ³	Newport News, VA	***	***	***	***	***	***
Link-Belt ⁴	Lexington, KY	***	***	***	***	***	***
Sany	Peachtree City, GA	***	***	***	***	***	***
All firms	Various	100.0	100.0	100.0	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

¹ The Commission issued questionnaires to those firms identified in the petition; staff research; and proprietary, Census-edited Customs’ import records.

² Value data for China imports and shipments were derived using the reported quantities multiplied by the unit value reported in U.S. importer questionnaires for all other nonsubject imports.

³ Nonsubject importer *** also reported imports from *** classified under the primary HTS numbers. *** importer questionnaire response, section 2.9a.

⁴ Link-Belt imports certain subassemblies from its parent company, Sumitomo, in Japan and manufactures and tests lattice sections of LBCCs at their Lexington, KY plant. Hearing transcript, pp. 132 to 133 (Hammonds).

U.S. imports

Tables 4.2 and 4.3 and figure 4.1 present data for U.S. imports of LBCCs from Japan and all other sources. Japan subject imports by quantity increased slightly from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent lower in 2025 than in 2024. Japan imports by value increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. During the same period, nonsubject imports from Germany increased *** percent by quantity and fluctuated by value, ending *** percent lower in 2025 than in 2023. Nonsubject imports from China increased *** percent by quantity and fluctuated by value, ending *** percent higher in 2025 than in 2023. Imports from all other sources by quantity increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Imports from all other sources by value followed a similar pattern, ending *** higher in 2025 than in 2024.^{5 6 7}

Japan subject merchandise unit values increased during the POI, ending *** percent higher in 2025 than in 2023.⁸ Germany and China nonsubject merchandise unit values significantly decreased during the same period, ending *** percent and *** percent lower, respectively.⁹ Unit values from all other sources reported in *** importer questionnaire response decreased from 2023 to 2024 before increasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023.

Japan subject imports share lost *** and *** percentage points by quantity and value, respectively, from 2023 to 2025. Germany nonsubject share of quantity gained *** percentage

⁵ Nonsubject importer *** reported that they shipped *** LBCCs from *** to U.S. end users to U.S. in 2025, an increase of *** percent from 2023. *** importer questionnaire response, section 2.9b.

⁶ Austria nonsubject imports by quantity decreased significantly from 2023 to 2024 before increasing significantly, ending 46.2 percent higher in 2025 than in 2023. Austria nonsubject imports by value increased significantly from 2023 to 2024 before decreasing from 2024 to 2025, ending 31.2 percent higher in 2025 than in 2023. Compiled from official U.S. import statistics of the U.S. Department of Commerce Census Bureau using HTS statistical reporting numbers 8426.49.0010 and 8426.49.0090, accessed April 8, 2026.

⁷ *** was the only other source for imports into the U.S. market. *** importer questionnaire response, section 2.9a.

⁸ Japanese average unit values reflect exports of Kobelco's fully assembled LBCCs, and Sumitomo's sub-assemblies, which are combined with U.S. processor Link-Belt's lattice boom attachments upon delivery to end-users. Data and analysis of the U.S. processor's value added to imports can be found in part 3 of this report.

⁹ In 2025, according to official import statistics, Austria was the third leading source of subject imports as measured by value and the leading source of subject imports as measured by quantity. Compiled from official U.S. import statistics of the U.S. Department of Commerce Census Bureau using HTS statistical reporting numbers 8426.49.0010 and 8426.49.0090, accessed April 8, 2026.

points while its share of value lost *** percentage points. China nonsubject share of quantity gained *** percentage points and its share of value gained *** percentage points.¹⁰

Subject imports from Japan as a ratio to U.S. production lost *** percentage points from 2023 to 2025. Nonsubject imports from Germany as a ratio to U.S. production remained relatively unchanged from 2023 to 2025. Nonsubject imports from China as a ratio to U.S. production gained *** percentage points as a ratio to U.S. production during the POI.¹¹ Imports from all other sources as a ratio to U.S. production lost *** percentage points as a ratio to U.S. production during the same period.

Table 4.2 LBCCs: U.S. imports by source and period

Quantity in units; value in 1,000 dollars; unit value in dollars per unit

Source	Measure	2023	2024	2025
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***

Table continued.

¹⁰ Over the POI, nonsubject imports from Austria's share of quantity gained 14.6 percentage points and share of value gained 5.7 percentage points. Compiled from official U.S. import statistics of the U.S. Department of Commerce Census Bureau using HTS statistical reporting numbers 8426.49.0010 and 8426.49.0090, accessed April 8, 2026.

¹¹ Nonsubject imports from Austria as a ratio to U.S. production gained *** percentage points over the POI. Austria import data compiled from official U.S. import statistics of the U.S. Department of Commerce Census Bureau using HTS statistical reporting numbers 8426.49.0010 and 8426.49.0090, accessed April 8, 2026, and U.S. production data compiled from data submitted in response to Commission questionnaires.

Table 4.2 (Continued) LBCCs: Share of U.S. imports by source and period

Share and ratio in percent; ratio represents the ratio to U.S. production quantity

Source	Measure	2023	2024	2025
Japan	Share of quantity	***	***	***
Germany	Share of quantity	***	***	***
China	Share of quantity	***	***	***
All other sources	Share of quantity	***	***	***
Nonsubject sources	Share of quantity	***	***	***
All import sources	Share of quantity	100.0	100.0	100.0
Japan	Share of value	***	***	***
Germany	Share of value	***	***	***
China	Share of value	***	***	***
All other sources	Share of value	***	***	***
Nonsubject sources	Share of value	***	***	***
All import sources	Share of value	100.0	100.0	100.0
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Share of quantity is the share of U.S. imports by quantity; share of value is the share of U.S. imports by value; ratio are U.S. imports to production.

Figure 4.1 LBCCs: U.S. import quantities and average unit values, by source and period

Source: Compiled from data submitted in response to Commission questionnaires.

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Table 4.3 LBCCs: Changes in U.S. imports, by source and period

Changes (Δ) in percent (%) or percentage point (ppt)

Source	Measure	2023 to 2025	2023 to 2024	2024 to 2025
Japan	% Δ Quantity	▼ ***	▲ ***	▼ ***
Germany	% Δ Quantity	▲ ***	***	▲ ***
China	% Δ Quantity	▲ ***	▲ ***	▲ ***
All other sources	% Δ Quantity	▲ ***	▲ ***	▼ ***
Nonsubject sources	% Δ Quantity	▲ ***	▲ ***	▼ ***
All import sources	% Δ Quantity	▼ ***	▲ ***	▼ ***
Japan	% Δ Value	▲ ***	▲ ***	▼ ***
Germany	% Δ Value	▼ ***	▲ ***	▼ ***
China	% Δ Value	▲ ***	▼ ***	▲ ***
All other sources	% Δ Value	▲ ***	▲ ***	▼ ***
Nonsubject sources	% Δ Value	▲ ***	▲ ***	▼ ***
All import sources	% Δ Value	▲ ***	▲ ***	▼ ***
Japan	% Δ Unit value	▲ ***	▲ ***	▲ ***
Germany	% Δ Unit value	▼ ***	▲ ***	▼ ***
China	% Δ Unit value	▼ ***	▼ ***	▲ ***
All other sources	% Δ Unit value	▲ ***	▼ ***	▲ ***
Nonsubject sources	% Δ Unit value	▼ ***	▼ ***	▼ ***
All import sources	% Δ Unit value	▲ ***	▲ ***	▲ ***
Japan	ppt Δ Quantity	▼ ***	▼ ***	▼ ***
Germany	ppt Δ Quantity	▲ ***	▼ ***	▲ ***
China	ppt Δ Quantity	▲ ***	▲ ***	▲ ***
All other sources	ppt Δ Quantity	▲ ***	▲ ***	▼ ***
Nonsubject sources	ppt Δ Quantity	▲ ***	▲ ***	▲ ***
All import sources	ppt Δ Quantity	***	***	***
Japan	ppt Δ Value	▼ ***	▲ ***	▼ ***
Germany	ppt Δ Value	▼ ***	▼ ***	▼ ***
China	ppt Δ Value	▲ ***	▼ ***	▲ ***
All other sources	ppt Δ Value	▲ ***	▲ ***	▲ ***
Nonsubject sources	ppt Δ Value	▲ ***	▼ ***	▲ ***
All import sources	ppt Δ Value	***	***	***
Japan	ppt Δ Ratio	▼ ***	▼ ***	▼ ***
Germany	ppt Δ Ratio	▼ ***	▼ ***	▲ ***
China	ppt Δ Ratio	▲ ***	▲ ***	▲ ***
All other sources	ppt Δ Ratio	▼ ***	▲ ***	▼ ***
Nonsubject sources	ppt Δ Ratio	▲ ***	▲ ***	▼ ***
All import sources	ppt Δ Ratio	▼ ***	▼ ***	▼ ***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. Period changes preceded by a “▲” represent an increase, while period changes preceded by a “▼” represent a decrease.

Negligibility

The statute requires that an investigation be terminated without an injury determination if imports of the subject merchandise are found to be negligible.¹² Negligible imports are generally defined in the Act, as amended, as imports from a country of merchandise corresponding to a domestic like product where such imports account for less than 3 percent of the volume of all such merchandise imported into the United States in the most recent 12-month period for which data are available that precedes the filing of the petition or the initiation of the investigation. However, if there are imports of such merchandise from a number of countries subject to investigations initiated on the same day that individually account for less than 3 percent of the total volume of the subject merchandise, and if the imports from those countries collectively account for more than 7 percent of the volume of all such merchandise imported into the United States during the applicable 12-month period, then imports from such countries are deemed not to be negligible.¹³ Table 4.4 presents information on subject and nonsubject imports from Japan in the 12-month period preceding the filing of the petition (i.e., April 2024 through March 2025). During this period, subject imports from Japan accounted for *** percent and imports from all other sources accounted for *** total imports of LBCCs by quantity.

Table 4.4 LBCCs: U.S. imports in the twelve-month period preceding the filing of the petition, April 2024 through March 2025

Quantity in units; share of quantity in percent

Source of imports	Quantity	Share of quantity
Japan	***	***
All other sources	***	***
All import sources	***	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

¹² Sections 703(a)(1), 705(b)(1), 733(a)(1), and 735(b)(1) of the Act (19 U.S.C. §§ 1671b(a)(1), 1671d(b)(1), 1673b(a)(1), and 1673d(b)(1)).

¹³ Section 771 (24) of the Act (19 U.S.C § 1677(24)).

Cumulation considerations

In assessing whether imports should be cumulated, the Commission determines whether U.S. imports from the subject countries compete with each other and with the domestic like product and has generally considered four factors: (1) fungibility, (2) presence of sales or offers to sell in the same geographical markets, (3) common or similar channels of distribution, and (4) simultaneous presence in the market. Information regarding channels of distribution, market areas, and interchangeability appears in Part 2. Additional information concerning fungibility, geographical markets, and simultaneous presence in the market is presented below.

Fungibility

Table 4.5 presents information on U.S. importers' imports from Japan by product type. For subject imports of complete LBCCs from Japan in 2025, 200 to 279 ST max load capacity represented the largest share of quantity and share of value. The largest share of quantity of LBCC product types imported from Japan in 2025 were carriage assembly-related products. The largest share of value of LBCC product types imported from Japan in 2025 were 200 to 279 ST max load capacity complete LBCCs. *** complete LBCC units imported from Japan for sale in the U.S. market were manufactured and imported by Kobelco. *** subject imports of carriage assembly-related LBCC subassemblies were manufactured by Sumitomo and imported by Link-Belt.¹⁴

Table 4.6 presents U.S. importers' U.S. imports from Germany in 2025, by product type. *** in scope products from Germany were 501+ ST max load capacity complete LBCC units. Table 4.7 presents U.S. importers' U.S. imports from China in 2025, by product type. The majority of LBCC units were 70 to 129 ST max load capacity, by share of quantity and share of value.¹⁵ There were *** imports from China above 199 ST max load capacity in 2025.

Table 4.8 presents U.S. importers' U.S. imports from all other sources in 2025, by product type. The majority of LBCC units were 280 to 359 ST max load capacity by share of quantity and share of value. Table 4.9 presents U.S. importers' U.S. imports from all nonsubject sources in 2025, by product type. Complete LBCC units represented *** imports by share of

¹⁴ Compiled from data submitted in response to Commission questionnaires. Hearing transcript, p. 124 (Hodges). Hearing transcript, p. 133 (Hammonds).

¹⁵ Nonsubject importer *** reported that the majority of their U.S. imports were from *** in 2025. *** importer questionnaire response, section 2.9a.

quantity and share of value. Detailed tables of U.S. shipments of complete LBCCs and subassemblies are available in Appendix E.¹⁶

Table 4.5 LBCCs: U.S. importers' U.S. imports from Japan, subject in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	***	***
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

Table 4.6 LBCCs: U.S. importers' U.S. imports from Germany in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	***	***
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

¹⁶ In the hearing for this proceeding, Japan respondent Kobelco testified that manufacturers specialize on certain segments of the market, citing a list of LBCC models available to rent from major crane rental company All Crane: “As you can see, there is an obvious relationship between the manufacturer and the lift capacity. All of Kobelco and Link-Belt’s LBCCs rented by All Cranes have a lift capacity of 200 short tons or less. All of the Manitowoc cranes have a lift capacity of 220 tons or greater. Similarly, all the cranes produced by Liebherr are 275 tons or greater. It is clear that at least for this particular rental company, there is a strong preference for using Japanese cranes with smaller lift capacities while relying on Manitowoc and Liebherr to supply larger cranes.” Hearing transcript, pp. 149 to 150 (Pope).

Table 4.7 LBCCs: U.S. importers' U.S. imports from China in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	***	***
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

Table 4.8 LBCCs: U.S. importers' U.S. imports from all other sources in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	***	***
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

Table 4.9 LBCCs: U.S. importers' U.S. imports from nonsubject sources in 2025, by product type

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit; shares in percent

Product type	Quantity	Value	Unit value	Share of quantity	Share of value
70 to 129 ST max load capacity	***	***	***	***	***
130 to 199 ST max load capacity	***	***	***	***	***
200 to 279 ST max load capacity	***	***	***	***	***
280 to 359 ST max load capacity	***	***	***	***	***
360 to 500 ST max load capacity	***	***	***	***	***
501+ ST max load capacity	***	***	***	***	***
Complete LBCC	***	***	***	***	***
Carriage assembly-related	***	***	***	***	***
All other assemblies	***	***	***	***	***
LBCC assemblies	***	***	***	***	***
All in-scope LBCCs	***	***	***	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. See appendix E for additional data by product type across the period of investigation.

Apparent U.S. consumption and market shares

Quantity

Table 4.10 and figure 4.2 present apparent U.S. consumption and market shares based on quantity data by source and period. Apparent consumption of LBCCs made by U.S. producers increased from 2023 to 2024 before slightly decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Apparent consumption of LBCCs made by Japan producers increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Apparent consumption of LBCCs made by nonsubject Germany producers remained relatively constant over the POI, ending *** higher in 2025 than in 2023. Apparent consumption of LBCCs made by nonsubject China producers increased slightly from 2023 to 2024 before increasing significantly from 2024 to 2025, ending *** percent higher in 2025 than in 2023.

As a share of apparent consumption, U.S. producers lost *** percentage points over the POI. During the same period, Japan producers gained *** percentage points. Germany nonsubject producers lost *** percentage points, and China nonsubject producers gained *** percentage points.

Table 4.10 LBCCs: Apparent U.S. consumption and market shares based on quantity data, by source and period

Quantity in units; shares in percent

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: See appendix E for additional data by product type across the period of investigation.

Figure 4.2 LBCCs: Apparent U.S. consumption based on quantity data, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Value

Table 4.11 and figure 4.3 presents data on apparent U.S. consumption and U.S. market shares by value for LBCCs with the domestic industry comprised of Manitowoc and Link-Belt. Table 4.11 breaks out the value of fully domestic products and the value added by U.S. producers to imported products.

U.S. apparent consumption of fully domestic U.S. producer and processor LBCCs by value increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Apparent consumption of value added to imports by U.S. processors increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Japan LBCCs by value increased significantly from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Nonsubject Germany LBCCs by value increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent lower in 2025 than in 2023. Nonsubject China LBCCs by value increased steadily over the POI, ending *** percent higher in 2025 than in 2023. All other sources LBCCs increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023.

