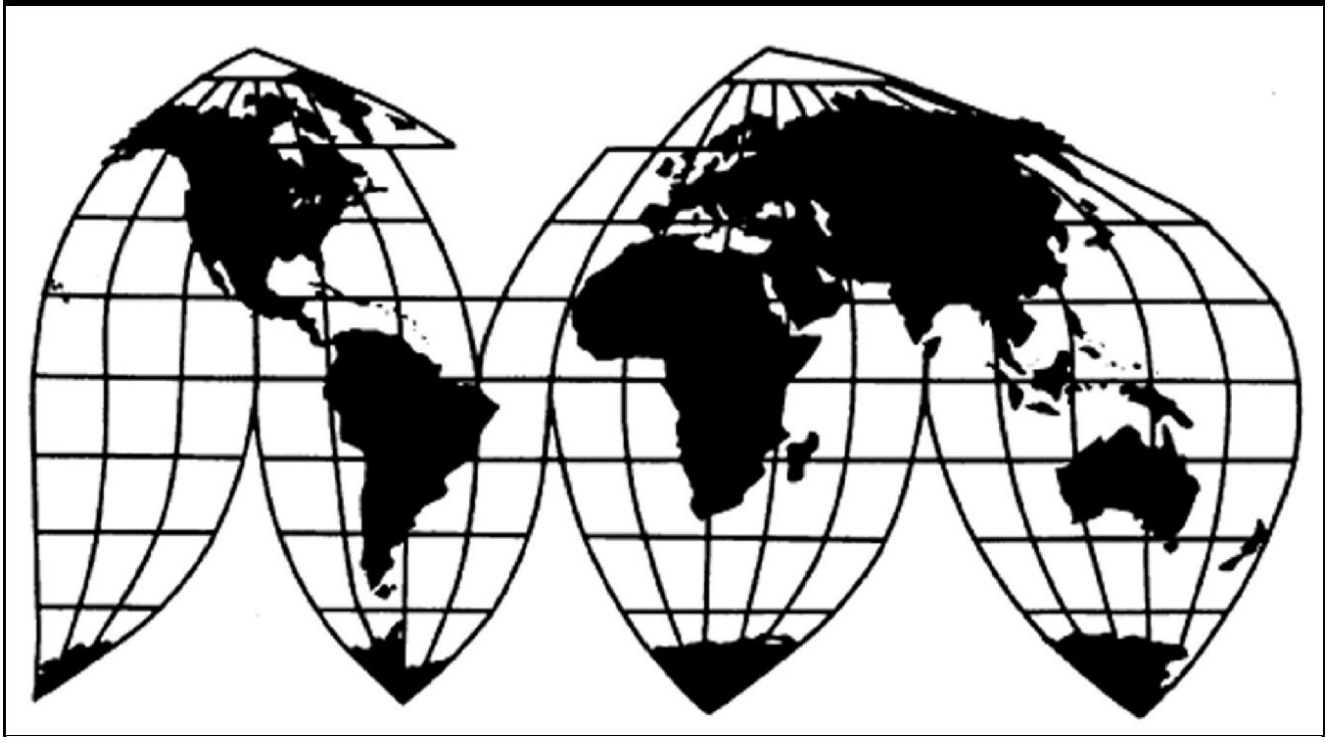
Small Vertical Shaft Engines from China

Investigation Nos. 701-TA-643 and 731-TA-1493 (Review)

Publication 5801 **October 2026**

U.S. International Trade Commission



Washington, DC 20436

U.S. International Trade Commission

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UNITED STATES INTERNATIONAL TRADE COMMISSION

Investigation Nos. 701-TA-643 and 731-TA-1493 (Review)

Small Vertical Shaft Engines from China

DETERMINATIONS

On the basis of the record[1] developed in the subject five-year reviews, the United States International Trade Commission ("Commission") determines, pursuant to the Tariff Act of 1930 ("the Act"), that revocation of the countervailing and antidumping duty orders on small vertical shaft engines from China would be likely to lead to continuation or recurrence of material injury to an industry in the United States within a reasonably foreseeable time.[2]

BACKGROUND

The Commission instituted these reviews on April 1, 2026 (91 FR 16231) and determined on July 6, 2026, that it would conduct expedited reviews (91 FR 50892, August 6, 2026).

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

[2] Commissioner Samuel T. Negatu not participating.

Views of the Commission

Based on the record in these five-year reviews, we determine under section 751(c) of the Tariff Act of 1930, as amended ("the Tariff Act"), that revocation of the antidumping duty and countervailing duty orders on small vertical shaft engines ("SVSEs") from China would be likely to lead to continuation or recurrence of material injury to an industry in the United States within a reasonably foreseeable time.[1]

I. Background

A. The Prior Proceedings

In response to petitions filed on March 18, 2020, by Briggs & Stratton, LLC ("Briggs & Stratton" or "domestic producer"), a domestic producer of SVSEs, the Commission determined in April 2021 that a domestic industry was materially injured by reason of imports of SVSEs from China found by the U.S. Department of Commerce ("Commerce") to be sold at less than fair value and to be subsidized by the government of China.[2] Subsequently, in May 2021, Commerce issued antidumping and countervailing duty orders.[3]

B. The Current Reviews

In April 2026, the Commission instituted these five-year reviews.[4] Briggs & Stratton submitted a response to the notice of institution.[5] The Commission did not receive a response to the notice of institution from any respondent interested party.[6] On July 6, 2026, the Commission determined that the domestic interested party group response was adequate and the respondent interested party group response was inadequate.[7] Finding no other

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[1] Commissioner Samuel T. Negatu not participating.

[2] *Small Vertical Shaft Engines from China*, Inv. Nos. 701-TA-643 and 731-TA-1493 (Final), USITC Pub. 5185 (Apr. 2021) ("*Original Investigations*") at 1, 3, 52; Petitions, EDIS Doc. 705165 (Mar. 18, 2020).

[3] *Certain Vertical Shaft Engines Between 99cc and Up to 225cc, and Parts Thereof From the People's Republic of China: Antidumping and Countervailing Duty Orders*, 86 Fed. Reg. 12623 (May 4, 2021).

[4] *Small Vertical Shaft Engines From China; Institution of Five-Year Reviews*, 91 Fed. Reg. 16231 (Apr. 1, 2026) ("Notice of Institution").

[5] Confidential Report, INV-YY-093 (June 23, 2026), EDIS Doc. 885954 ("CR"); *Small Vertical Shaft Engines from China*, Inv. Nos. 701-TA-643 and 731-TA-1493 (First Review), USITC Pub. 5801 (Oct. 2026) ("PR") (collectively "CR/PR") at 1.19, B.3, Table B.1; Domestic Producer's Response to the Notice of Institution, EDIS Doc. 880959 (May 1, 2026) ("Domestic Producer's NOI Response") at 1.

[6] CR/PR at 1.23, B.3—B.4, Table B.1; *see also* Domestic Producer's Comments on Adequacy, EDIS Doc. 884554 (June 9, 2026) ("Adequacy Comments") at 2-5.

[7] Explanation of Commission Determination on Adequacy, EDIS Doc. 887655 (July 10, 2026) ("Commission's Adequacy Explanation") at 1.

circumstances that would warrant conducting full reviews, the Commission determined that it would conduct expedited reviews pursuant to section 751(c)(3) of the Tariff Act.[8] The domestic producer filed comments with the Commission pursuant to 19 C.F.R. § 207.61(d) arguing that the Commission should reach affirmative determinations.[9]

The Commission based U.S. industry data in these reviews on information supplied by the domestic producer in its response to the notice of institution and information from the original investigations.[10] Briggs & Stratton estimates it accounted for approximately *** percent of domestic production of SVSEs during 2025.[11] The Commission based U.S. import data and related information on Commerce's official import statistics and information from the original investigations.[12] The Commission based foreign industry data and related information on information from the original investigations, information submitted by the domestic producer in these expedited reviews, and compilations of publicly available information.[13]

II. Domestic Like Product and Industry

A. Domestic Like Product

In making its determination under section 751(c) of the Tariff Act, the Commission defines the "domestic like product" and the "industry."[14] 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 under this subtitle."[15] The Commission's

[8] Commission's Adequacy Explanation at 1.

[9] Domestic Producer's Final Comments, EDIS Doc. 895476 (Sept. 23, 2026) ("Final Comments") at 1; *see also* CR/PR at B.3; Domestic Producer's NOI Response at 33; Adequacy Comments at 6-8. Briggs & Stratton identified one other domestic producer of SVSEs, Honda Power Equipment Manufacturing. Inc. ("Honda Power"), which did not respond to the notice of institution or otherwise provide information. Accordingly, the lack of data from Honda Power may explain some of the difference in the domestic industry data between the original investigations and current reviews.

[10] CR/PR at 1.19, 1.21, 1.26, B.3—B.4, Tables 1.6, 1.8 & B.1; Domestic Producer's NOI Response at 1-33; Adequacy Comments at 6-8. Data for the years 2017 through 2019 were compiled using data submitted in the original investigations. CR/PR at 1.21, 1.26, Tables 1.6 source (note) & 1.8 source (note).

[11] CR/PR at 1.19, B.3, Table B.1; *see also* Domestic Producer's NOI Response at 31, Exh. 1.

[12] CR/PR at 1.24, 1.26, Tables 1.7 & 1.8. Import data are compiled from official Commerce statistics under Harmonized Tariff Schedule of the United States ("HTS") statistical reporting number 8407.90.1010 which may contain products outside the scope of these reviews. CR/PR at Table 1.7 source (note).

[13] *See* CR/PR at 1.27 to 1.28; Domestic Producer's NOI Response at 16-25, 31, Exh. 1.

[14] 19 U.S.C. § 1677(4)(A).