Table 4.11 LBCCs: Apparent U.S. consumption and market shares based on value data defining the U.S. industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by source and period

Quantity in units; shares in percent

Source	Measure	2023	2024	2025
U.S. producers and processors	Value	***	***	***
U.S. processors: Valued added to imports	Value	***	***	***
U.S. producers and processors: Total	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers and processors: Fully domestic	Share	***	***	***
U.S. processors: Valued added to imports	Share	***	***	***
U.S. producers and processors: Total	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Value for U.S. shipments reflect LBCCs sold in the United States from domestically manufactured LBCCs (including the value added by U.S. processors to domestic LBCCs, as well as the incremental value added by U.S. processors to imported LBCCs products. In measuring consumption and market share this methodology avoids reclassifying and/or double counting merchandise already reported as an import.

Figure 4.3 LBCCs: Apparent U.S. consumption based on value data defining the U.S. industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires

Table 4.12 and figure 4.4 present data on apparent U.S. consumption and U.S. market shares by value for LBCCs. When defining the U.S. industry to be U.S. producer Manitowoc, the attribution of domestic production to U.S. consumption, by value, increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. During the same period, the share of apparent U.S. consumption value attributed to the U.S. producer decreased slightly from 2023 to 2024 before increasing slightly from 2024 to 2025, losing *** percentage points from 2023 to 2025. Subject imports from Japan apparent consumption by value increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2025 than in 2023. The share of apparent U.S. consumption by value attributed to Japan subject imports increased from 2023 to 2024 and remained relatively unchanged from 2024 to 2025, gaining *** percentage points from 2023 to 2025.

Nonsubject imports from Germany apparent consumption by value increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent lower in 2025 than in 2023. The share of apparent U.S. consumption by value attributed to Germany nonsubject imports decreased over the POI, losing *** percentage points from 2023 to 2025. Nonsubject imports from China apparent consumption by value increased over the POI, ending *** percent higher in 2025 than in 2023. The share of apparent U.S. consumption by value attributed to China nonsubject imports increased slightly over the POI, gaining *** percentage points from 2023 to 2025. The share of apparent U.S. consumption by value attributed to all other sources remained relatively unchanged from 2023 to 2024 and increased slightly from 2024 to 2025, gaining *** percentage points from 2023 to 2025.

Table 4.12 LBCCs: Apparent U.S. consumption and market shares based on value data defining the U.S. industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by source and period

Value in 1,000 dollars; shares in percent

Source	Measure	2023	2024	2025
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Figure 4.4 LBCCs: Apparent U.S. consumption based on value data defining the domestic industry as U.S. producer Manitowoc, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Value for U.S. shipments reflects LBCCs sold in the United States from domestically manufactured LBCCs (including the value added by U.S. processors to domestic LBCCs, as well as the incremental value added by U.S. processors to imported LBCCs products. In measuring consumption and market share this methodology avoids reclassifying and/or double counting merchandise already reported as an import.

Part 5: Pricing data¹

Factors affecting prices

Raw material costs

Production of LBCCs begins with high strength steel plate that is cut into specific shapes and welded together to form the structures of the assemblies. Lattice-booms are made from structural steel tubes.²

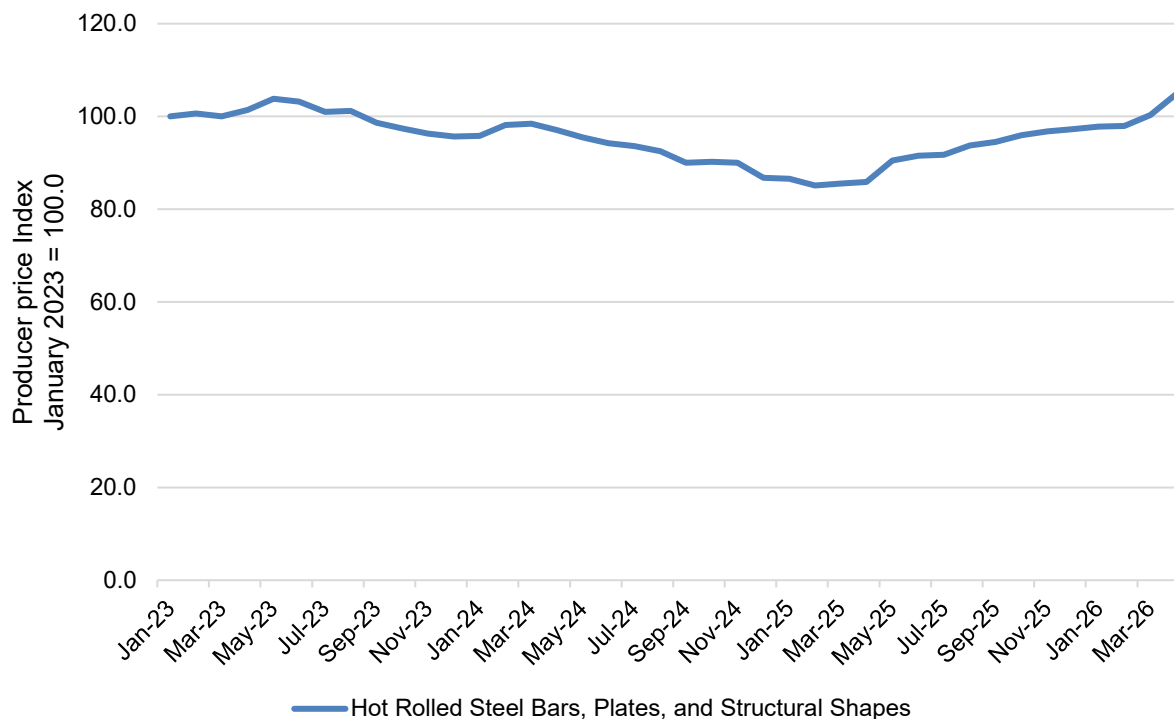
Raw materials, as a share of U.S. producer Manitowoc's cost of goods sold (COGS), increased from *** percent in 2023 to *** percent in 2024 then decreased to *** percent in 2025. U.S. producer Manitowoc reported that raw material costs had fluctuated up, stating that costs of raw materials, parts, and components generally have increased. Importers Kobelco and Link-Belt reported that raw material costs had steadily increased. Importer *** stated that the increase in raw material costs affected price increases from 2023 to 2025. Importer *** reported that sales prices are more influenced by competitive pressures rather than fluctuations in material costs.

As shown in table 5.1 and figure 5.1, the producer price index ("PPI"), a measure of selling prices received by domestic producers for hot rolled steel bars, plates, and structures, increased initially between January and August 2023, declined through February 2025, then increased through March 2026. Overall, the PPI decreased by 2.8 percent from January 2023 to December 2025, and increased by 7.6 percent through April 2026.

¹ Link-Belt is the exclusive importer for subject LBCCs from Japanese producer Sumitomo. Link-Belt processes imports of Sumitomo's LBCC subassemblies by adding lattice boom attachments then sells the completed LBCC in the U.S. market. Hence, the company may be referred to as U.S. processor, importer, or both throughout the staff report. LBCCs from Link-Belt are considered to be from subject sources, hence its data are also referenced as Sumitomo/Link-Belt. Link-Belt responded to price setting questions in the U.S. Producers' questionnaires. Staff has categorized Link-Belt's responses to the U.S. Producers' questionnaire as importer responses.

² Conference transcript, pp. 19, 21 (Konkle).

Figure 5.1 Raw materials: Producer Price Index: Hot Rolled Steel Bars, Plates, and Structural Shapes, monthly, not seasonally adjusted, January 2023 to April 2026



Source: U.S. Bureau of Labor Statistics, Producer Price Index by Commodity: Metals and Metal Products: Hot Rolled Steel Bars, Plates, and Structural Shapes WPU101704, retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/WPU101704>, May 18, 2026.

Table 5.1 Raw materials: Producer Price Index: Hot Rolled Steel Bars, Plates, and Structural Shapes, monthly, not seasonally adjusted, January 2023 to April 2026

Month	2023	2024	2025	2026
January	100.0	95.8	86.5	97.8
February	100.7	98.1	85.1	98.0
March	100.0	98.4	85.5	100.3
April	101.4	97.0	85.8	104.8
May	103.8	95.4	90.5	NA
June	103.2	94.2	91.5	NA
July	101.0	93.6	91.7	NA
August	101.2	92.5	93.7	NA
September	98.6	90.0	94.5	NA
October	97.4	90.2	95.9	NA
November	96.3	90.0	96.7	NA
December	95.6	86.8	97.2	NA

Source: U.S. Bureau of Labor Statistics, Producer Price Index by Commodity: Metals and Metal Products: Hot Rolled Steel Bars, Plates, and Structural Shapes WPU101704, retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/WPU101704>, May 18, 2026.

Transportation costs to the U.S. market

Transportation costs for LBCCs shipped from Japan to the United States averaged 5.3 percent during 2025. These estimates were derived from official import data and represent the transportation and other charges on imports.³

U.S. inland transportation costs

U.S. producer Manitowoc and importer *** reported that their customers typically arrange transportation; importer *** reported that it arranges transportation. Importers reported that their U.S. inland transportation costs ranged from 1.3 (***) to 2.0 percent (***)⁴.

Pricing practices

Pricing methods

U.S. producer Manitowoc and both responding importers reported setting prices using *** (table 5.2). Importer *** also reported selling on a transaction-by-transaction basis and via contracts. Manitowoc generally prices LBCCs based on a list price that presents a price for a base crane of a particular model, as well as prices for various options including different boom lengths, luffing jib options, and capacity maximizers.⁵

Table 5.2 LBCCs: Count of U.S. producers' and importers' reported price setting methods

Method	U.S. producer Manitowoc	Japan
Transaction-by-transaction	***	***
Contract	***	***
Set price list	***	***
Other	***	***
Responding firms	1	2

Source: Compiled from data submitted in response to Commission questionnaires.

Note: The sum of responses down may not add up to the total number of responding firms as each firm was instructed to check all applicable price setting methods employed.

³ The estimated transportation costs were obtained by subtracting the customs value from the c.i.f. value of the imports for 2025 and then dividing by the customs value based on the HTS statistical reporting number 8426.49.0010 and 8426.49.0090.

⁴ ***.

⁵ Conference transcript, p. 26 (Hull).

U.S. producer Manitowoc and importer *** reported selling all of their LBCCs in the spot market while importer *** reported selling the vast majority under annual contracts and the remainder in the spot market in 2025 (summarized in table 5.3). Importer *** reported that its short-term and annual contracts fix price but allow for price renegotiation. Its short-term contracts average *** days.

Table 5.3 LBCCs: U.S. producers' and importers' shares of commercial U.S. shipments by type of sale, 2025

Share in percent

Type of sale	U.S. producer (Manitowoc)	Japan (Kobelco)	Japan/U.S. processor, (Sumitomo/ Link-Belt)	Japan (Total)
Long-term contracts	***	***	***	***
Annual contracts	***	***	***	***
Short-term contracts	***	***	***	***
Spot sales	***	***	***	***
Total	100.0	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Because of rounding, figures may not add to the totals shown. Shares reported by U.S. processor and importer Link-Belt represent the sales type for the completed LBCC.

Eight purchasers reported that they purchase product annually, four purchase monthly, and three purchase quarterly. Three purchasers reported that they purchase on demand. The majority of responding purchasers (14 of 19) reported that their purchasing frequency had not changed since 2023. Of the five that reported they had changed their purchasing frequency, two reported increased purchasing frequency, one reported it was based on availability, and one reported challenges with supply chain disruptions. Purchaser *** reported that its purchasing frequency severely decreased due to acquisition cost of new versus rental rate and that it has chosen not to rent LBCC because “every other competitor has a lower acquisition cost and is able to rent cranes at a lower monthly rate than we can.” Most purchasers (14 of 19) contact only one supplier before making a purchase; purchasers *** reported contacting up to two suppliers, purchasers *** reported contacting up to three suppliers, and purchaser *** reported contacting up to five suppliers.

Sales terms and discounts

The U.S. producer and importers typically quote prices on an f.o.b. basis. U.S. producer Manitowoc reported that it offers ***. Petitioner stated that it provides distributors a discount off the list price and that it generally looks to offer the same prices to all of its customers.⁶ Importer *** reported quantity and total volume discounts for unaffiliated purchasers while *** reported limited additional discounts, which are granted on a case-by-case basis depending on the specific transaction, regardless of purchaser affiliation.

Price leadership

Seven purchasers reported that Kobelco was a price leader, four each reported Manitowoc and Liebherr as price leaders, and three each reported Link-Belt and Sany as price leaders. Purchasers reporting Kobelco as a price leader indicated that it is usually the lowest price. Those reporting Manitowoc as a price leader indicated that it establishes a high price for the market and is typically the price leader, but Kobelco's aggressive pricing has reportedly put downward pressure on pricing, although one purchaser reported that Manitowoc is typically the lowest priced product in the market. Link-Belt is reported to be the highest priced and has the best after-sales support. Purchaser *** reported that pricing in the LBCC market is influenced by major manufacturers, including Manitowoc, Link-Belt, and Kobelco, with each adjusting pricing based on production costs, demand conditions, and competitive positioning and that no single firm consistently acts as a price leader across all segments.

⁶ Conference transcript, p. 26 (Hull).

Price data

The Commission requested U.S. producers and importers provide quarterly data for the total quantity and f.o.b. value of the following LBCCs products shipped to unrelated U.S. customers from January 2023 to December 2025.

Product 1.-- Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Product 2.-- Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Product 3.-- Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments.

U.S. producer Manitowoc and importer Kobelco provided usable pricing data for sales of the requested products, although not all firms reported pricing for all products for all quarters.⁷ Pricing data reported by these firms accounted for approximately *** percent of U.S. producers' U.S. shipments of LBCCs and *** percent of U.S. shipments of subject imports from Japan (Kobelco) in 2025.^{8 9} Price data for products 1 to 3 are presented in tables 5.4 to 5.6 and figures 5.2 to 5.4. Prices reported by Link-Belt are presented in Appendix F.¹⁰

⁷ Per-unit pricing data are calculated from total quantity and total value data provided by U.S. producers and importers. The precision and variation of these figures may be affected by rounding, limited quantities, and producer or importer estimates.

⁸ Pricing coverage is based on U.S. shipments reported in questionnaires.

⁹ Importer Kobelco reported *** price data for product 2.

¹⁰ U.S. processor and importer Link-Belt provided sales price data for *** products. However, Link-Belt imports the crawler assemblies from its sister company in Japan (Sumitomo). Respondent Link-Belt's postconference brief, exhibit 1, p. 6. ***. Staff email correspondence with ***. This price data accounts for *** percent of Link-Belt's reported U.S. shipments of LBCCs. Because the LBCCs reported by Link-Belt are of mixed origin, staff has presented this data separately from U.S. producer and importer price data reported by Manitowoc and Kobelco.

Table 5.4 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 1 and margins of underselling/(overselling), by source and quarter

Price in 1,000 dollars per unit, quantity in units, margin in percent.

Period	U.S. producer (Manitowoc) price	U.S. producer (Manitowoc) quantity	Japan (Kobelco) price	Japan (Kobelco) quantity	Japan (Kobelco) margin
2023 Q1	***	***	***	***	***
2023 Q2	***	***	***	***	***
2023 Q3	***	***	***	***	***
2023 Q4	***	***	***	***	***
2024 Q1	***	***	***	***	***
2024 Q2	***	***	***	***	***
2024 Q3	***	***	***	***	***
2024 Q4	***	***	***	***	***
2025 Q1	***	***	***	***	***
2025 Q2	***	***	***	***	***
2025 Q3	***	***	***	***	***
2025 Q4	***	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 1: Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure 5.2 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 1, by source and quarter

Price of product 1						
*	*	*	*	*	*	*
Volume of product 1						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 1: Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Table 5.5 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 2 and margins of underselling/(overselling), by source and quarter

Price in 1,000 dollars per unit, quantity in units, margin in percent.

Period	U.S. producer (Manitowoc) price	U.S. producer (Manitowoc) quantity
2023 Q1	***	***
2023 Q2	***	***
2023 Q3	***	***
2023 Q4	***	***
2024 Q1	***	***
2024 Q2	***	***
2024 Q3	***	***
2024 Q4	***	***
2025 Q1	***	***
2025 Q2	***	***
2025 Q3	***	***
2025 Q4	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 2: Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure 5.3 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 2, by source and quarter

Price of product 2						
*	*	*	*	*	*	*
Volume of product 2						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 2: Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Table 5.6 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 3 and margins of underselling/(overselling), by source and quarter

Price in 1,000 dollars per unit, quantity in units, margin in percent.