[15] 19 U.S.C. § 1677(10); *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.*

practice in five-year reviews is to examine the domestic like product definition from the original investigation and consider whether the record indicates any reason to revisit the prior findings.[16]

Commerce has defined the imported merchandise within the scope of the orders under review as:

> The merchandise covered by this *Order* consists of spark-ignited, non-road, vertical shaft engines, whether finished or unfinished, whether assembled or unassembled, whether mounted or unmounted, primarily for walk-behind lawn mowers. Engines meeting this physical description may also be for other non-hand-held outdoor power equipment, including but not limited to, pressure washers. The subject engines are spark ignition, single-cylinder, air cooled, internal combustion engines with vertical power take off shafts with a minimum displacement of 99cc and a maximum displacement of up to, but not including, 225cc. Typically, engines with displacements of this size generate gross power of between 1.95 kilowatts (kw) to 4.75 kw.
>
> Engines covered by the scope normally must comply with and be certified under Environmental Protection Agency (EPA) air pollution controls title 40, chapter I, subchapter U, part 1054 of the Code of Federal Regulations standards for small non-road spark-ignition engines and equipment. Engines that otherwise meet the physical description of the scope but are not certified under 40 CFR part 1054 and are not certified under other parts of subchapter U of the EPA air pollution controls are not excluded from the scope of the *Order*. Engines that may be certified under both 40 CFR part 1054 as well as other parts of subchapter U remain subject to the scope of the *Orders*.

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v. United States, 19 CIT 450, 455 (1995); *Timken Co. v. United States*, 913 F. Supp. 580, 584 (Ct. Int'l Trade 1996); *Torrington Co. v. United States*, 747 F. Supp. 744, 748-49 (Ct. Int'l Trade 1990), *aff'd*, 938 F.2d 1278 (Fed. Cir. 1991); *see also* S. Rep. No. 249, 96th Cong., 1st Sess. 90-91 (1979).

[16] *See*, *e.g.*, *Internal Combustion Industrial Forklift Trucks from Japan*, Inv. No. 731-TA-377 (Second Review), USITC Pub. 3831 at 8-9 (Dec. 2005); *Crawfish Tail Meat from China*, Inv. No. 731-TA-752 (Review), USITC Pub. 3614 at 4 (July 2003); *Steel Concrete Reinforcing Bar from Turkey*, Inv. No. 731-TA-745 (Review), USITC Pub. 3577 at 4 (Feb. 2003).

Certain small vertical shaft engines, whether or not mounted on non-hand-held outdoor power equipment, including but not limited to walk-behind lawn mowers and pressure washers, are included in the scope. However, if a subject engine is imported mounted on such equipment, only the engine is covered by the scope. Subject merchandise includes certain small vertical shaft engines produced in the subject country whether mounted on outdoor power equipment in the subject country or in a third country. Subject engines are covered whether or not they are accompanied by other parts.

For purposes of the *Order*, an unfinished engine covers at a minimum a sub-assembly comprised of, but not limited to, the following components: crankcase, crankshaft, camshaft, piston(s), and connecting rod(s). Importation of these components together, whether assembled or unassembled, and whether or not accompanied by additional components such as a sump, carburetor spacer, cylinder head(s), valve train, or valve cover(s), constitutes an unfinished engine for purposes of the *Order*. The inclusion of other products such as spark plugs fitted into the cylinder head or electrical devices (*e.g.*, ignition coils) for synchronizing with the engine to supply tension current does not remove the product from the scope. The inclusion of any other components not identified as comprising the unfinished engine subassembly in a third country does not remove the engine from the scope.

Excluded from the scope of the *Order* are "Commercial" or "Heavy Commercial" engines under 40 C.F.R. §§ 1054.107 and 1054.135 that have (1) a displacement of 160 cc or greater, (2) a cast iron cylinder liner, (3) an automatic compression release, and (4) a muffler with at least three chambers and volume greater than 400cc.

The engines subject to the *Order* are predominantly classified in the Harmonized Tariff Schedule of the United States (HTSUS) at subheading 8407.90.1010. The engine subassemblies 3 that are subject to the *Order* enter under HTSUS subheading 8409.91.9990. The mounted engines that are subject to the *Order* enter under HTSUS subheadings 8433.11.0050,

> 8433.11.0060, and 8424.30.9000. Engines subject to the *Order may* also enter under HTSUS subheadings 8407.90.1020, 8407.90.9040, and 8407.90.9060. The HTSUS subheadings are provided for convenience and customs purposes only, and the written description of the merchandise is dispositive.[17]

SVSEs involve spark-ignited, single cylinder, air cooled, internal combustion, non-road engines with vertical power take off shafts and a displacement of less than 225cc. Most engines with this size displacement typically generate a gross power between 1.95kW and 4.75kW.[18] The scope excludes certain varieties of commercial engines.[19] SVSEs covered by this scope include subassemblies (unassembled or unfinished vertical shaft engines) but do not include engines with a displacement of 225cc or more, or engines with a horizontal shaft.[20]

SVSEs are primarily used in walk-behind lawn mowers but may also be used in other outdoor power equipment such as pressure washers and wheeled trimmers.[21] SVSEs within the scope may be unmounted or mounted on outdoor power equipment; however, if SVSEs are mounted on such outdoor power equipment, only the engines are covered by the scope.[22] Small vertical shaft engines produced in China are within the scope and considered subject merchandise whether mounted on outdoor power equipment in China or in a third country. [23]

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[17] *Certain Vertical Shaft Engines Between 99cc and Up To 225cc, and Parts Thereof (Small Vertical Engines) From the People's Republic of China: Final Results of the Expedited First Sunset Review of the Antidumping Duty Order,* 91 Fed. Reg.48369 (July 31, 2026) ("*Commerce's First Five-Year Review Final Results – Antidumping Duty Order*") and accompanying Issues and Decision Memorandum, Case No. A-570-124 (July 28, 2026) ("AD IDM") at 2-3; *see also Certain Vertical Shaft Engines Between 99cc and Up to 225cc, and Parts Thereof From the People's Republic of China: Final Results of the Expedited First Sunset Review of the Countervailing Duty Order,* 91 Fed. Reg. 48366 (July 31, 2026) ("*Commerce's First Five-Year Review Final Results – Countervailing Duty Order*") and accompanying Issues and Decision Memorandum, Case No. C-570-125 (July 29, 2026) ("CVD IDM") at 2-3. *See also* CR/PR at 1.5—1.6. The scope of the orders has not changed since the original investigations. *See Original Investigations*, USITC Pub. 5185 at 6-7. *See also* CR/PR at 1.5—1.6, 1.11—1.15.

[18] *See* CR/PR at 1.11; *see also Original Investigations*, USITC Pub. 5185 at 8.

[19] *See* CR/PR at 1.11; *see also Original Investigations*, USITC Pub. 5185 at 8.

[20] *See* CR/PR at 1.11; *see also Original Investigations*, USITC Pub. 5185 at 8-9. Vertical shaft engines with a displacement of more than 225cc were the subject of recent investigations. *See Large Vertical Shaft Engines from China*, Inv. Nos. 701-TA-637 and 731-TA-1471 (Final), USITC Pub. 5162 (Feb. 2021). Walk-behind lawn mowers were the subject of separate investigations. *See Walk-Behind Lawn Mowers from China and Vietnam*, Inv. Nos. 701-TA-643 and 731-TA-1521-1522 (Final), USITC Pub. 5209 (July 2021).

[21] *See* CR/PR at 1.11; *see also Original Investigations*, USITC Pub. 5185 at 9.

[22] *See* CR/PR at 1.5; *see also Original Investigations*, USITC Pub. 5185 at 9.

[23] *See* CR/PR at 1.5—1.6; *see also Original Investigations*, USITC Pub. 5185 at 9.

SVSEs must comply with and be certified to meet U.S. Environmental Protection Agency ("EPA") air pollution control standards with the most recent standards coming into effect in 2012; these standards have specific requirements for residential, extended life residential, and commercial SVSEs which must be met over the useful life of the engine. SVSEs covered by the scope of these reviews are almost all EPA class I engines, which are defined as "nonhandheld equipment engines greater than or equal to 100cc and less than 225cc in displacement." [24]

In the original investigations, the Commission rejected Toro's arguments that the Commission should define SVSEs mounted on power equipment as a separate domestic like product from unmounted SVSEs.[25] The Commission found that the scope covered engines, whether unmounted or mounted onto power equipment through further downstream processing, but the scope did not include the power equipment upon which some of the SVSEs were mounted, which the Commission sometimes referenced as the mounted component and power equipment.[26] Accordingly, the Commission defined a single domestic like product corresponding to the scope of the investigations.[27]

We considered our analysis of the domestic like product in the original investigations.[28] No new information suggests changes in the pertinent product characteristics and uses of SVSEs since the prior proceedings, and the domestic producer does not argue otherwise.[29] Accordingly, we again define a single domestic like product that is coextensive with Commerce's scope.

B. Domestic Industry

Section 771(4)(A) of the Tariff Act defines the relevant industry 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

[24] *See* CR/PR at 1.12; *see also Original Investigations*, USITC Pub. 5185 at 9.

[25] *Original Investigations*, USITC Pub. 5185 at 10.

[26] *Original Investigations*, USITC Pub. 5185 at 11-12. The Commission also declined to define the domestic like product more broadly to include the downstream mounted products that incorporate SVSEs, explaining that it typically does not define the domestic like product to include domestically produced downstream articles when there is no corresponding downstream imported article within the scope. *Id*., *citing Certain Frozen or Canned Warmwater Shrimp and Prawns from Brazil, China, Ecuador, India, Thailand, and Vietnam*, Inv. Nos. 731-TA-1063-1068 (Prelim.), USITC Pub. 3672 at 14-15 (Feb. 2004) and *Low Enriched Uranium from France, Germany, the Netherlands, and the United Kingdom*, Inv. Nos. 701-TA-409-412, 731-TA-909-912 (Prelim.), USITC Pub. 3388 at 6 (Jan. 2001).

[27] *Original Investigations*, USITC Pub. 5185 at 16.

[28] *Original Investigations*, USITC Pub. 5185 at 9-13.

[29] *See* CR/PR at 1.11—1.15; Domestic Producer's NOI Response at 31.

product."[30] 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 original investigations, the Commission defined the domestic industry as all producers of SVSEs, namely Briggs & Statton and Honda Power, after finding no related party or other domestic industry issues.[31]

We have considered our analysis of the domestic industry in the original investigations. Nothing in the record in these reviews indicates any related party or other domestic industry issues and Briggs & Stratton does not argue otherwise.[32] Accordingly, consistent with our definition of the domestic like product and in the absence of contrary party argument, we again define the domestic industry as all U.S. producers of SVSEs.