Period	U.S. producer (Manitowoc) price	U.S. producer (Manitowoc) quantity	Japan (Kobelco) price	Japan (Kobelco) quantity	Japan (Kobelco) margin
2023 Q1	***	***	***	***	***
2023 Q2	***	***	***	***	***
2023 Q3	***	***	***	***	***
2023 Q4	***	***	***	***	***
2024 Q1	***	***	***	***	***
2024 Q2	***	***	***	***	***
2024 Q3	***	***	***	***	***
2024 Q4	***	***	***	***	***
2025 Q1	***	***	***	***	***
2025 Q2	***	***	***	***	***
2025 Q3	***	***	***	***	***
2025 Q4	***	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 3: Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure 5.4 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 3, by source and quarter

Price of product 3						
*	*	*	*	*	*	*
Volume of product 3						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 3: Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments.

Price trends

In general, prices increased from January 2023 to December 2025. Table 5.7 summarizes the price trends, by source and by product. As shown in the table, domestic price increases ranged from *** to *** percent from January 2023 to December 2025. There was insufficient reporting for domestically produced product 2 and imported products 1, 2, and 3 to calculate a trend for the entire period of investigation.¹¹

Table 5.7 LBCCs: Summary of price data, by product and source, January 2023 to December 2025

Quantity in units, price in dollars per unit

Product	Source	Number of quarters	Quantity of shipments	Low price	High price	First quarter price	Last quarter price	Percent change in price over period
Product 1	U.S. producer (Manitowoc)	12	***	***	***	***	***	***
Product 1	Japan (Kobelco)	9	***	***	***	***	***	***
Product 2	U.S. producer (Manitowoc)	4	***	***	***	***	***	***
Product 2	Japan (Kobelco)	—	***	***	***	***	***	***
Product 3	U.S. producer (Manitowoc)	11	***	***	***	***	***	***
Product 3	Japan (Kobelco)	2	***	***	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Percent change column is percentage change from the first quarter 2023 to the last quarter in 2025. Importer Kobelco's prices increased for product 1 by *** percent from the second quarter of 2023 to the second quarter of 2025.

¹¹ U.S. importer *** prices for product 1 increased by *** percent from the second quarter of 2023 to the second quarter of 2025 and its prices for product 3 increased by *** percent from the first quarter of 2025 to the second quarter of 2025.

Price comparisons

As shown in table 5.8, prices for product imported by Kobelco from Japan were below those for U.S.-produced product in all ten instances (** units); margins of underselling ranged from ** to ** percent.

Table 5.8 LBCCs: Instances and quantities of underselling and overselling and the range and average of margins, by product

Quantity in units; margin in percent

Product	Type	Number of quarters	Quantity	Average margin	Min margin	Max margin
Product 1	Underselling	**	**	**	**	**
Product 2	Underselling	**	**	**	**	**
Product 3	Underselling	**	**	**	**	**
Total, all products	Underselling	10	**	**	**	**
Product 1	Overselling	**	**	**	**	**
Product 2	Overselling	**	**	**	**	**
Product 3	Overselling	**	**	**	**	**
Total, all products	Overselling	—	**	**	**	**

Source: Compiled from data submitted in response to Commission questionnaires.

Note: These data include only quarters in which there is a comparison between the U.S. and subject product.

Table 5.9 LBCCs: Instances and quantities of underselling and overselling and the range and average of margins, by year

Quantity in units; margin in percent

Year	Type	Number of quarters	Quantity	Average margin	Min margin	Max margin
2023	Underselling	**	**	**	**	**
2024	Underselling	**	**	**	**	**
2025	Underselling	**	**	**	**	**
Total, all years	Underselling	10	**	**	**	**
2023	Overselling	**	**	**	**	**
2024	Overselling	**	**	**	**	**
2025	Overselling	**	**	**	**	**
Total, all years	Overselling	—	**	**	**	**

Source: Compiled from data submitted in response to Commission questionnaires.

Note: These data include only quarters in which there is a comparison between the U.S. and subject product.

Lost sales and lost revenue

In the preliminary phase of the investigation, the Commission requested that U.S. producers of LBCCs report purchasers with which they experienced instances of lost sales or revenue due to competition from imports of LBCCs from Japan from 2022 to 2024. U.S. producers submitted lost sales and lost revenue allegations. Petitioner Manitowoc submitted lost sales and lost revenue allegations that identified two firms with which they lost sales or revenue (one lost sales allegation occurring from 2022 to 2025, and one consisting of both types of allegations occurring in 2025). Petitioner stated that it is often unable to pinpoint a lost sales opportunity because end users are not consistently providing information to it or its distributors.¹²

In the final phase of the investigation, U.S. producer Manitowoc reported that it had to reduce prices and that it had lost sales.

Staff contacted 28 purchasers and received responses from 19 purchasers. Responding purchasers reported purchasing *** units of LBCCs from January 2023 to December 2025 (table 5.10).

¹² Conference transcript, p. 27 (Hull).

Quantity in units, share in percent

Source: Compiled from data submitted in response to Commission questionnaires.

5.16

Of the 19 responding purchasers, three reported that, since 2023, they had purchased imported LBCCs from Japan (Kobelco) instead of U.S.-produced product and none reported that they had purchased LBCCs from U.S. processor and importer Link-Belt instead of U.S.-produced product. None of the three purchasers reported that subject import prices of LBCCs imported from Japan (Kobelco) were lower than U.S.-produced product. One purchaser, ***, reported that price was a primary reason for the decision to purchase imported product rather than U.S.-produced product, estimating that it purchased *** LBCCs from Kobelco instead of domestic product (table 5.11).¹³ Purchaser *** reported that quality of equipment, after-sales service, parts availability, etc. are all considered when making purchasing decisions. Purchaser *** reported that the “price is irrelevant and the quality of the Japanese brands is much higher”.

¹³ Purchaser *** reported elsewhere in its questionnaire that “***uality from Japan is superior” (see *** Purchaser Questionnaire at III-13), and that Kobelco is a price leader based on “cost and quality” (see *** Purchaser Questionnaire at III-31).

Quantity in units

Source: Compiled from data submitted in response to Commission questionnaires.

Of the 19 responding purchasers, three (***) reported that U.S. producers had reduced prices in order to compete with lower-priced imports from Japan (both Kobelco and Link-Belt); nine reported that the U.S. producer had not reduced prices in order to compete with imports from Japan and seven reported that they did not know if Manitowoc reduced prices in order to compete with imports from Japan (table 5.12). The reported estimated price reduction ranged from *** to *** percent. In describing the price reductions, two purchasers indicated they reduced their margins in order to compete with Japanese products.¹⁴

In responding to the lost sales lost revenue survey, purchaser *** provided additional information on purchases and market dynamics. Purchaser *** stated that while it only purchases from Manitowoc, it has extensive experience with the relevant purchasing factors in the crawler crane market given its own sales to end users. It continued that given its relationship to Manitowoc, *** experienced lost sales on behalf of Manitowoc when selling to crane rental companies during the period. As an example, it lost a sale to ***.

MGX stated that its volume of quotes has stayed relatively flat while its close rate has declined, despite a growing market.¹⁵

¹⁴ MGX Equipment stated that it is not uncommon for it to reduce its own {distributor} margins to maintain some sales volume. Conference transcript, p. 32 (Poff).

¹⁵ Conference transcript, p. 33 (Poff). Close rate was described as quoted to secured sales. Id.

Purchaser	Reported producers lowered prices	Estimated percent of U.S. price reduction	Explanation
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
***	***	***	***
All firms	Yes: 3; No: 9	***	NA

Note: Purchasers were asked whether the U.S. producer reduced prices in response to competition from Kobelco and Link-Belt separately. A “No” responses is assigned when a purchaser reported that U.S. producers had not reduced prices from either source (i.e. they may have responded “no” to one source and “don’t know” to the other.)

Part 6: Financial experience of U.S. producers

Background¹

One U.S. producer (Manitowoc) and one U.S. processor (Link-Belt) provided usable financial results on their LBCCs operations.^{2 3} Both firms reported financial data on a calendar year basis and in accordance with GAAP.^{4 5}

Operations on LBCCs

Table 6.1 presents the data of U.S. producer Manitowoc's operations in relation to LBCCs, while table 6.2 presents the corresponding changes in AUVs. Table 6.3 presents the data of U.S. processor Link-Belt's operations in relation to LBCCs, and table 6.4 presents the corresponding changes in AUVs. Figure 6.1 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's share of the combined total net sales quantity in 2025. Lastly, table 6.5 presents the data of U.S. producer Manitowoc's and U.S. processor Link-Belt's aggregate financial results in relation to their LBCCs operations, and table 6.6 presents the corresponding changes in AUVs of the combined results.

¹ The following abbreviations are used in the tables and/or text of this section: generally accepted accounting principles ("GAAP"), fiscal year ("FY"), net sales ("NS"), cost of goods sold ("COGS"), selling, general, and administrative expenses ("SG&A expenses"), average unit values are in 1,000 dollars per unit basis ("AUVs" or "per unit"), research and development expenses ("R&D expenses"), and return on assets ("ROA").

² Manitowoc's (NYSE: MTW) LBCCs operations accounted for approximately *** percent of Manitowoc's consolidated net sales in 2025. Manitowoc's 10-K, p. 28 (as filed).

³ Staff conducted a verification of Manitowoc's U.S. producer questionnaire data and incorporated revisions resulting from verification within the report. Staff verification report, Manitowoc, June 2026.

⁴ Manitowoc stated that ***. The firm added that "while some parts and components are imported, the majority of its LBCCs production is within the United States." *** U.S. producer questionnaire, section 5.2, and conference transcript p. 44 (Middleton).

⁵ Link-Belt stated that it manufactures "the entire boom assembly, the jib assembly, the luffing jib if so equipped, and the live mast" in the United States, and added that ***. Conference transcript p. 144 (Preheim) and Link-Belt's postconference brief, exh. 1, p. 6.

Table 6.1 LBCCs: U.S. producer Manitowoc's results of operations, by item and period

Quantity in units; value in 1,000 dollars; ratios in percent

Item	Measure	2023	2024	2025
Commercial sales	Quantity	***	***	***
Transfers to related firms	Quantity	***	***	***
Total net sales	Quantity	***	***	***
Commercial sales	Value	***	***	***
Transfers to related firms	Value	***	***	***
Total net sales	Value	***	***	***
COGS: Raw materials	Value	***	***	***
COGS: Direct labor	Value	***	***	***
COGS: Other factory	Value	***	***	***
COGS: Total	Value	***	***	***
Gross profit or (loss)	Value	***	***	***
SG&A expenses	Value	***	***	***
Operating income or (loss)	Value	***	***	***
Other expense / (income), net	Value	***	***	***
Net income or (loss)	Value	***	***	***
Depreciation/amortization	Value	***	***	***
Cash flow	Value	***	***	***
COGS: Raw materials	Ratio to NS	***	***	***
COGS: Direct labor	Ratio to NS	***	***	***
COGS: Other factory	Ratio to NS	***	***	***
COGS: Total	Ratio to NS	***	***	***
Gross profit	Ratio to NS	***	***	***
SG&A expense	Ratio to NS	***	***	***
Operating income or (loss)	Ratio to NS	***	***	***
Net income or (loss)	Ratio to NS	***	***	***

Table continued.

Table 6.1 (Continued) LBCCs: U.S. producer Manitowoc's results of operations, by item and period

Shares in percent; unit values in 1,000 dollars per unit; count in number of firms reporting

Item	Measure	2023	2024	2025
COGS: Raw materials	Share	***	***	***
COGS: Direct labor	Share	***	***	***
COGS: Other factory	Share	***	***	***
COGS: Total	Share	100.0	100.0	100.0
Commercial sales	Unit value	***	***	***
Transfers to related firms	Unit value	***	***	***
Total net sales	Unit value	***	***	***
COGS: Raw materials	Unit value	***	***	***
COGS: Direct labor	Unit value	***	***	***
COGS: Other factory	Unit value	***	***	***
COGS: Total	Unit value	***	***	***
Gross profit or (loss)	Unit value	***	***	***
SG&A expenses	Unit value	***	***	***
Operating income or (loss)	Unit value	***	***	***
Net income or (loss)	Unit value	***	***	***
Operating losses	Count	***	***	***
Net losses	Count	***	***	***
Data	Count	1	1	1

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares represent the share of COGS.

Table 6.2 LBCCs: Changes in AUVs between comparison periods for U.S. producer Manitowoc

Changes in percent

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▲ ***
Transfers to related firms	▼ ***	▼ ***	▲ ***
Total net sales	▲ ***	▼ ***	▲ ***
COGS: Raw materials	▲ ***	▼ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▼ ***	▼ ***	▲ ***
COGS: Total	▲ ***	▼ ***	▲ ***

Table continued.

Table 6.2 (Continued) LBCCs: Changes in AUVs between comparison periods for U.S. producer Manitowoc

Changes in 1,000 dollars per unit

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▲ ***
Transfers to related firms	▼ ***	▼ ***	▲ ***
Total net sales	▲ ***	▼ ***	▲ ***
COGS: Raw materials	▲ ***	▼ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▼ ***	▼ ***	▲ ***
COGS: Total	▲ ***	▼ ***	▲ ***
Gross profit or (loss)	▲ ***	▲ ***	▼ ***
SG&A expense	▲ ***	▲ ***	▲ ***
Operating income or (loss)	▲ ***	▲ ***	▼ ***
Net income or (loss)	▲ ***	▲ ***	▼ ***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Period changes preceded by a “▲” represent an increase, while period changes preceded by a “▼” represent a decrease.

Table 6.3 LBCCs: U.S. processor Link-Belt's results of operations, by item and period

Quantity in units; value in 1,000 dollars; ratios in percent

Item	Measure	2023	2024	2025
Commercial sales	Quantity	***	***	***
Transfers to related firms	Quantity	***	***	***
Total net sales	Quantity	***	***	***
Commercial sales	Value	***	***	***
Transfers to related firms	Value	***	***	***
Total net sales	Value	***	***	***
COGS: Domestic LBCCs	Value	***	***	***
COGS: Japan, subject LBCCs	Value	***	***	***
COGS: Japan, nonsubject LBCCs	Value	***	***	***
COGS: All other subjects LBCCs	Value	***	***	***
COGS: Imported LBCCs	Value	***	***	***
COGS: All LBCCs	Value	***	***	***
COGS: Other material inputs	Value	***	***	***
COGS: Total raw materials	Value	***	***	***
COGS: Direct labor	Value	***	***	***
COGS: Other factory	Value	***	***	***
COGS: Total	Value	***	***	***
Gross profit or (loss)	Value	***	***	***
SG&A expenses	Value	***	***	***
Operating income or (loss)	Value	***	***	***
Other expense / (income), net	Value	***	***	***
Net income or (loss)	Value	***	***	***
Depreciation/amortization	Value	***	***	***
Cash flow	Value	***	***	***
COGS: Total raw materials	Ratio to NS	***	***	***
COGS: Direct labor	Ratio to NS	***	***	***
COGS: Other factory	Ratio to NS	***	***	***
COGS: Total	Ratio to NS	***	***	***
Gross profit	Ratio to NS	***	***	***
SG&A expense	Ratio to NS	***	***	***
Operating income or (loss)	Ratio to NS	***	***	***
Net income or (loss)	Ratio to NS	***	***	***

Table continued.