III. Revocation of the Antidumping Duty and Countervailing Duty Orders Would Likely Lead to Continuation or Recurrence of Material Injury Within a Reasonably Foreseeable Time

A. Legal Standards

In a five-year review conducted under section 751(c) of the Tariff Act, Commerce will revoke an antidumping or countervailing duty order unless: (1) it makes a determination that dumping or subsidization is likely to continue or recur and (2) the Commission makes a determination that revocation of the antidumping or countervailing duty order "would be likely to lead to continuation or recurrence of material injury within a reasonably foreseeable time."[33] The SAA states that "under the likelihood standard, the Commission will engage in a counterfactual analysis; it must decide the likely impact in the reasonably foreseeable future of an important change in the status quo – the revocation or termination of a proceeding and the elimination of its restraining effects on volumes and prices of imports."[34] Thus, the likelihood

[30] 19 U.S.C. § 1677(4)(A). The definitions in 19 U.S.C. § 1677 are applicable to the entire subtitle containing the antidumping and countervailing duty laws, including 19 U.S.C. §§ 1675 and 1675a. *See* 19 U.S.C. § 1677. *See Original Investigations*, USITC Pub. 5185 at 10.

[31] *Original Investigations*, USITC Pub. 5185 at 14.

[32] Domestic Producer's NOI Response at 33.

[33] 19 U.S.C. § 1675a(a).

[34] SAA at 883-84. The SAA states that "{t}he likelihood of injury standard applies regardless of the nature of the Commission's original determination (material injury, threat of material injury, or material retardation of an industry). Likewise, the standard applies to suspended investigations that were never completed." *Id*. at 883.

standard is prospective in nature.[35] The U.S. Court of International Trade has found that "likely," as used in the five-year review provisions of the Act, means "probable," and the Commission applies that standard in five-year reviews.[36]

The statute states that "the Commission shall consider that the effects of revocation or termination may not be imminent, but may manifest themselves only over a longer period of time."[37] According to the SAA, a "'reasonably foreseeable time' will vary from case-to-case, but normally will exceed the 'imminent' timeframe applicable in a threat of injury analysis in original investigations."[38]

Although the standard in a five-year review is not the same as the standard applied in an original investigation, it contains some of the same fundamental elements. The statute provides that the Commission is to "consider the likely volume, price effect, and impact of imports of the subject merchandise on the industry if the orders are revoked or the suspended investigation is terminated."[39] It directs the Commission to take into account its prior injury determination, whether any improvement in the state of the industry is related to the order or the suspension agreement under review, whether the industry is vulnerable to material injury if an order is revoked or a suspension agreement is terminated, and any findings by Commerce

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[35] While the SAA states that "a separate determination regarding current material injury is not necessary," it indicates that "the Commission may consider relevant factors such as current and likely continued depressed shipment levels and current and likely continued {sic} prices for the domestic like product in the U.S. market in making its determination of the likelihood of continuation or recurrence of material injury if the order is revoked." SAA at 884.

[36] *See NMB Singapore Ltd. v. United States*, 288 F. Supp. 2d 1306, 1352 (Ct. Int'l Trade 2003) ("'likely' means probable within the context of 19 U.S.C. § 1675(c) and 19 U.S.C. § 1675a(a)"), *aff'd mem.*, 140 Fed. Appx. 268 (Fed. Cir. 2005); *Nippon Steel Corp. v. United States*, 26 CIT 1416, 1419 (2002) (same); *Usinor Industeel, S.A. v. United States*, 26 CIT 1402, 1404 nn.3, 6 (2002) ("more likely than not" standard is "consistent with the court's opinion;" "the court has not interpreted 'likely' to imply any particular degree of 'certainty'"); *Indorama Chemicals (Thailand) Ltd. v. United States*, 26 CIT 1059, 1070 (2002) ("standard is based on a likelihood of continuation or recurrence of injury, not a certainty"); *Usinor v. United States*, 26 CIT 767, 794 (2002) ("'likely' is tantamount to 'probable,' not merely 'possible'").

[37] 19 U.S.C. § 1675a(a)(5).

[38] SAA at 887. Among the factors that the Commission should consider in this regard are "the fungibility or differentiation within the product in question, the level of substitutability between the imported and domestic products, the channels of distribution used, the methods of contracting (such as spot sales or long-term contracts), and lead times for delivery of goods, as well as other factors that may only manifest themselves in the longer term, such as planned investment and the shifting of production facilities." *Id*.

[39] 19 U.S.C. § 1675a(a)(1).

regarding duty absorption pursuant to 19 U.S.C. § 1675(a)(4).[40] The statute further provides that the presence or absence of any factor that the Commission is required to consider shall not necessarily give decisive guidance with respect to the Commission's determination.[41]

In evaluating the likely volume of imports of subject merchandise if an order under review is revoked and/or a suspended investigation is terminated, the Commission is directed to consider whether the likely volume of imports would be significant either in absolute terms or relative to production or consumption in the United States.[42] In doing so, the Commission must consider "all relevant economic factors," including four enumerated factors: (1) any likely increase in production capacity or existing unused production capacity in the exporting country; (2) existing inventories of the subject merchandise, or likely increases in inventories; (3) the existence of barriers to the importation of the subject merchandise into countries other than the United States; and (4) 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.[43]