Table 6.3 (Continued) LBCCs: U.S. processor Link-Belt's results of operations, by item and period

Shares in percent; unit values in 1,000 dollars per unit; count in number of firms reporting

Item	Measure	2023	2024	2025
COGS: Total LBCC subassemblies	Share	***	***	***
COGS: All other raw materials	Share	***	***	***
COGS: Total raw materials	Share	***	***	***
COGS: Direct labor	Share	***	***	***
COGS: Other factory	Share	***	***	***
COGS: Total	Share	100.0	100.0	100.0
Commercial sales	Unit value	***	***	***
Transfers to related firms	Unit value	***	***	***
Total net sales	Unit value	***	***	***
COGS: All LBCCs	Unit value	***	***	***
COGS: Other raw materials	Unit value	***	***	***
COGS: Total raw materials	Unit value	***	***	***
COGS: Direct labor	Unit value	***	***	***
COGS: Other factory	Unit value	***	***	***
COGS: Total	Unit value	***	***	***
Gross profit or (loss)	Unit value	***	***	***
SG&A expenses	Unit value	***	***	***
Operating income or (loss)	Unit value	***	***	***
Net income or (loss)	Unit value	***	***	***
Operating losses	Count	***	***	***
Net losses	Count	***	***	***
Data	Count	1	1	1

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares represent the share of COGS. Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table 6.4 LBCCs: Changes in AUVs between comparison periods for U.S. processor Link-Belt

Changes in percent

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▼ ***
Transfers to related firms	▲ ***	▲ ***	▲ ***
Total net sales	▲ ***	▲ ***	▼ ***
COGS: All LBCCs	▲ ***	▲ ***	▲ ***
COGS: Other raw materials	▲ ***	▲ ***	▲ ***
COGS: Total raw materials	▲ ***	▲ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▲ ***	▲ ***	▲ ***
COGS: Total	▲ ***	▲ ***	▲ ***

Table continued.

Table 6.4 (Continued) LBCCs: Changes in AUVs between comparison periods for U.S. processor Link-Belt

Changes in 1,000 dollars per unit

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▼ ***
Transfers to related firms	▲ ***	▲ ***	▲ ***
Total net sales	▲ ***	▲ ***	▼ ***
COGS: All LBCCs	▲ ***	▲ ***	▲ ***
COGS: Other raw materials	▲ ***	▲ ***	▲ ***
COGS: Total raw materials	▲ ***	▲ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▲ ***	▲ ***	▲ ***
COGS: Total	▲ ***	▲ ***	▲ ***
Gross profit or (loss)	▲ ***	▲ ***	▼ ***
SG&A expense	▼ ***	▼ ***	▲ ***
Operating income or (loss)	▲ ***	▲ ***	▼ ***
Net income or (loss)	▲ ***	▲ ***	▼ ***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Period changes preceded by a "▲" represent an increase, while period changes preceded by a "▼" represent a decrease.

Figure 6.1 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's share of net sales quantity in 2025

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.5 LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's combined results of operations, by item and period

Quantity in units; value in 1,000 dollars; ratios in percent

Item	Measure	2023	2024	2025
Commercial sales	Quantity	***	***	***
Transfers to related firms	Quantity	***	***	***
Total net sales	Quantity	***	***	***
Commercial sales	Value	***	***	***
Transfers to related firms	Value	***	***	***
Total net sales	Value	***	***	***
COGS: Raw materials	Value	***	***	***
COGS: Direct labor	Value	***	***	***
COGS: Other factory	Value	***	***	***
COGS: Total	Value	***	***	***
Gross profit or (loss)	Value	***	***	***
SG&A expenses	Value	***	***	***
Operating income or (loss)	Value	***	***	***
Other expense / (income), net	Value	***	***	***
Net income or (loss)	Value	***	***	***
Depreciation/amortization	Value	***	***	***
Cash flow	Value	***	***	***
COGS: Raw materials	Ratio to NS	***	***	***
COGS: Direct labor	Ratio to NS	***	***	***
COGS: Other factory	Ratio to NS	***	***	***
COGS: Total	Ratio to NS	***	***	***
Gross profit	Ratio to NS	***	***	***
SG&A expense	Ratio to NS	***	***	***
Operating income or (loss)	Ratio to NS	***	***	***
Net income or (loss)	Ratio to NS	***	***	***

Table continued.

Table 6.5 (Continued) LBCCs: U.S. producer Manitowoc's and U.S. processor Link-Belt's combined results of operations, by item and period

Shares in percent; unit values in 1,000 dollars per unit; count in number of firms reporting

Item	Measure	2023	2024	2025
COGS: Raw materials	Share	***	***	***
COGS: Direct labor	Share	***	***	***
COGS: Other factory	Share	***	***	***
COGS: Total	Share	100.0	100.0	100.0
Commercial sales	Unit value	***	***	***
Transfers to related firms	Unit value	***	***	***
Total net sales	Unit value	***	***	***
COGS: Raw materials	Unit value	***	***	***
COGS: Direct labor	Unit value	***	***	***
COGS: Other factory	Unit value	***	***	***
COGS: Total	Unit value	***	***	***
Gross profit or (loss)	Unit value	***	***	***
SG&A expenses	Unit value	***	***	***
Operating income or (loss)	Unit value	***	***	***
Net income or (loss)	Unit value	***	***	***
Operating losses	Count	***	***	***
Net losses	Count	***	***	***
Data	Count	2	2	2

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares represent the share of COGS.

Table 6.6 LBCCs: Changes in AUVs between comparison periods for U.S. producer Manitowoc and U.S. processor Link-Belt combined

Changes in percent

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▲ ***
Transfers to related firms	▼ ***	▼ ***	▲ ***
Total net sales	▲ ***	▲ ***	▲ ***
COGS: Raw materials	▲ ***	▲ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▼ ***	▼ ***	▲ ***
COGS: Total	▲ ***	▼ ***	▲ ***

Table continued.

Table 6.6 (Continued) LBCCs: Changes in AUVs between comparison periods for U.S. producer Manitowoc and U.S. processor Link-Belt combined

Changes in 1,000 dollars per unit

Item	2023–25	2023–24	2024–25
Commercial sales	▲ ***	▲ ***	▲ ***
Transfers to related firms	▼ ***	▼ ***	▲ ***
Total net sales	▲ ***	▲ ***	▲ ***
COGS: Raw materials	▲ ***	▲ ***	▲ ***
COGS: Direct labor	▲ ***	▼ ***	▲ ***
COGS: Other factory	▼ ***	▼ ***	▲ ***
COGS: Total	▲ ***	▼ ***	▲ ***
Gross profit or (loss)	▲ ***	▲ ***	▼ ***
SG&A expense	▲ ***	▼ ***	▲ ***
Operating income or (loss)	▲ ***	▲ ***	▼ ***
Net income or (loss)	▲ ***	▲ ***	▼ ***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Period changes preceded by a “▲” represent an increase, while period changes preceded by a “▼” represent a decrease.

Net sales

U.S. producer Manitowoc

As shown in table 6.1, commercial sales of LBCCs accounted for the large majority of total sales quantity from 2023 to 2025, while transfers to related firms made up less than a quarter.⁶ Total sales quantity and value increased each year from 2023 to 2025.⁷ On a per unit basis, total sales value irregularly increased from 2023 to 2025. Commercial sales’ and transfers to related firms’ unit sales values ***.⁸

⁶ ***. *** U.S. producer’s questionnaire response, section 2.12.

⁷ Petitioner stated that demand for crawler cranes is driven primarily by general economic conditions and non-residential construction spending, and that a relatively strong economy in recent years, the 2021 Infrastructure Investment and Jobs Act stimulus, and the CHIPS Act contributed to a “significant” increase in demand since 2022. Conference transcript pp. 25 to 26 (Hull).

⁸ ***. Email from ***, April 29, 2025.

U.S. processor Link-Belt

As shown in table 6.3, commercial sales of LBCCs accounted for the vast majority (***) of total sales quantity and value, with transfers to related firms accounting for the rest of total net sales from 2023 to 2025.⁹ Quantity, value, and per unit net sales all increased irregularly from 2023 to 2025.

Combined net sales

As shown in table 6.5, the combined quantity, value, and per unit net sales of U.S. producer Manitowoc and U.S. processor Link-Belt increased each year from 2023 to 2025. Per unit sales ***.¹⁰

Cost of goods sold and gross profit or loss

U.S. producer Manitowoc

As shown in table 6.1, raw materials cost was the largest component of COGS, ranging between *** percent of total COGS from 2023 to 2025. Raw materials cost increased each year from 2023 to 2025 in absolute value, and increased irregularly per unit during this period. As a ratio to net sales, raw materials cost increased irregularly from 2023 to 2025.

Table 6.7 shows that steel components accounted for the largest and majority share of raw materials cost in 2025. Hoist drums accounted for the second largest share (***) percent), followed by powertrains/electric components, and hydraulic components (***) percent each) of all raw material costs in 2025.¹¹ Table 6.8 shows that the majority (***) percent) of raw material inputs were domestically sourced while the remaining *** percent were imported.

⁹ ***. *** U.S. producers questionnaire response, section 2.12.

¹⁰ ***. Petitioner also stated that crawler cranes can range in price from about \$800,000 to over \$8.0 million. U.S. producers questionnaire response, section 2.10 and 6.4, and conference transcript p. 27 (Hull).

¹¹ *** U.S. producer questionnaire response, section 3.9c.

Manitowoc explained that the reported percentages of domestic and imported material inputs would ***.¹²

Table 6.7 LBCCs: U.S. producer Manitowoc's raw material costs in 2025, by major material inputs

Value in 1,000 dollars; share of value in percent

Item	Value	Share of value
Steel plates, tubes, and fabricated components	***	***
Hoist drums	***	***
Powertrains and electronic components	***	***
Hydraulic components	***	***
All raw materials	***	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.8 LBCCs: U.S. producer Manitowoc's raw material costs in 2025, by source

Values in 1,000 dollars; share of value in percent

Item	Value	Share of value
Domestic inputs	***	***
Imported inputs	***	***
Total, raw materials	***	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

As shown in table 6.1, direct labor cost (mostly related to welding) is the smallest component of COGS, ranging between *** and *** percent of total COGS from 2023 to 2025.¹³ Direct labor cost increased irregularly in absolute value and on a per unit basis from 2023 to 2025.¹⁴ As a ratio to net sales, direct labor cost decreased irregularly from 2023 to 2025.

As shown in table 6.1, other factory costs are the second largest component of COGS ranging between *** and *** percent of total COGS from 2023 to 2025. Other factory costs increased irregularly in absolute value but decreased irregularly on a per unit basis and as a ratio to net sales from 2023 to 2025.

¹² Petitioner's postconference brief, exh. 1, p. 6 and *** U.S. producer questionnaire response, sections 3.9d, 5.2.

¹³ Manitowoc stated that LBCCs manufacturing is labor intensive as the material and labor costs that go into an individual crane are substantial. The majority of workers are welders. Conference transcript, p. 21 (Konkle).

¹⁴ Manitowoc indicated that it has experienced some difficulties obtaining labor. Conference transcript p. 43 (Middleton).

As shown in table 6.1, total COGS increased each year from 2023 to 2025, mainly reflecting the trends of raw materials cost. On a per unit basis, total COGS increased irregularly while the ratio to net sales decreased irregularly from 2023 to 2025.¹⁵

Total net sales value was consistently *** than total COGS from 2023 to 2025, which resulted in a *** in each year. Sales value, however, increased at a higher rate than total COGS from 2023 to 2025, thus, *** improved irregularly from 2023 to 2025. As a ratio to net sales, *** also improved irregularly from 2023 to 2025 (table 6.1).

U.S. processor Link-Belt

As shown in table 6.3, raw materials cost (including imported LBCCs subassemblies and other raw material inputs) accounted for the vast majority of U.S. processor Link-Belt's COGS from 2023 to 2025. Raw materials cost increased irregularly in absolute value from 2023 to 2025. On a per unit basis and as a ratio to net sales, raw materials cost increased each year from 2023 to 2025.

Table 6.9 shows U.S. processor Link-Belt's share of raw material costs, by source. LBCC subassemblies from (**) accounted for the great majority (*** percent) of raw materials cost, while all other raw materials (**) accounted for the remaining *** percent in 2025.^{16 17}

Table 6.9 LBCCs: U.S. processor Link-Belt's raw material costs in 2025, by source

Value in 1,000 dollars; share of value in percent

Item	Value	Share of value
Domestic LBCCs	***	***
Subject LBCCs	***	***
Nonsubject LBCCs	***	***
All other import LBCCs	***	***
Imported LBCCs	***	***
All LBCCs	***	***
Other raw material input	***	***
All raw material input	***	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

¹⁵ In its postconference brief, ***. Petitioner's post conference brief, p. 32.

¹⁶ ***. Link-Belt's postconference brief, p. 10.

¹⁷ Link-Belt's U.S. producers questionnaire, section 6.6a.

As shown in table 6.3, direct labor cost is the smallest component of COGS, ranging between *** and *** percent from 2023 to 2025. Direct labor cost increased irregularly in absolute value but stayed the same on a per unit basis from 2023 to 2025. As a ratio to net sales, direct labor cost decreased from 2023 to 2025.¹⁸

As shown in table 6.3, other factory costs are the second largest component of COGS, ranging between *** and *** percent from 2023 to 2025. Other factory costs increased each year in absolute value and on a per unit basis from 2023 to 2025. As a ratio to net sales, other factory costs decreased irregularly from 2023 to 2025.

As shown in table 6.3, total COGS increased irregularly from 2023 to 2025 in absolute terms, with most of the increase occurring from 2023 to 2024. On a per unit basis, total COGS increased each year while increasing irregularly as a ratio to net sales from 2023 to 2025.

As shown in table 6.3, total net sales value was consistently *** than total COGS from 2023 to 2025 which resulted in *** each year. Total sales value also increased more than total COGS from 2023 to 2025; thus *** increased irregularly from *** in 2023 to *** in 2025. As a ratio to net sales, *** decreased irregularly from 2023 to 2025.

Combined gross profit or loss

For U.S. producer Manitowoc and U.S. processor Link-Belt, the combined total gross profit increased irregularly from 2023 to 2025, driven primarily by the increase in *** gross profit. As a ratio to net sales, combined gross profit also increased irregularly from 2023 to 2025 (table 6.5).

¹⁸ Link-Belt stated that it faced some difficulty with labor shortages and assembly welding manpower. Conference transcript p. 136 (Shultz).

SG&A expenses and operating income or loss

U.S. producer Manitowoc

As shown in table 6.1, SG&A expenses for U.S. producer Manitowoc increased each year in absolute value and increased irregularly as a ratio to net sales from 2023 to 2025.

Unlike *** worsened irregularly from 2023 to 2025. As ratio to net sales, operating income ***, but improved irregularly from 2023 to 2025 (table 6.1).

U.S. processor Link-Belt

As shown in table 6.3, SG&A expenses for U.S. processor Link-Belt increased each year in absolute value but decreased irregularly as a ratio to net sales from 2023 to 2025.

Operating income increased irregularly from 2023 to 2025, from a higher rate of increase in gross profit than in SG&A expenses. As a ratio to net sales, operating income decreased irregularly from 2023 to 2025 (table 6.3).

Combined operating income or loss

For U.S. producer Manitowoc and U.S. processor Link-Belt, the combined operating income impacted by *** was *** from 2023 to 2025 but improved irregularly during this period. As a ratio to net sales, operating income ***, but also improved irregularly from 2023 to 2025 (table 6.5).

All other expenses and net income or loss

U.S. producer Manitowoc

Classified below the operating income level are interest expense, all other expense, and all other income items. Interest expense, other expense, and other income were combined and only the net amount is shown in table 6.1. The net amount primarily reflects *** that decreased irregularly from 2023 to 2025, after being offset by *** during this period.

As shown in table 6.1, *** worsened irregularly in absolute value but improved irregularly as a ratio to net sales from 2023 to 2025.

U.S. processor Link-Belt

For U.S. processor Link-Belt interest expense, all other expense, and all other income items were also combined and only the net amount is shown in table 6.3. The net amount, primarily comprised of ***, increased each year from 2023 to 2025.

As shown in table 6.3, *** increased irregularly in absolute value but decreased irregularly as a ratio to net sales from 2023 to 2025.

Combined net income or loss

For U.S. producer Manitowoc and U.S. processor Link-Belt, the combined net income followed the same directional trends as the combined operating income; it was *** from 2023 to 2025 but improved irregularly during this period. As a ratio to net sales, net income ***, but also improved irregularly from 2023 to 2025.¹⁹

¹⁹ A variance analysis is not shown due to ***.

Capital expenditures, R&D expenses, assets and ROA

Table 6.10 presents U.S. producer Manitowoc's capital expenditures, R&D expenses, assets, and ROA. Manitowoc's narrative explanations of the nature, focus, and significance of the items are presented in table 6.11. From 2023 to 2025, capital expenditures decreased each year, R&D expenses increased irregularly, and net assets decreased irregularly; ROA was *** and worsened during the same period.