In evaluating the likely price effects of subject imports if an order under review is revoked and/or a suspended investigation is terminated, the Commission is directed to consider whether there is likely to be significant underselling by the subject imports as compared to the domestic like product and whether the subject imports are likely to enter the United States at prices that otherwise would have a significant depressing or suppressing effect on the price of the domestic like product.[44]

In evaluating the likely impact of imports of subject merchandise if an order under review is revoked and/or a suspended investigation is terminated, the Commission is directed to consider all relevant economic factors that are likely to have a bearing on the state of the industry in the United States, including but not limited to the following: (1) likely declines in output, sales, market share, profits, productivity, return on investments, and utilization of capacity; (2) likely negative effects on cash flow, inventories, employment, wages, growth,

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[40] 19 U.S.C. § 1675a(a)(1). Commerce has made no duty absorption finding concerning SVSEs from China in the current reviews. *See Commerce's Five-Year Review Final Results – AD Order*, 91 Fed. Reg. at 48369-70, and accompanying AD IDM at 1-8.

[41] 19 U.S.C. § 1675a(a)(5). Although the Commission must consider all factors, no one factor is necessarily dispositive. SAA at 886.

[42] 19 U.S.C. § 1675a(a)(2).

[43] 19 U.S.C. § 1675a(a)(2)(A-D).

[44] *See* 19 U.S.C. § 1675a(a)(3). The SAA states that "{c}onsistent with its practice in investigations, in considering the likely price effects of imports in the event of revocation and termination, the Commission may rely on circumstantial, as well as direct, evidence of the adverse effects of unfairly traded imports on domestic prices." SAA at 886.

ability to raise capital, and investment; and (3) likely negative effects on the existing development and production efforts of the industry, including efforts to develop a derivative or more advanced version of the domestic like product.[45] All relevant economic factors are to be considered within the context of the business cycle and the conditions of competition that are distinctive to the industry. As instructed by the statute, we have considered the extent to which any improvement in the state of the domestic industry is related to the orders under review and whether the industry is vulnerable to material injury upon revocation.[46]

As noted, the Commission did not receive a response to the notice of institution from any respondent interested party.[47] The record contains limited new information with respect to the SVSEs industry in China and the U.S. SVSEs market during the period of review ("POR"). Accordingly, for our determination, we rely as appropriate on the facts available from the original investigations, and the limited new information on the record in these reviews.

B. Conditions of Competition and the Business Cycle

In evaluating the likely impact of the subject imports on the domestic industry if an order is revoked, the statute directs the Commission to consider all relevant economic factors "within the context of the business cycle and conditions of competition that are distinctive to the affected industry."[48] We considered our findings regarding the conditions of competition in the original investigations.[49] The following conditions of competition inform our determinations in these reviews.

i. Demand

Demand for SVSEs depends on demand for the downstream products that use them — primarily gasoline-powered walk-behind lawn mowers, as well as pressure washers and other power equipment such as wheeled trimmers.[50] This demand fluctuates seasonally, with

[45] 19 U.S.C. § 1675a(a)(4).

[46] The SAA states that in assessing whether the domestic industry is vulnerable to injury if the order is revoked, 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 may also demonstrate that an industry is facing difficulties from a variety of sources and is vulnerable to dumped or subsidized imports." SAA at 885.

[47] Commission's Adequacy Explanation at 1; *see also* Adequacy Comments at 2-4, 8.

[48] 19 U.S.C. § 1675a(a)(4).

[49] *Original Investigations*, USITC Pub. 5185 at 18-24; Confidential Views Original Investigations, EDIS Doc. 741035 (Apr. 27, 2021) ("Conf. Views Original Investigations") at 22-32.

[50] CR/PR at 1.11; *see also* Domestic Producer's NOI Response at 11, 32.

increased demand in the spring and summer for walk-behind mowers, pressure washers, and other outdoor power equipment.[51]

Apparent U.S. consumption of SVSEs totaled *** units in 2025.[52] This was lower than in 2019, the last full year of the original investigations, at *** units; however, the data in these reviews do not directly compare with data in the original investigations given differences in the data coverage.[53] The domestic producer asserts that since the orders took effect in 2021 demand for downstream products, including ***, generally decreased.[54]

ii. Supply

Domestic producers represented the largest source of SVSEs in the U.S. market in 2025, accounting for *** percent of apparent U.S. consumption that year.[55] During the POR, Briggs & Stratton relocated a production line to Alabama and Missouri after closing a production plant in

[51] Domestic Producer's NOI Response at 10.

[52] CR/PR at 1.226, Table 1.8; *see also* Domestic Producer's NOI Response at 32.