Table 6.10 LBCCs: U.S. producer Manitowoc's capital expenditures, R&D expenses, total net assets, and ROA, by item and period

Value in 1,000 dollars; ratios in percent

Item	Measure	2023	2024	2025
Capital expenditures	Value	***	***	***
R&D expenses	Value	***	***	***
Assets	Value	***	***	***
Return on assets	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.11 LBCCs: U.S. producer Manitowoc's narrative descriptions of its capital expenditures, R&D expenses, and total net assets

Item	Narrative on item
Capital expenditures	***
R&D expenses	***
Assets	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.12 presents U.S. processor Link-Belt's capital expenditures, R&D expenses, assets, and ROA. The firm's narrative explanations of the nature, focus, and significance of the items are presented in table 6.13. Capital expenditures decreased each year, while R&D expenses, assets, and ROA increased irregularly from 2023 to 2025.

Table 6.12 LBCCs: U.S. processor Link-Belt's capital expenditures, R&D expenses, total net assets, and ROA, by item and period

Value in 1,000 dollars; ratios in percent

item	Measure	2023	2024	2025
Capital expenditures	Value	***	***	***
R&D expenses	Value	***	***	***
Assets	Value	***	***	***
Return on assets	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.13 LBCCs: U.S. processor Link-Belt's narrative descriptions of its capital expenditures, R&D expenses, and total net assets

Item	Narrative on item
Capital expenditures	***
R&D expenses	***
Assets	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table 6.14 presents U.S. producer Manitowoc's and U.S. processor Link-Belt's combined capital expenditures, R&D expenses, assets, and ROA. Capital expenditures declined each year while R&D expenses and assets decreased irregularly from 2023 to 2025; ROA was *** but improved inconsistently during the same period.

Table 6.14 LBCCs: U.S. producer's and U.S. processor's combined capital expenditures, R&D expenses, total net assets, and ROA, by item and period

Value in 1,000 dollars; ratios in percent

Item	Measure	2023	2024	2025
Capital expenditures	Value	***	***	***
R&D expenses	Value	***	***	***
Assets	Value	***	***	***
ROA	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Capital and investment

The Commission requested the U.S. producer and U.S. processor of LBCCs to describe any actual or potential negative effects of imports of LBCCs from Japan on their firms' growth, investment, ability to raise capital, development and production efforts, or the scale of capital investments. Table 6.15 presents the impact in each category and table 6.16 provides *** narrative responses.

Table 6.15 LBCCs: * actual and anticipated negative effects of imports from subject sources on investment, growth, and development since January 1, 2023**

Number of firms reporting

Effect	Category	Count
Cancellation, postponement, or rejection of expansion projects	Investment	***
Denial or rejection of investment proposal	Investment	***
Reduction in the size of capital investments	Investment	***
Return on specific investments negatively impacted	Investment	***
Other investment effects	Investment	***
Any negative effects on investment	Investment	***
Rejection of bank loans	Growth	***
Lowering of credit rating	Growth	***
Problem related to the issue of stocks or bonds	Growth	***
Ability to service debt	Growth	***
Other growth and development effects	Growth	***
Any negative effects on growth and development	Growth	***
Anticipated negative effects of imports	Future	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: ***.

Table 6.16 LBCCs: * narratives relating to actual and anticipated negative effects of imports on investment, growth, and development, since January 1, 2023, by firm and effect**

Item	Firm name and narrative on impact of imports
***	***
***	***
***	***
***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Part 7: Threat considerations and information on nonsubject countries

Section 771(7)(F)(i) of the Act (19 U.S.C. § 1677(7)(F)(i)) provides that—

In determining whether an industry in the United States is threatened with material injury by reason of imports (or sales for importation) of the subject merchandise, the Commission shall consider, among other relevant economic factors¹⁻⁻

- (I) if a countervailable subsidy is involved, such information as may be presented to it by the administering authority as to the nature of the subsidy (particularly as to whether the countervailable subsidy is a subsidy described in Article 3 or 6.1 of the Subsidies Agreement), and whether imports of the subject merchandise are likely to increase,
- (II) any existing unused production capacity or imminent, substantial increase in production capacity in the exporting country indicating the likelihood of substantially increased imports of the subject merchandise into the United States, taking into account the availability of other export markets to absorb any additional exports,
- (III) a significant rate of increase of the volume or market penetration of imports of the subject merchandise indicating the likelihood of substantially increased imports,
- (IV) whether imports of the subject merchandise are entering at prices that are likely to have a significant depressing or suppressing effect on domestic prices, and are likely to increase demand for further imports,
- (V) inventories of the subject merchandise,

¹ Section 771(7)(F)(ii) of the Act (19 U.S.C. § 1677(7)(F)(ii)) provides that “The Commission shall consider {these factors} . . . as a whole in making a determination of whether further dumped or subsidized imports are imminent and whether material injury by reason of imports would occur unless an order is issued or a suspension agreement is accepted under this title. The presence or absence of any factor which the Commission is required to consider . . . shall not necessarily give decisive guidance with respect to the determination. Such a determination may not be made on the basis of mere conjecture or supposition.”

- (VI) the potential for product-shifting if production facilities in the foreign country, which can be used to produce the subject merchandise, are currently being used to produce other products,
- (VII) in any investigation under this title which involves imports of both a raw agricultural product (within the meaning of paragraph (4)(E)(iv)) and any product processed from such raw agricultural product, the likelihood that there will be increased imports, by reason of product shifting, if there is an affirmative determination by the Commission under section 705(b)(1) or 735(b)(1) with respect to either the raw agricultural product or the processed agricultural product (but not both),
- (VIII) the actual and potential negative effects on the existing development and production efforts of the domestic industry, including efforts to develop a derivative or more advanced version of the domestic like product, and
- (IX) any other demonstrable adverse trends that indicate the probability that there is likely to be material injury by reason of imports (or sale for importation) of the subject merchandise (whether or not it is actually being imported at the time).²

Information on the volume and pricing of imports of the subject merchandise is presented in Parts 4 and 5; and information on the effects of imports of the subject merchandise on the U.S. producer's existing development and production efforts is presented in Part 6. Information on inventories of the subject merchandise; foreign producers' operations, including the potential for "product-shifting;" any other threat indicators, if applicable; and any dumping in third-country markets, follows. Also presented in this section of the report is information obtained for consideration by the Commission on nonsubject countries.

² Section 771(7)(F)(iii) of the Act (19 U.S.C. § 1677(7)(F)(iii)) further provides that, in antidumping investigations, "... the Commission shall consider whether dumping in the markets of foreign countries (as evidenced by dumping findings or antidumping remedies in other WTO member markets against the same class or kind of merchandise manufactured or exported by the same party as under investigation) suggests a threat of material injury to the domestic industry."

The industry in Japan

The Commission issued foreign producers' or exporters' questionnaires to three firms believed to produce and/or export LBCCs from Japan.³ Usable responses to the Commission's questionnaire were received from two firms: Kobelco Construction Machinery, and Sumitomo Heavy Industries Construction Cranes, Co., Ltd.⁴

Table 7.1 presents the number of producers/exporters in Japan that responded to the Commission's questionnaire, their exports to the United States as a share of U.S. imports by Japan in 2025, and their estimated share of total production of LBCCs in Japan during 2025. One foreign producer, ***, reported that increase in practical overall capacity would require an increase in overtime work, and the number of part-time workers. The firm noted that it is currently difficult to find sufficient high-skilled labor in Japan.⁵

Table 7.1 LBCCs: Number of responding producers/exporters, approximate share of production, and exports to the United States as a share of U.S. imports from Japan, 2025

Subject foreign industry	Number of responding firms	Approximate share of production (percent)	Exports as a share of U.S. imports from subject country (percent)
Japan	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

³ These firms were identified through a review of information submitted in the petition and presented in third-party sources.

⁴ In the preliminary phase of this investigation, importer and third-party producer ***. They reported *** U.S. shipments because their total of *** units over the period of investigation were either *** or ***.

⁵ *** foreign producer questionnaire response, section 2.3d.

Table 7.2 presents information on the LBCC operations of the responding producers and exporters in Japan.

Table 7.2 LBCCs: Summary data for subject foreign producers in Japan, by firm in 2025

Subject foreign industry and producer name	Production (units)	Share of reported production (percent)	Exports to the United States (units)	Share of reported exports to the United States (percent)	Total shipments (units)	Share of firm's total shipments exported to the United States (percent)
Kobelco	***	***	***	***	***	***
Sumitomo	***	***	***	***	***	***
All individual producers	***	100.0	***	100.0	***	***

Quantity in units; share in percent

Source: Compiled from data submitted in response to Commission questionnaires.

Changes in operations

Producers in Japan were asked to report any change in the character of their operations or organization relating to the production of LBCCs since 2023. No producers indicated in their questionnaires that they had experienced such changes.

Installed and practical overall capacity

Table 7.3 presents data on the Japanese industry's installed capacity, practical overall capacity, and practical LBCCs capacity and production on the same equipment, by period. From 2023 to 2025, installed overall capacity remained the same. Practical overall capacity increased from 2023 to 2024 and remained the same from 2024 to 2025, ending *** percent higher in 2025 than in 2023. LBCC capacity increased, ending *** percent higher in 2025 than in 2023.⁶ Production fluctuated, with installed and practical production ending *** percent lower in 2025 than in 2023 and practical LBCC production ending *** percent lower in 2025. Utilization decreased from 2023 to 2025, with installed overall utilization ending *** percentage points lower, practical overall utilization ending *** percentage points lower, and practical LBCC utilization ending *** percentage points lower.

Table 7.3 LBCCs: Subject producers' in Japan installed and practical capacity and production on the same equipment as in-scope production in Japan, by period

Capacity and production in units; utilization in percent; interim period is none

Item	Measure	2023	2024	2025
Installed overall	Capacity	***	***	***
Installed overall	Production	***	***	***
Installed overall	Utilization	***	***	***
Practical overall	Capacity	***	***	***
Practical overall	Production	***	***	***
Practical overall	Utilization	***	***	***
Practical LBCCs	Capacity	***	***	***
Practical LBCCs	Production	***	***	***
Practical LBCCs	Utilization	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

⁶ Practical overall and practical LBCC capacity by foreign producer *** remained unchanged during the period of investigation.

Constraints on capacity

Table 7.4 presents subject producer Kobelco's reported capacity constraints in Japan since January 1, 2023.

Table 7.4 LBCCs: Producers' reported constraints to practical overall capacity in Japan since January 1, 2023, by constraint and firm

Type of constraint	Narrative response regarding reported capacity constraints
Existing labor force	***
Supply of material inputs	***

Source: Compiled from data submitted in response to Commission questionnaires.

Operations on LBCCs

Table 7.5 presents information on the LBCCs operations of subject foreign producers' industry in Japan, by item and period. Capacity increased from 2023 to 2025, ending *** percentage points higher in 2025 than 2023 and is projected to remain unchanged in 2026 and 2027. Production decreased from 2023 to 2025, ending *** percent lower in 2025 than in 2023 and is projected to continue to decrease in 2026 and 2027.⁷ End-of-period inventories decreased during the same period, ending *** percent lower in 2023 than in 2025. They are projected to increase slightly in 2026 before decreasing slightly in 2027. Internal consumption decreased from 2023 to 2024 before increasing sharply from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Internal consumption is projected to increase slightly in 2026 and increase again in 2027.⁸

Commercial home market shipments fluctuated over the POI, ending *** percent lower in 2025 than in 2023.⁹ ¹⁰ Home market shipments fluctuated slightly over the POI, ending *** percent higher in 2025 than in 2023. Exports to the United States decreased slightly from 2023 to 2024 before significantly from 2024 to 2025, ending *** percent lower in 2025 than in 2023. Exports to all other markets fluctuated over the POI, ending *** percent higher in 2025 than in 2023. Export shipments also fluctuated over the POI, ending *** percent lower in 2025 than in 2023. Total shipments fluctuated over the POI, ending *** percent lower in 2025 than in 2023. Every metric except capacity and internal consumption are projected to be lower in 2027 than

⁷ Production by foreign producer *** increased from 2023 to 2024 before decreasing from 2024 to 2025, ending *** percent higher in 2023 than in 2025. Production by foreign producer *** decreased from 2023 to 2024 and decreased again from 2024 to 2025, ending *** percent lower in 2025 than in 2023.

⁸ Foreign producer Sumitomo reported no internal consumption during the period of investigation, but did note that the lower carriage assembly with crawler assembly and upper carriage assembly with hoisting system ("base machine") is shipped to the U.S. to be combined with the lattice boom and jib assembly produced by Link-Belt, a Lexington, KY-based firm wholly owned by Sumitomo. Sumitomo's foreign producer questionnaire response, section 2.9 and hearing transcript, pp. 132–133 (Hammonds).

⁹ Foreign producer *** reported that their commercial home market shipments decreased *** percent during the period of investigation and are projected to decreased by *** percent from 2025 to 2026. *** reported arranged imports for *** but did not report ***. *** importer questionnaire response, section 2.3a. *** reported projected home market internal consumption/transfers for 2026 and 2027, but projected *** commercial shipments. In their foreign producer questionnaire, *** explained that ***. *** identified the firm's principal other export markets as ***. *** foreign producer questionnaire response, section 2.9a.

¹⁰ Foreign producer *** reported that their commercial home market shipments decreased from 2023 to 2024 before increasing slightly from 2024 to 2025, ending *** percent lower in 2023 than in 2025, and projected a *** percent decrease from 2025 to 2026 and a *** increase from 2026 to 2027. *** foreign producer questionnaire response, section 2.9a.

in 2023.

Capacity utilization ratio decreased during the same period, losing *** percentage points from 2023 to 2025 and is projected to continue decreasing in 2026 and 2027.^{11 12} Inventory ratio to production and total shipments decreased over the POI, losing *** and *** percentage points respectively. Internal consumption share decreased from 2023 to 2024 before increasing from 2024 to 2025, losing *** percentage points from 2023 to 2025.

Commercial home market shipments share increased slightly from 2023 to 2024 before decreasing from 2024 to 2025, losing *** percentage points from 2023 to 2025. They are projected to decrease in 2026 and rise slightly in 2027. Home market shipments fluctuated over the POI, gaining *** percentage points from 2023 to 2025, and are projected to decrease from 2025 to 2026 before increasing from 2026 to 2027. Exports to the United States share decreased during the same period, losing *** percentage points from 2023 to 2025. Exports to the United States share are projected to increase in 2026 and in 2027. Exports to all other markets share increased from 2023 to 2024 before decreasing slightly from 2024 to 2025, gaining *** percentage points from 2023 to 2025. They are projected to decrease in 2026 and in 2027. Total export shipments share fluctuated over the POI, losing *** percentage points from 2023 to 2025.¹³

¹¹ From 2023 to 2024, *** capacity utilization ratio gained *** percentage points before losing *** percentage points, ending *** percentage points lower in 2023 than in 2025. It is projected to gain *** percentage points from 2025 to 2026 and lose *** percentage points from 2026 to 2027.

¹² From 2023 to 2024, *** capacity utilization ratio lost *** percentage points, and lost *** percentage points from 2024 to 2025, ending *** percentage points lower in 2025 than in 2023. It is projected to lose *** percentage points from 2025 to 2026 and to lose *** percentage points from 2026 to 2027.

¹³ Kobelco's exports to the United States increased *** percent from 2023 to 2024 before decreasing *** percent from 2024 to 2025, ending *** percent higher from 2023 to 2025. They projected exports to increase *** percent from 2025 to 2026 before decreasing *** percent from 2026 to 2027. During the hearing of this proceeding, Kobelco representatives explained this trend, stating, "...from 2021 to 2023, when we had serious supply constraints when we could no longer use our primary engine supplier. In 2022, we had virtually no sales and we also had more limited sales in 2023. By 2024, we had returned to historic volumes and even though our shipments decreased in 2025, we still had a similar share of the market. Our customers mostly waited for us to return to the market rather than purchasing from other suppliers, a decision that was based on brand loyalty, not price." Hearing transcript, p. 130 (Hodges).