[53] CR/PR at 1.26, Table 1.8; *see also* Domestic Producer's NOI Response at 32. In the original investigations, the Commission based apparent U.S. consumption was calculated based on questionnaire responses from two U.S. producers accounting for *** percent of U.S. production of SVSEs in 2019 and from U.S. importers accounting for *** percent of imports under SVSEs from China and *** percent of imports from nonsubject countries under the three primary HTS statistical reporting number 8407.90.1010. CR/PR at 1.23 to 1.26, Tables 1.7 source (note), 1.8 source (note), & Table B.1; *Original Investigations*, USITC Pub. 5185 at 4 & n.9, I-4, n.8; *Conf. Views Original Investigations*, at 4; Conf. Original Investigations Staff Report, INV-TT-044, EDIS Doc. 881969 (Mar. 25, 2021) ("Conf. Staff Report Original Investigations") at I-4 n.8. In these reviews, the Commission based apparent U.S. consumption was calculated based on questionnaire responses from one U.S. producer (Briggs & Stratton) accounting for approximately *** percent of U.S. production of SVSEs and official import statistics for imports of SVSEs under the primary HTS reporting number. For the years 2017, 2018, and 2019, the Commission derived apparent U.S. consumption was derived from U.S. shipments of imports, rather than U.S. imports. CR/PR at 1.26, Table 1.8 note. In contrast, for the current reviews, the Commission derived apparent U.S. consumption from U.S. imports. *Id*. Further, SVSEs may also be imported under HTS reporting numbers 8407.90.1020, 8407.90.9040, and 8407.90.9060. CR/PR at 1.7 n.11; *Original Investigations*, USITC Pub. 5185 at I-4 n.8. Thus, in these reviews the Commission obtained lower coverage of U.S. producer shipments than in the original investigations and official imports statistics may understate or overstate subject imports of SVSEs as HTS statistical reporting number 8407.90.1010 may include products outside the scope of these reviews. CR/PR at Tables 1.7 source (note) & 1.8 source (note). As such, data for U.S. producer shipments, U.S. import shipments, and resulting market share calculations in these reviews do not directly compare with data from the original investigations.

[54] Domestic Producer's Suppl. NOI Response at 11, 32. The Commission sent purchasers questionnaires to the four top firms identified by the domestic producer, and one firm (***) responded. CR/PR at D.3. *** and ***. *Id*.

[55] CR/PR at 1.26, Table 1.8. However, we note that the data in these current reviews only contain data for one of the two U.S. producers. CR/PR at 1.10, B.4, Table B.1.

Wisconsin.[56]

Subject imports represented the smallest source of SVSEs in the U.S. market in 2025, accounting for approximately *** percent of apparent U.S. consumption.[57]

Nonsubject imports represented the second largest source of SVSEs in the U.S. market in 2025, accounting for *** percent of apparent U.S. consumption.[58] Japan and Mexico accounted for the largest sources of nonsubject imports in 2025.[59]

iii. Substitutability and Other Conditions

In the original investigations, the Commission found at least a moderate degree of substitutability between domestically produced SVSEs and subject imports, with higher substitutability at the time of engine selection and among engines with similar power and performance characteristics for specific mower platforms.[60] The Commission also found that price is an important factor in purchasing decisions for SVSEs.[61]

Based on the limited new information available, and consistent with the domestic producer's reporting,[62] we again find at least a moderate degree of substitutability between domestically produced SVSEs and subject imports, and that price is an important factor in purchasing decisions for SVSEs.

SVSEs originating in China faced the following additional duties that varied by statistical reporting number: (1) HTS subheading 8407.90.1010: 40 percent *ad valorem* (section 232 of the Trade Expansion Act of 1962, as amended, ("Section 232") and section 301 of the Trade Act of 1974 ("Section 301"), (2) HTS subheadings 8409.91.9990 and 8424.30.9000: 35 percent *ad*

[56] CR/PR at 1.20, Table 1.5.

[57] CR/PR at Table 1.8.

[58] CR/PR at Table 1.8.

[59] CR/PR at 1.24, Table 1.7. In the original investigations, the Commission used U.S. importer questionnaire responses accounting for *** percent of nonsubject imports under the primary HTS statistical reporting numbers were used in the original investigations to measure nonsubject imports, whereas in these reviews the Commission used official import statistics. *See* CR/PR at Tables 1.7 source (note), 1.8 source (note), & Table B.1; *Original Investigations*, USITC Pub. 5185 at 4 & n.9, I-4, n.8; *Conf. Views Original Investigations*, at 4; Conf. Staff Report Original Investigations at I-4 n.8. This may affect comparability of nonsubject import volumes in these reviews with nonsubject import volumes in the original investigations. *See id*. CR/PR at 1.23 to 1.26, Tables 1.7 source (note), 1.8 source (note), & Table B.1; *Original Investigations*, USITC Pub. 5185 at 4 & n.9, I-4, n.8; *Conf. Views Original Investigations*, at 4; Conf. Original Investigations Staff Report, INV-TT-044, EDIS Doc. 881969 (Mar. 25, 2021) ("Conf. Staff Report Original Investigations") at I-4 n.8.

[60] *Original Investigations*, USITC Pub. 5185 at 23; *see also* Conf. Views Original Investigations at 29.

[61] *Original Investigations*, USITC Pub. 5185 at 23; *see also* Conf. Views Original Investigations at 29.