Table 7.5 LBCCs: Data on the industry in Japan, by item and period

Quantity in units

Item	2023	2024	2025	Projection 2026	Projection 2027
Capacity	***	***	***	***	***
Production	***	***	***	***	***
End-of-period inventories	***	***	***	***	***
Internal consumption	***	***	***	***	***
Commercial home market shipments	***	***	***	***	***
Home market shipments	***	***	***	***	***
Exports to the United States	***	***	***	***	***
Exports to all other markets	***	***	***	***	***
Export shipments	***	***	***	***	***
Total shipments	***	***	***	***	***

Table continued

Table 7.5 LBCCs (continued): LBCCs: Data on the industry in Japan, by item and period

Shares and ratios in percent

Item	2023	2024	2025	Projection 2026	Projection 2027
Capacity utilization ratio	***	***	***	***	***
Inventory ratio to production	***	***	***	***	***
Inventory ratio to total shipments	***	***	***	***	***
Internal consumption share	***	***	***	***	***
Commercial home market shipments share	***	***	***	***	***
Home market shipments share	***	***	***	***	***
Exports to the United States share	***	***	***	***	***
Exports to all other markets share	***	***	***	***	***
Export shipments share	***	***	***	***	***
Total shipments share	100.0	100.0	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Alternative products

As shown in table 7.6, responding subject foreign producers produced other products on the same equipment and machinery used to produce LBCCs.¹⁴ The quantity of LBCCs produced decreased during the period of investigation, ending *** percent lower in 2025 than in 2023.¹⁵ The quantity of other products produced on the same equipment as LBCCs decreased over the POI, ending *** percent lower in 2025 than in 2023.¹⁶ As a result, the shares of LBCCs produced on the same equipment as other equipment increased from 2023 to 2024 before increasing slightly from 2024 to 2025, ending *** percentage points higher in 2025 than in 2023.¹⁷

Table 7.6 LBCCs: Subject foreign producers' in Japan overall production on the same equipment as subject production, by product type and period

Quantity in units; ratio and share in percent

Product type	Measure	2023	2024	2025
LBCCs	Quantity	***	***	***
Other products	Quantity	***	***	***
All products	Quantity	***	***	***
LBCCs	Share	***	***	***
Other products	Share	***	***	***
All products	Share	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

¹⁴ In its questionnaire response, Kobelco reported that it produced *** on the same machines as LBCCs 2023 to 2025. Kobelco's foreign producer questionnaire response, section 2.3a. Sumitomo reported that it produced *** on the same equipment as subject production. Sumitomo's foreign producer response, section 2.3a.

¹⁵ Kobelco reported that its production of LBCCs increased *** percent from 2023 to 2024 before decreasing *** percent from 2024 to 2025, ending *** percent higher in 2025 than in 2023. Kobelco's foreign producer questionnaire, section 2.3a.

¹⁶ Sumitomo reported that production of other products on the same machines as LBCCs increased *** percent from 2024 to 2025 but overall decreased by *** percent from 2023 to 2025. Sumitomo's foreign producer response, section 2.3a.

¹⁷ Kobelco reports that from 2022 to 2023, the firm was transitioning to a new engine after their previous model failed EPA emissions standards prior to the POI. The firm states that loyal customers waited for their LBCC production to begin with the new engines. This led to unusually low sales volumes immediately before the POI and in 2023, and a sharp increase in sales volume in 2024, before returning to historic levels in 2025. Conference transcript, pp. 115-116 (Hodges).

Exports

According to GTA, the leading export markets for LBCCs from Japan are the United States, Vietnam, and Taiwan (table 7.7). During 2025, the United States was the third largest export market for LBCCs from Japan, accounting for 16.8 percent, followed by the United Arab Emirates, accounting for 5.4 percent. Vietnam, the top destination for exports of LBCCs from Japan, accounted for 24.9 percent and Taiwan accounted for 18.7 percent of shares of subject LBCC export quantity in 2025. Over the POI, exports of LBCCs from Japan to all destination markets decreased 13.0 percent by quantity and 1.4 percent by value.

Table 7.7 LBCCs: Derricks, cranes, and works trucks fitted with a crane: Exports from Japan, by destination market and by period

Quantity in units; value in 1,000 dollars; unit value in dollars per unit; share in percent

Destination market	Measure	2023	2024	2025
United States	Quantity	338	252	198
Vietnam	Quantity	211	207	294
Taiwan	Quantity	229	267	221
United Arab Emirates	Quantity	29	26	64
South Korea	Quantity	82	82	62
Sweden	Quantity	82	75	54
Australia	Quantity	82	80	49
United Kingdom	Quantity	41	73	32
Philippines	Quantity	40	34	29
All other destination markets	Quantity	225	228	179
Non-U.S. destination markets	Quantity	1,021	1,072	984
All destination markets	Quantity	1,359	1,324	1,182
United States	Value	152,591	161,964	142,929
Vietnam	Value	9,524	6,575	10,776
Taiwan	Value	30,295	41,762	46,135
United Arab Emirates	Value	8,830	7,384	26,323
South Korea	Value	31,319	33,678	26,180
Sweden	Value	5,572	6,191	5,281
Australia	Value	20,698	22,869	8,225
United Kingdom	Value	4,785	25,066	7,464
Philippines	Value	3,215	3,705	3,785
All other destination markets	Value	314,052	56,931	32,911
Non-U.S. destination markets	Value	161,727	204,163	167,080
All destination markets	Value	314,318	366,127	310,009

Table continued.

Table 7.7 LBCCs (continued): Derricks, cranes, and works trucks fitted with a crane: Exports from Japan, by destination market and by period

Unit values in 1,000 dollars per unit; shares in percent

Destination market	Measure	2023	2024	2025
United States	Unit value	451	643	722
Vietnam	Unit value	45	32	37
Taiwan	Unit value	132	156	209
United Arab Emirates	Unit value	304	284	411
South Korea	Unit value	382	411	422
Sweden	Unit value	68	83	98
Australia	Unit value	252	286	168
United Kingdom	Unit value	117	343	233
Philippines	Unit value	80	109	131
All other destination markets	Unit value	1,396	250	184
Non-U.S. destination markets	Unit value	158	190	170
All destination markets	Unit value	231	277	262
United States	Share of quantity	24.9	19.0	16.8
Vietnam	Share of quantity	15.5	15.6	24.9
Taiwan	Share of quantity	16.9	20.2	18.7
United Arab Emirates	Share of quantity	2.1	2.0	5.4
South Korea	Share of quantity	6.0	6.2	5.2
Sweden	Share of quantity	6.0	5.7	4.6
Australia	Share of quantity	6.0	6.0	4.1
United Kingdom	Share of quantity	3.0	5.5	2.7
Philippines	Share of quantity	2.9	2.6	2.5
All other destination markets	Share of quantity	16.6	17.2	15.1
Non-U.S. destination markets	Share of quantity	75.1	81.0	83.2
All destination markets	Share of quantity	100.0	100.0	100.0

Source: Official exports statistics under HS subheading 842649 as reported by Japan Ministry of Finance in the Global Trade Atlas Suite database, accessed April 8, 2026.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. United States is shown at the top followed by the top destination markets in descending order of 2025 data. Data are inclusive of Japan.

U.S. inventories of imported merchandise

Table 7.8 presents data on U.S. importers' reported inventories of LBCCs. U.S. importers' inventories of imports from subject sources decreased by *** percent from 2023 to 2025. Ratio to imports decreased *** percentage points, and ratio to U.S. shipments of imports and total shipments of imports decreased *** percentage points during the same period.¹⁸ There were reductions in all inventories over the POI, both in absolute numbers, and relative to other measures.

Table 7.8 LBCCs: U.S. importers' inventories and their ratio to select items, by source and period

Quantity in units; ratio in percent

Measure	Source	2023	2024	2025
Inventories quantity	Japan	***	***	***
Ratio to imports	Japan	***	***	***
Ratio to U.S. shipments of imports	Japan	***	***	***
Ratio to total shipments of imports	Japan	***	***	***
Inventories quantity	Germany	***	***	***
Ratio to imports	Germany	***	***	***
Ratio to U.S. shipments of imports	Germany	***	***	***
Ratio to total shipments of imports	Germany	***	***	***
Inventories quantity	China	***	***	***
Ratio to imports	China	***	***	***
Ratio to U.S. shipments of imports	China	***	***	***
Ratio to total shipments of imports	China	***	***	***
Inventories quantity	All other sources	***	***	***
Ratio to imports	All other sources	***	***	***
Ratio to U.S. shipments of imports	All other sources	***	***	***
Ratio to total shipments of imports	All other sources	***	***	***
Inventories quantity	Nonsubject sources	***	***	***
Ratio to imports	Nonsubject sources	***	***	***
Ratio to U.S. shipments of imports	Nonsubject sources	***	***	***
Ratio to total shipments of imports	Nonsubject sources	***	***	***
Inventories quantity	All import sources	***	***	***
Ratio to imports	All import sources	***	***	***
Ratio to U.S. shipments of imports	All import sources	***	***	***
Ratio to total shipments of imports	All import sources	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

¹⁸ Link-Belt reported that in 2023, production slowed because a U.S.-supplier failure caused slower fabrication of the boom attachments which are produced in Lexington, KY and are assembled with imported crawler bases. Conference transcript, pp. 136 to 137 (Shultz).

U.S. importers' outstanding orders

The Commission requested importers to indicate whether they imported or arranged for the importation of LBCCs from Japan after January 1, 2026. Their reported data are presented in table 7.9. Imports from Japan are projected to decrease over 2026.¹⁹

Table 7.9 LBCCs: U.S. importers' arranged imports, by source and period

Quantity in units

Source	Q1 2026	Q2 2026	Q3 2026	Q4 2026	Total
Japan	***	***	***	***	***
All other sources	***	***	***	***	***
All import sources	***	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Third-country trade actions

Based on available information, lattice boom crawler cranes from Japan have not been subject to other antidumping or countervailing duty investigations outside the United States.

¹⁹ Importer *** reported a decrease of *** percent of arranged imports from Q1 2026 to Q2 2026 and did not report arranged imports for Q3 2026 and Q4 2026. Importer *** reported a decrease of *** percent of arranged imports from Q1 2026 to Q2 2026 and a decrease of *** percent from Q3 2026 to Q4 2026.

Information on nonsubject countries

Table 7.10 presents global export data for HS subheading 8426.49; this category includes lattice boom crawler cranes and assemblies as well as out-of-scope products.

Table 7.10 Derricks, cranes, and works trucks fitted with a crane: Global exports, by reporting country and by period

Value in 1,000 dollars; shares in percent

Exporting country	Measure	2023	2024	2025
United States	Value	82,120	87,719	94,129
Japan	Value	314,318	366,127	310,009
Germany	Value	565,401	554,031	498,932
China	Value	837,334	953,603	1,119,672
Austria	Value	271,937	284,706	309,232
Italy	Value	220,160	227,522	248,657
Netherlands	Value	164,644	104,087	91,192
Finland	Value	46,539	50,720	61,373
Belgium	Value	54,392	71,519	57,361
United Kingdom	Value	26,197	19,518	56,505
Hong Kong	Value	11,524	19,178	38,791
Singapore	Value	43,850	39,685	33,543
All other exporters	Value	268,600	264,205	274,314
All reporting exporters	Value	2,907,018	3,042,620	3,193,711
United States	Share	2.8	2.9	2.9
Japan	Share	10.8	12.0	9.7
Germany	Share	19.4	18.2	15.6
China	Share	28.8	31.3	35.1
Austria	Share	9.4	9.4	9.7
Italy	Share	7.6	7.5	7.8
Netherlands	Share	5.7	3.4	2.9
Finland	Share	1.6	1.7	1.9
Belgium	Share	1.9	2.4	1.8
United Kingdom	Share	0.9	0.6	1.8
Hong Kong	Share	0.4	0.6	1.2
Singapore	Share	1.5	1.3	1.1
All other exporters	Share	9.2	8.7	8.6
All reporting exporters	Share	100.0	100.0	100.0

Source: Official exports statistics under HS subheading 8426.49 as reported by various national statistical authorities in the Global Trade Atlas Suite database, accessed March 8, 2026.

Note: United States is shown at the top followed by the countries under investigation, all remaining top exporting countries in descending order of 2025 data.

APPENDIX A

FEDERAL REGISTER NOTICES

The Commission makes available notices relevant to its investigations and reviews on its website, www.usitc.gov. In addition, the following tabulation presents, in chronological order, Federal Register notices issued by the Commission and Commerce during the current proceeding.

Citation	Title	Link
90 FR 15989, April 16, 2025	Lattice-Boom Crawler Cranes (LBCCs) From Japan; Institution of Antidumping Duty Investigation and Scheduling of Preliminary Phase Investigation	https://www.govinfo.gov/app/details/FR-2025-04-16/2025-06451
90 FR 19270, April 30, 2025	Lattice Boom Crawler Cranes From Japan: Initiation of Less-Than-Fair-Value Investigation	https://www.govinfo.gov/app/details/FR-2025-05-07/2025-07897
91 FR 6265, February 11, 2026	Lattice-Boom Crawler Cranes (LBCCs) From Japan; Scheduling of the Final Phase of Antidumping Duty Investigation	https://www.govinfo.gov/content/pkg/FR-2026-02-11/pdf/2026-02760.pdf
91 FR 2098, January 16, 2026	Lattice Boom Crawler Cranes From Japan: Preliminary Affirmative Determination of Sales at Less Than Fair Value, Postponement of Final Determination, and Extension of Provisional Measures	https://www.govinfo.gov/content/pkg/FR-2026-01-16/pdf/2026-00847.pdf
91 FR 33690, June 4, 2026	Lattice Boom Crawler Cranes From Japan: Final Affirmative Determination of Sales at Less Than Fair Value	https://www.govinfo.gov/content/pkg/FR-2026-06-04/pdf/2026-11262.pdf

APPENDIX B

LIST OF HEARING WITNESSES

CALENDAR OF PUBLIC HEARING

Those listed below appeared as witnesses at the United States International Trade Commission's hearing:

Subject: Lattice-Boom Crawler Cranes (LBCCs) from Japan
Inv. No.: 731-TA-1742 (Final)
Date and Time: June 3, 2026 - 9:30 a.m.

Sessions were held in connection with this investigation in the Main Hearing Room (Room 101), 500 E Street, SW., Washington, DC.

OPENING REMARKS:

In Support of Imposition (**Roop K. Bhatti**, Cassidy Levy Kent (USA) LLP)
In Opposition to Imposition (**Sydney L. Stringer**, Akin Gump Strauss Hauer & Feld LLP)

In Support of the Imposition of the Antidumping Duty Order:

Cassidy Levy Kent (USA) LLP
Washington, DC
on behalf of

The Manitowoc Company, Inc. ("Manitowoc")

Aaron H. Ravenscroft, President and Chief Executive Officer, Manitowoc

Leslie (Les) L. Middleton, Executive Vice President, Americas and EU Mobile Cranes, Manitowoc

David Hull, Senior Vice President, Mobile Sales, for the Americas and Europe and General Manager, MGX Equipment Services, LLC, Manitowoc

Colby L. Bingaman, Director of Sales, MGX Equipment Services, LLC

Tim Watters, Chief Executive Officer, Hoffman Equipment, Inc.

Myles S. Getlan)
Thomas M. Beline)
Roop K. Bhatti) – OF COUNSEL
Stephen A. Laufer)
Natalia M. King)

**In Opposition to the Imposition of the
Antidumping Duty Order:**

Akin Gump Strauss Hauer & Feld LLP
Washington, DC
on behalf of

Kobelco Construction Machinery U.S.A. Inc.
Kobelco Construction Machinery Co., Ltd.
("collectively Kobelco")

James Hodges, General Manager, Kobelco

Takashi Yanagisawa, Sales Coordinator, Kobelco

Travis Pope, Principal, Capital Trade, Inc.

Yujin K. McNamara)
Sydney L. Stringer) – OF COUNSEL
Sarah P. Tinaphong)

Barnes & Thornburg LLP
Washington, DC
on behalf of

Link-Belt Cranes ("Link-Belt")

Sandy Hammonds, Chief Financial Officer/Vice President of Finance, Link-Belt

Pat Collins, Director of Sales, Link-Belt

Hugh Murphy, General Manager, Cranes Sales & Service

David Spooner)
Adetayo Osuntogun) – OF COUNSEL
Michelle Rosario)

Hogan Lovells US LLP
Washington, DC
on behalf of

Sumitomo Heavy Industries Construction Cranes Co., Ltd. ("HSC")

Hirofumi Mori, Managing Director, HSC

**In Opposition to the Imposition of the
Antidumping Duty Order (continued):**

Emma K. Peterson, Director of International Trade Analytics,
Hogan Lovells US LLP

Jared R. Wessel	)
Michael G. Jacobson	) – OF COUNSEL
Hao-Kai Pai	)

REBUTTAL/CLOSING REMARKS:

In Support of Imposition (**Myles S. Getlan**, Cassidy Levy Kent (USA) LLP)

In Opposition to Imposition

(**David Spooner**, Barnes & Thornburg LLP *and* **Michael G. Jacobson**, Hogan Lovells US LLP)

APPENDIX C

SUMMARY DATA

Table C.1: LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period C.3

Table C.2: LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc, by item and period C.8

U.S. producers and U.S. processors

Table C.1

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	Calendar year			Calendar year		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. consumption quantity:						
Amount.....	***	***	***	▲ ***	▲ ***	▼ ***
Producers' share (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Importers' share (fn1):						
Japan.....	***	***	***	▲ ***	▲ ***	▼ ***
Germany.....	***	***	***	▼ ***	▼ ***	▲ ***
China.....	***	***	***	▲ ***	▼ ***	▲ ***
All other sources.....	***	***	***	▼ ***	▼ ***	▼ ***
Nonsubject sources.....	***	***	***	▲ ***	▼ ***	▲ ***
All import sources.....	***	***	***	▲ ***	▲ ***	▼ ***
U.S. consumption value:						
Amount.....	***	***	***	▲ ***	▲ ***	▼ ***
Producers' share (fn1).....						
Fully domestic value.....	***	***	***	▼ ***	▼ ***	▲ ***
Incremental value added to imports.....	***	***	***	▲ ***	▲ ***	▲ ***
Total value.....	***	***	***	▼ ***	▼ ***	▲ ***
Importers' share (fn1):						
Japan.....	***	***	***	▲ ***	▲ ***	▲ ***
Germany.....	***	***	***	▼ ***	▼ ***	▼ ***
China.....	***	***	***	▲ ***	▲ ***	▲ ***
All other sources.....	***	***	***	▲ ***	▲ ***	▲ ***
Nonsubject sources.....	***	***	***	▼ ***	▼ ***	▼ ***
All import sources.....	***	***	***	▲ ***	▲ ***	▼ ***

Table continued.

Table C.1 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. importers' U.S. shipments of imports from:						
Japan:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▲ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
Germany:						
Quantity.....	***	***	***	▲ ***	***	▲ ***
Value.....	***	***	***	▼ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▲ ***	▼ ***
Ending inventory quantity.....	***	***	***	***	***	***
China:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit value.....	***	***	***	▼ ***	▲ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
All other sources:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▲ ***
Ending inventory quantity.....	***	***	***	▼ ***	▲ ***	▼ ***
Nonsubject sources:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
All import sources						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***

Table continued.

Table C.1 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. producers' and processors':						
Producers: Practical capacity quantity.....	***	***	***	▲ ***	***	▲ ***
Producers: Production quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Producers: Capacity utilization (fn1).....	***	***	***	▼ ***	▲ ***	▼ ***
Processors: Practical capacity quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Processors: Production quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Processors: Capacity utilization (fn1).....	***	***	***	▲ ***	▼ ***	▲ ***
U.S. shipments (fn2):						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value:						
Fully domestic value:.....	***	***	***	▲ ***	▲ ***	▼ ***
Incremental value added to imports...	***	***	***	▲ ***	▲ ***	▼ ***
Total value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Export shipments:						
Quantity.....	***	***	***	▲ ***	▼ ***	▲ ***
Value.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit value.....	***	***	***	▲ ***	▼ ***	▲ ***
Producers: Ending inventory quantity.....	***	***	***	▲ ***	▲ ***	***
Producers: Inv./total shipments (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Processors: Ending inventory quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Processors: Inv./total shipments (fn1).....	***	***	***	▲ ***	▲ ***	▲ ***
Production workers.....	***	***	***	▲ ***	▲ ***	▲ ***
Hours worked (1,000s).....	***	***	***	▲ ***	▲ ***	▲ ***
Wages paid (\$1,000).....	***	***	***	▲ ***	▲ ***	▲ ***
Hourly wages (dollars per hour).....	***	***	***	▲ ***	▲ ***	▲ ***
Producers: Productivity.....	***	***	***	▲ ***	▲ ***	▼ ***
Producers: Unit labor costs.....	***	***	***	▲ ***	▼ ***	▲ ***
Processors: Productivity.....	***	***	***	▲ ***	▲ ***	▲ ***
Processors: Unit labor costs.....	***	***	***	▼ ***	▼ ***	▼ ***

Table continued.

Table C.1 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	Calendar year			Calendar year		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. producers':						
Net sales:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit value.....	***	***	***	▲ ***	▼ ***	▲ ***
Cost of goods sold (COGS).....	***	***	***	▲ ***	▲ ***	▲ ***
Gross profit or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Operating income or (loss) (fn3).....	***	***	***	▼ ***	▲ ***	▼ ***
Net income or (loss) (fn3).....	***	***	***	▼ ***	▲ ***	▼ ***
Unit COGS.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit operating income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit net income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
COGS/sales (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Operating income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Net income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Capital expenditures.....	***	***	***	▼ ***	▼ ***	▼ ***
Research and development expenses.....	***	***	***	▲ ***	▲ ***	▼ ***
Total assets.....	***	***	***	▼ ***	▼ ***	▲ ***
U.S. processors':						
Net sales:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▼ ***
Cost of goods sold (COGS).....	***	***	***	▲ ***	▲ ***	▼ ***
Gross profit or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Operating income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Net income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit COGS.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit SG&A expenses.....	***	***	***	▼ ***	▼ ***	▲ ***
Unit operating income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit net income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
COGS/sales (fn1).....	***	***	***	▲ ***	▼ ***	▲ ***
Operating income or (loss)/sales (fn1).....	***	***	***	▼ ***	▲ ***	▼ ***
Net income or (loss)/sales (fn1).....	***	***	***	▼ ***	▲ ***	▼ ***
Capital expenditures.....	***	***	***	▼ ***	▼ ***	▼ ***
Research and development expenses.....	***	***	***	▲ ***	▼ ***	▲ ***
Total assets.....	***	***	***	▲ ***	▲ ***	▼ ***

Table continued.

Table C.1 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc and U.S. processor Link-Belt, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	Calendar year			Calendar year		
	2023	2024	2025	2023–25	2023–24	2024–25
U.S. producers' and processors':						
Net sales:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▲ ***
Cost of goods sold (COGS).....	***	***	***	▲ ***	▲ ***	▲ ***
Gross profit or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Operating income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Net income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit COGS.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit SG&A expenses.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit operating income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit net income or (loss) (fn3).....	***	***	***	▲ ***	▲ ***	▼ ***
COGS/sales (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Operating income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Net income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Capital expenditures.....	***	***	***	▼ ***	▼ ***	▼ ***
Research and development expenses.....	***	***	***	▲ ***	▲ ***	▼ ***
Total assets.....	***	***	***	▼ ***	▼ ***	▲ ***

Source: Compiled from data submitted in response to Commission questionnaires. 508-compliant tables for these data are contained in parts 3, 4, 6, and 7 of this report.

Note.--Shares and ratios shown as “0.0” percent represent non-zero values less than “0.05” percent (if positive) and greater than “(0.05)” percent (if negative). Zeroes, null values, and undefined calculations are suppressed and shown as “—”. Period changes preceded by a “▲” represent an increase, while period changes preceded by a “▼” represent a decrease.

fn1.--Reported data are in percent and period changes are in percentage points.

fn2.--Quantity for U.S. shipments reflects U.S. producers' U.S. shipment quantities. Value for U.S. shipments reflects LBCCs sold in the United States from domestically manufactured LBCCs (including the value added by U.S. processors to domestic LBCCs), as well as the incremental value added by U.S. processors to imported LBCCs. In measuring consumption and market share this methodology avoids reclassifying and/or double counting merchandise already reported as an import. Unit value reflects the fully domestic value.

fn3.--Percent changes only calculated when both comparison values represent profits; The directional change in profitability provided when one or both comparison values represent a loss.

U.S. producers

Table C.2

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Productivity=units per million hours; Period changes=percent--exceptions noted

Item	Reported data			Period change comparisons		
	2023	2024	2025	2023–25	2023–24	2024–25
U.S. consumption quantity:						
Amount.....	***	***	***	▲ ***	▲ ***	▼ ***
Producers' share (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Importers' share (fn1):						
Japan.....	***	***	***	▲ ***	▲ ***	▼ ***
Germany.....	***	***	***	▼ ***	▼ ***	▲ ***
China.....	***	***	***	▲ ***	▼ ***	▲ ***
All other sources.....	***	***	***	▼ ***	▼ ***	▼ ***
Nonsubject sources.....	***	***	***	▲ ***	▼ ***	▲ ***
All import sources.....	***	***	***	▲ ***	▲ ***	▼ ***
U.S. consumption value:						
Amount.....	***	***	***	▲ ***	▲ ***	▼ ***
Producers' share (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Importers' share (fn1):						
Japan.....	***	***	***	▲ ***	▲ ***	▲ ***
Germany.....	***	***	***	▼ ***	▼ ***	▼ ***
China.....	***	***	***	▲ ***	▲ ***	▲ ***
All other sources.....	***	***	***	▲ ***	▲ ***	▲ ***
Nonsubject sources.....	***	***	***	▼ ***	▼ ***	▼ ***
All import sources.....	***	***	***	▲ ***	▲ ***	▼ ***

Table continued.

Table C.2 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Period changes=percent--exceptions noted; Interim period is none

Item	Reported data			Period change comparisons		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. importers' U.S. shipments of imports from:						
Japan:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▲ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
Germany:						
Quantity.....	***	***	***	▲ ***	***	▲ ***
Value.....	***	***	***	▼ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▲ ***	▼ ***
Ending inventory quantity.....	***	***	***	***	***	***
China:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit value.....	***	***	***	▼ ***	▲ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
All other sources:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▲ ***	▲ ***	▲ ***
Ending inventory quantity.....	***	***	***	▼ ***	▲ ***	▼ ***
Nonsubject sources:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***
All import sources						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Ending inventory quantity.....	***	***	***	▼ ***	▼ ***	▼ ***

Table continued.

Table C.2 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Period changes=percent--exceptions noted; Interim period is none

Item	Reported data			Period change comparisons		
	Calendar year			Calendar year		
	2023	2024	2025	2023-25	2023-24	2024-25
U.S. producers':						
Practical capacity quantity.....	***	***	***	▲ ***	***	▲ ***
Production quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Capacity utilization (fn1).....	***	***	***	▼ ***	▲ ***	▼ ***
U.S. shipments:						
Quantity.....	***	***	***	▲ ***	▲ ***	▼ ***
Value.....	***	***	***	▲ ***	▲ ***	▼ ***
Unit value.....	***	***	***	▼ ***	▼ ***	▼ ***
Export shipments:						
Quantity.....	***	***	***	▲ ***	▼ ***	▲ ***
Value.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit value.....	***	***	***	▲ ***	▼ ***	▲ ***
Ending inventory quantity.....	***	***	***	▲ ***	▲ ***	***
Inventories/total shipments (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Production workers.....	***	***	***	▲ ***	▲ ***	▲ ***
Hours worked (1,000s).....	***	***	***	▲ ***	▲ ***	▲ ***
Wages paid (\$1,000).....	***	***	***	▲ ***	▲ ***	▲ ***
Hourly wages (dollars per hour).....	***	***	***	▲ ***	▲ ***	▲ ***
Productivity (units per million hours).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit labor costs.....	***	***	***	▲ ***	▼ ***	▲ ***

Table continued.

Table C.2 Continued

LBCCs: Summary data concerning the U.S. market defining the domestic industry to be U.S. producer Manitowoc, by item and period

Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=1,000 dollars per unit; Period changes=percent--exceptions noted; Interim period is none

Item	Reported data			Period change comparisons		
	Calendar year			Calendar year		
	2023	2024	2025	2023-25	2023-24	2024-25
Net sales:						
Quantity.....	***	***	***	▲ ***	▲ ***	▲ ***
Value.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit value.....	***	***	***	▲ ***	▼ ***	▲ ***
Cost of goods sold (COGS).....	***	***	***	▲ ***	▲ ***	▲ ***
Gross profit or (loss) (fn2).....	***	***	***	▲ ***	▲ ***	▼ ***
SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Operating income or (loss) (fn2).....	***	***	***	▼ ***	▲ ***	▼ ***
Net income or (loss) (fn2).....	***	***	***	▼ ***	▲ ***	▼ ***
Unit COGS.....	***	***	***	▲ ***	▼ ***	▲ ***
Unit SG&A expenses.....	***	***	***	▲ ***	▲ ***	▲ ***
Unit operating income or (loss) (fn2).....	***	***	***	▲ ***	▲ ***	▼ ***
Unit net income or (loss) (fn2).....	***	***	***	▲ ***	▲ ***	▼ ***
COGS/sales (fn1).....	***	***	***	▼ ***	▼ ***	▲ ***
Operating income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Net income or (loss)/sales (fn1).....	***	***	***	▲ ***	▲ ***	▼ ***
Capital expenditures.....	***	***	***	▼ ***	▼ ***	▼ ***
Research and development expenses.....	***	***	***	▲ ***	▲ ***	▼ ***
Total assets.....	***	***	***	▼ ***	▼ ***	▲ ***

Source: Compiled from data submitted in response to Commission questionnaires. 508-compliant tables for these data are contained in parts 3, 4, 6, and 7 of this report.

Note.--Shares and ratios shown as "0.0" percent represent non-zero values less than "0.05" percent (if positive) and greater than "(0.05)" percent (if negative). Zeroes, null values, and undefined calculations are suppressed and shown as "--". Period changes preceded by a "▲" represent an increase, while period changes preceded by a "▼" represent a decrease.

fn1.--Reported data are in percent and period changes are in percentage points.

fn2.--Percent changes only calculated when both comparison values represent profits; The directional change in profitability provided when one or both comparison values represent a loss.

APPENDIX D

SEMI-FINISHED PRODUCT ANALYSIS NARRATIVE RESPONSES

Table D.1 LBCCs: U.S. producer and processor's narrative responses regarding the semi-finished product analysis comparing finished cranes to cranes subassemblies

Factor	Producer name and narrative regarding semi-finished product analysis
Differences in characteristics	***
Differences in characteristics	***
Differences in cost	***
Differences in cost	***
Transformation intensive	***

Source: Compiled from data submitted in response to Commission questionnaires.

Table D.2 LBCCs: U.S. importers' narrative responses regarding the semi-finished product analysis comparing finished cranes to cranes subassemblies

Factor	Importer name and narrative regarding semi-finished product analysis
Market distinct for unfinished product	***
Differences in characteristics	***
Differences in characteristics	***
Differences in cost	***
Differences in cost	***
Differences in cost	***
Transformation intensive	***
Transformation intensive	***

Source: Compiled from data submitted in response to Commission questionnaires.

APPENDIX E

U.S. SHIPMENTS BY PRODUCT TYPE

Table E.1 LBCCs: U.S. producer Manitowoc's U.S. shipments of LBCCs, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.1 (Continued) LBCCs: U.S. producer Manitowoc's U.S. shipments of LBCCs, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Table E.2 LBCCs: U.S. processor Link-Belt's U.S. shipments of LBCCs, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.2 (Continued) LBCCs: U.S. processor Link-Belt's U.S. shipments of LBCCs, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	100.0	100.0	100.0
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	100.0	100.0	100.0
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Table E.3 LBCCs: U.S. importers' U.S. imports of LBCCs from Japan by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.3 (Continued) LBCCs: U.S. importers' U.S. imports of LBCCs from Japan, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. These data include imports from both Kobelco (imported as finished LBCCs) and Sumitomo (imported as LBCC subassemblies prior to further processing in the United States by Link Belt prior to shipment as finished LBCCs).

Table E.4 LBCCs: U.S. importers' U.S. imports of LBCCs from Germany, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.4 (Continued) LBCCs: U.S. importers' U.S. imports of LBCCs from Germany, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent.

Table E.5: LBCCs: U.S. importers' U.S. imports of LBCCs from China, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.5 (Continued) LBCCs: U.S. importers' U.S. imports of LBCCs from China, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table E.6 LBCCs: U.S. importers' U.S. imports of LBCCs from all other sources by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.6 (Continued) LBCCs: U.S. importers' U.S. imports of LBCCs from all other sources, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. All other sources are sources other than China, Germany, or Japan.

Table E.7 LBCCs: U.S. importers' U.S. imports of LBCCs from nonsubject sources, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.7 (Continued LBCCs): U.S. importers' U.S. imports of LBCCs from nonsubject sources, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table E.8 LBCCs: U.S. importers' U.S. imports of LBCCs from all import sources, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.8 (Continued) LBCCs: U.S. importers' U.S. imports of LBCCs from all import sources, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Table E.9 LBCCs: U.S. producer Manitowoc's U.S. shipments and U.S. importers' U.S. imports of LBCCs from all import sources, by product type and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Quantity	***	***	***
Complete units	501+ ST max load capacity	Quantity	***	***	***
Complete units	Complete LBCC	Quantity	***	***	***
Subassemblies	Carriage assembly-related	Quantity	***	***	***
Subassemblies	All other assemblies	Quantity	***	***	***
Subassemblies	LBCC assemblies	Quantity	***	***	***
All in-scope products	All in-scope LBCCs	Quantity	***	***	***
Complete units	70 to 129 ST max load capacity	Value	***	***	***
Complete units	130 to 199 ST max load capacity	Value	***	***	***
Complete units	200 to 279 ST max load capacity	Value	***	***	***
Complete units	280 to 359 ST max load capacity	Value	***	***	***
Complete units	360 to 500 ST max load capacity	Value	***	***	***
Complete units	501+ ST max load capacity	Value	***	***	***
Complete units	Complete LBCC	Value	***	***	***
Subassemblies	Carriage assembly-related	Value	***	***	***
Subassemblies	All other assemblies	Value	***	***	***
Subassemblies	LBCC assemblies	Value	***	***	***
All in-scope products	All in-scope LBCCs	Value	***	***	***
Complete units	70 to 129 ST max load capacity	Unit value	***	***	***
Complete units	130 to 199 ST max load capacity	Unit value	***	***	***
Complete units	200 to 279 ST max load capacity	Unit value	***	***	***
Complete units	280 to 359 ST max load capacity	Unit value	***	***	***
Complete units	360 to 500 ST max load capacity	Unit value	***	***	***
Complete units	501+ ST max load capacity	Unit value	***	***	***
Complete units	Complete LBCC	Unit value	***	***	***
Subassemblies	Carriage assembly-related	Unit value	***	***	***
Subassemblies	All other assemblies	Unit value	***	***	***
Subassemblies	LBCC assemblies	Unit value	***	***	***
All in-scope products	All in-scope LBCCs	Unit value	***	***	***

Table continued.

Table E.9 (Continued) LBCCs: U.S. producer Manitowoc's U.S. shipments and U.S. importers' U.S. imports of LBCCs from all import sources, by product type and period

Shares in percent

Product grouping	Product type	Measure	2023	2024	2025
Complete units	70 to 129 ST max load capacity	Share of quantity	***	***	***
Complete units	130 to 199 ST max load capacity	Share of quantity	***	***	***
Complete units	200 to 279 ST max load capacity	Share of quantity	***	***	***
Complete units	280 to 359 ST max load capacity	Share of quantity	***	***	***
Complete units	360 to 500 ST max load capacity	Share of quantity	***	***	***
Complete units	501+ ST max load capacity	Share of quantity	***	***	***
Complete units	Complete LBCC	Share of quantity	***	***	***
Subassemblies	Carriage assembly-related	Share of quantity	***	***	***
Subassemblies	All other assemblies	Share of quantity	***	***	***
Subassemblies	LBCC assemblies	Share of quantity	***	***	***
All in-scope products	All in-scope LBCCs	Share of quantity	100.0	100.0	100.0
Complete units	70 to 129 ST max load capacity	Share of value	***	***	***
Complete units	130 to 199 ST max load capacity	Share of value	***	***	***
Complete units	200 to 279 ST max load capacity	Share of value	***	***	***
Complete units	280 to 359 ST max load capacity	Share of value	***	***	***
Complete units	360 to 500 ST max load capacity	Share of value	***	***	***
Complete units	501+ ST max load capacity	Share of value	***	***	***
Complete units	Complete LBCC	Share of value	***	***	***
Subassemblies	Carriage assembly-related	Share of value	***	***	***
Subassemblies	All other assemblies	Share of value	***	***	***
Subassemblies	LBCC assemblies	Share of value	***	***	***
All in-scope products	All in-scope LBCCs	Share of value	100.0	100.0	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. In this compilation imports from Sumitomo are classified as subassemblies based on the time and status of the imported good when cleared through Customs.

Figure E.1 LBCCs: U.S. producer Manitowoc's U.S. shipments and U.S. importers' U.S. imports in 2025, by source and product type

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Labeled weights are the max load capacity of the complete LBCCs reported. Data labels within figure are the per unit price by source where displayed.

Table E.10 LBCCs: 70 to 129 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.10 (Continued) 70 to 129 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	▼***	▼***	▼***
Germany	Difference	***	***	***
China	Difference	***	▼***	▼***
All other sources	Difference	***	***	▲***
Nonsubject sources	Difference	***	▼***	▲***
All import sources	Difference	▼***	▼***	▼***
All sources	Difference	▼***	▼***	▼***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Zeroes, null values, and undefined calculations are suppressed and shown as “—”. This table include imports from Sumitomo from Japan based on the U.S. shipments reported by Link Belt of the finished LBCC.

Figure E.2: 70 to 129 ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.11 130 to 199 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.11 (Continued) 130 to 199 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	▼ ***	▼ ***	▼ ***
Germany	Difference	***	***	***
China	Difference	***	***	▼ ***
All other sources	Difference	▲ ***	▲ ***	▲ ***
Nonsubject sources	Difference	▲ ***	▲ ***	▲ ***
All import sources	Difference	▲ ***	▼ ***	▲ ***
All sources	Difference	▲ ***	▼ ***	▲ ***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as “0.0” represent values greater than zero, but less than “0.05” percent. Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Figure E.3 130 to 199 ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.12 200 to 279 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.12 (Continued) 200 to 279 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	▼ ***	▼ ***	▼ ***
Germany	Difference	***	***	***
China	Difference	***	***	***
All other sources	Difference	▲ ***	▲ ***	▲ ***
Nonsubject sources	Difference	▲ ***	▲ ***	▲ ***
All import sources	Difference	▼ ***	▼ ***	▼ ***
All sources	Difference	▼ ***	▼ ***	▼ ***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as “0.0” represent values greater than zero, but less than “0.05” percent. Zeroes, null values, and undefined calculations are suppressed and shown as “—”.

Figure E.4 200 to 279 ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.13 280 to 359 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.13 Continued 280 to 359 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	▼***	▼***	▼***
Germany	Difference	***	***	***
China	Difference	***	***	***
All other sources	Difference	▼***	▼***	▼***
Nonsubject sources	Difference	▼***	▼***	▼***
All import sources	Difference	▼***	▼***	▼***
All sources	Difference	▼***	▼***	▼***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Figure E.5 280 to 359 ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.14 360 to 500 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.14 (Continued) 360 to 500 ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	***	***	***
Germany	Difference	***	***	***
China	Difference	***	***	***
All other sources	Difference	***	***	***
Nonsubject sources	Difference	***	***	***
All import sources	Difference	***	***	***
All sources	Difference	***	***	***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Figure E.6 360 to 500 ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.15 501+ ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; Value in 1,000 dollars; Unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.15 Continued 501+ ST max load capacity LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	***	***	***
Germany	Difference	▼***	▼***	▼***
China	Difference	***	***	***
All other sources	Difference	***	▼***	***
Nonsubject sources	Difference	▼***	▼***	▼***
All import sources	Difference	▼***	▼***	▼***
All sources	Difference	▼***	▼***	▼***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Figure E.7 501+ ST max load capacity LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.16 Finished LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Quantity in units; value in 1,000 dollars; unit values in 1,000 dollars per unit

Source	Measure	2023	2024	2025
U.S. producers	Quantity	***	***	***
Japan	Quantity	***	***	***
Germany	Quantity	***	***	***
China	Quantity	***	***	***
All other sources	Quantity	***	***	***
Nonsubject sources	Quantity	***	***	***
All import sources	Quantity	***	***	***
All sources	Quantity	***	***	***
U.S. producers	Value	***	***	***
Japan	Value	***	***	***
Germany	Value	***	***	***
China	Value	***	***	***
All other sources	Value	***	***	***
Nonsubject sources	Value	***	***	***
All import sources	Value	***	***	***
All sources	Value	***	***	***
U.S. producers	Unit value	***	***	***
Japan	Unit value	***	***	***
Germany	Unit value	***	***	***
China	Unit value	***	***	***
All other sources	Unit value	***	***	***
Nonsubject sources	Unit value	***	***	***
All import sources	Unit value	***	***	***
All sources	Unit value	***	***	***

Table continued.

Table E.16 (Continued) Finished LBCCs: U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

Difference, share, and ratio in percent; difference is the percent higher / (lower) for that source's AUV relative to U.S. producer Manitowoc's AUV; ratio is to overall apparent consumption

Source	Measure	2023	2024	2025
U.S. producers	Difference	***	***	***
Japan	Difference	▼ ***	▼ ***	▼ ***
Germany	Difference	▲ ***	▲ ***	▲ ***
China	Difference	▲ ***	▼ ***	▼ ***
All other sources	Difference	▲ ***	▲ ***	▲ ***
Nonsubject sources	Difference	▲ ***	▲ ***	▲ ***
All import sources	Difference	▼ ***	▼ ***	▼ ***
All sources	Difference	▼ ***	▼ ***	▼ ***
U.S. producers	Share	***	***	***
Japan	Share	***	***	***
Germany	Share	***	***	***
China	Share	***	***	***
All other sources	Share	***	***	***
Nonsubject sources	Share	***	***	***
All import sources	Share	***	***	***
All sources	Share	100.0	100.0	100.0
U.S. producers	Ratio	***	***	***
Japan	Ratio	***	***	***
Germany	Ratio	***	***	***
China	Ratio	***	***	***
All other sources	Ratio	***	***	***
Nonsubject sources	Ratio	***	***	***
All import sources	Ratio	***	***	***
All sources	Ratio	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Figure E.8 Finished LBCCs: Quantities and AUVs for U.S. producer Manitowoc's U.S. shipments, U.S. processor Link Belt's U.S. shipments (as part of Japan), and U.S importers' U.S. imports of finished LBCCs, by source and period

* * * * *

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Data labels within figure are the per unit price by source where displayed.

Table E.17 LBCCs: Summary of Japan and nonsubject AUVs compared to U.S. producer Manitowoc's AUVs, by source

Instances in count; quantity in units; shares in percent.

Benchmark source	Comparison source	Measure	Instances	Share of instances	Comparis on source quantity	Share of quantity
United States	Japan	Lower	***	***	***	***
United States	Japan	Higher	***	***	***	***
United States	Japan	All comparisons	***	100.0	***	100.0
United States	Nonsubject	Lower	***	***	***	***
United States	Nonsubject	Higher	***	***	***	***
United States	Nonsubject	All comparisons	***	100.0	***	100.0

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Shares and ratios shown as "0.0" represent values greater than zero, but less than "0.05" percent. Percent change is the change from the first quarter to the last quarter of the data collection period. Quarterly change is the average quarterly change for when there is reported data.

APPENDIX F

LINK-BELT PRICE DATA

U.S. processor and importer Link-Belt¹ reported price data for Japan for products 1 to 3. Its reported price data reported accounted for *** percent of its U.S. shipments from Japan.² These price items and accompanying data are comparable to those presented in tables 5.4 to 5.6. Price and quantity data for Link-Belt are shown in tables F.1 to F.3 and in figures F.1 to F.3 (with U.S. producer Manitowoc and importer Kobelco).

Link-Belt's reported pricing data were lower than U.S. producer Manitowoc's prices in *** instances and higher in *** instances and were higher than prices for LBCCs imported by Kobelco in *** instances. A summary of price differentials is presented in table F.4.

¹ As noted in Part 5, Link-Belt is the exclusive importer for subject LBCCs from Japanese producer Sumitomo. Link-Belt processes imports of Sumitomo's LBCC subassemblies by adding lattice boom attachments then sells the completed LBCC in the U.S. market. Link-Belt is referenced as a U.S. processor/importer in this appendix.

² U.S. processor and importer Link-Belt provided sales price data for *** products. However, Link-Belt's imports the crawler assemblies from its sister company in Japan. Respondent Link-Belt's postconference brief, exhibit 1, p. 6. ***. Staff email correspondence with ***.

Table F.1 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 1 from Link-Belt, by quarter

Price in 1,000 dollars per unit, quantity in units.

Period	U.S. producer Manitowoc price	U.S. producer Manitowoc quantity	U.S. processor/importer Link-Belt price	U.S. processor/importer Link-Belt quantity
2023 Q1	***	***	***	***
2023 Q2	***	***	***	***
2023 Q3	***	***	***	***
2023 Q4	***	***	***	***
2024 Q1	***	***	***	***
2024 Q2	***	***	***	***
2024 Q3	***	***	***	***
2024 Q4	***	***	***	***
2025 Q1	***	***	***	***
2025 Q2	***	***	***	***
2025 Q3	***	***	***	***
2025 Q4	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 1: Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure F.1 LBCCs: Weighted-average prices and quantities of domestic and imported product 1, by source and quarter

Price of product 1						
*	*	*	*	*	*	*
Volume of product 1						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 1: Lattice boom crawler crane with a maximum lift capacity of 110 U.S. tons, boom length of 140-160 ft, with a base engine and model configuration, and without any jib or other attachments.

Table F.2 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 2 from Link-Belt, by quarter Price in dollars per unit, quantity in units.

Period	U.S. producer Manitowoc price	U.S. producer Manitowoc quantity	U.S. processor/importer Link-Belt price	U.S. processor/importer Link-Belt quantity
2023 Q1	***	***	***	***
2023 Q2	***	***	***	***
2023 Q3	***	***	***	***
2023 Q4	***	***	***	***
2024 Q1	***	***	***	***
2024 Q2	***	***	***	***
2024 Q3	***	***	***	***
2024 Q4	***	***	***	***
2025 Q1	***	***	***	***
2025 Q2	***	***	***	***
2025 Q3	***	***	***	***
2025 Q4	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 2: Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure F.2 LBCCs: Weighted-average prices and quantities of domestic and imported product 2, by source and quarter

Price of product 2						
*	*	*	*	*	*	*
Volume of product 2						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 2: Lattice boom crawler crane with a maximum lift capacity of 165 U.S. tons, boom length of 180-200 ft, with a base engine and model configuration, and without any jib or other attachments.

Table F.3 LBCCs: Weighted-average f.o.b. prices and quantities of domestic and imported product 3 from Link-Belt, by quarter

Price in dollars per unit, quantity in units.

Period	U.S. producer Manitowoc price	U.S. producer Manitowoc quantity	U.S. processor/importer Link-Belt price	U.S. processor/importer Link-Belt quantity
2023 Q1	***	***	***	***
2023 Q2	***	***	***	***
2023 Q3	***	***	***	***
2023 Q4	***	***	***	***
2024 Q1	***	***	***	***
2024 Q2	***	***	***	***
2024 Q3	***	***	***	***
2024 Q4	***	***	***	***
2025 Q1	***	***	***	***
2025 Q2	***	***	***	***
2025 Q3	***	***	***	***
2025 Q4	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 3: Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments.

Figure F.3 LBCCs: Weighted-average prices and quantities of domestic and imported product 3, by source and quarter

Price of product 3						
*	*	*	*	*	*	*
Volume of product 3						
*	*	*	*	*	*	*

Source: Compiled from data submitted in response to Commission questionnaires.

Note: Product 3: Lattice boom crawler crane with a maximum lift capacity of 275 U.S. tons, boom length of 180-220 ft, with a base engine and model configuration, and without any jib or other attachments.

Table F.4 LBCCs: Summary of higher/(lower) unit values, by source, January 2023 to December 2025

Comparison	Number of quarters lower	Quantity lower (units)	Number of quarters higher	Quantity higher (units)
U.S. processor/importer Link-Belt vs. U.S. producer Manitowoc	***	***	***	***
U.S. processor/importer Link-Belt vs. Importer Kobelco	***	***	***	***

Source: Compiled from data submitted in response to Commission questionnaires.