[62] *See* Domestic Producer's NOI Response at 9, 13-15; Final Comments at 3, 6.

valorem (Section 301 and section 122 of the Trade Act of 1974 ("Section 122"), and (3) HTS subheadings 8433.11.0050 and 8433.11.0060: 32.5 percent (Sections 232 and 301 duties).[63]

C. Likely Volume of Subject Imports

We considered our findings regarding the volume of subject imports in the original investigations.[64] In the original investigations, the volume of subject imports fluctuated downward; it initially increased from *** units in 2017 to *** units in 2018 before declining to *** units in 2019.[65] Subject imports' share of apparent U.S. consumption was *** percent in 2017, *** percent in 2018, and *** percent in 2019.[66]

In these reviews, the volume of subject imports fluctuated downward; from 1.0 million units in 2020 to 145,881 units in 2021, 35,257 units in 2022, then slightly increased to 36,095 units in 2023, declined to 8,895 units in 2024, and then increased to 234,179 units in 2025.[67] Subject imports accounted for approximately *** percent of apparent U.S. consumption in 2025.[68] Accordingly, the orders have had a restraining effect on the volume of subject imports.

The available information indicates that the subject industry is very large with significant export volumes and that the United States continues to be an attractive market.[69]

The domestic producer identified 74 potential U.S. importers of Chinese SVSEs and 43 potential producers of SVSEs in China.[70] Since the original investigations, the SVSEs industry in China has maintained significant production capacity and could shift production from out-of-scope product to subject merchandise, enabling it to ship large volumes of SVSEs to the U.S. market, if the orders were revoked.[71] The domestic producer also asserts that the Chinese SVSEs industry continues to export large volumes of SVSEs.[72] According to the domestic

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[63] CR/PR at 1.7 – 1.11, Table 1.3. Additional details are set forth in the staff report.

[64] *Original Investigations*, USITC Pub. 5185 at 25-27; *see also* Conf. Views Original Investigations at 32-35.

[65] *Original Investigations*, USITC Pub. 5185 at 25-27; *see also* Conf. Views Original Investigations at 32-35. The volume of subject imports was *** units in interim 2019 and *** units in interim 2020.

[66] *Original Investigations*, USITC Pub. 5185 at 26; *see also* Conf. Views Original Investigations at 34. Subject import market share was *** percent in interim 2019 and *** percent in interim 2020. *Id.*

[67] CR/PR at 1.24, 1.26, Tables 1.7 & 1.8.

[68] CR/PR at Table 1.8.

[69] The domestic producer identifies three affirmative anticircumvention determinations issued by Commerce regarding SVSEs from China since the orders; these determinations and the Commission's affirmative critical circumstances determination in the original investigations confirm the attractiveness of the U.S. market to the Chinese industry. Domestic Producer's NOI Response at 18-20; Final Comments at 5-6.

[70] CR/PR at 1.23, 1.27; Domestic Producer's NOI Response at Exh. 1.

[71] *See* Domestic Producer's NOI Response at 17, 21-24; *see also* Final Comments at 6.

[72] *See* Domestic Producer's NOI Response at 20-21; *see also* Final Comments at 6.

producer, China exported 12.8 million engines to global markets under HS subheading 8407.90 in 2025, the domestic producer estimates that China exported 8.4 million SVSEs, which the domestic producer claim corresponds to *** percent of commercial U.S. shipments.[73] As discussed above, subject imports remained in the U.S. market throughout the period of review,[74] which demonstrates the attractiveness of the U.S. market.

Thus, the record in these reviews indicates that subject producers have the means and the incentive to export significant volumes of subject merchandise to the U.S. market within a reasonably foreseeable time if the orders were revoked. In light of these considerations, including the significant and increasing volume of subject imports during the original investigations, the continued presence of subject imports in the U.S. market despite the disciplining effect of the orders, the subject foreign industry's size and large volume of exports, and the attractiveness of the U.S. market to subject producers, we find that the volume of subject imports would likely be significant, both in absolute terms and relative to consumption in the United States, if the orders were revoked.[75]

D. Likely Price Effects of Subject Imports

We considered our findings regarding the price effects of subject imports in the original investigations.[76] In the original investigations subject imports undersold the domestic like product in 23 out of 29 quarterly price comparisons at an average underselling margin of 22.4 percent.[77] In addition, purchase cost data for subject imports were substantially lower than prices for the domestic like product and most purchasers reported that subject imports were lower priced than the domestic like product.[78] In light of this evidence, the Commission found

[73] Domestic Producer's NOI Response at 20; *see also* Final Comments at 6. This HS subheading includes many products outside the scope of these reviews. CR/PR at 1.28; Domestic Producer's NOI Response at 20 n.88.

[74] CR/PR at 1.24—1.26, Tables 1.7 & 1.8.

[75] We recognize that additional tariffs imposed under numerous authorities in 2025 and 2026, identified above in section IV.B.iii, may have affected the volume of subject imports in those years. However, these tariffs do not explain reduced volumes of subject imports in earlier years. We also note that tariffs under these authorities are not directed at remedying the injurious effects of dumped and subsidized imports, and subject to change. Therefore, we find that the additional tariffs will not prevent imports from increasing if the antidumping and countervailing duty orders were revoked.

[76] *Original Investigations*, USITC Pub. 5185 at 27-32; Conf. Views Original Investigations at 35-43.

[77] *Original Investigations*, USITC Pub. 5185 at 28 & n.150; Conf. Views Original Investigations at 36 & n.150.

[78] *Original Investigations*, USITC Pub. 5185 at 32; Conf. Views Original Investigations at 43. The Commission also requested that importers reporting import purchase cost data provide estimates of additional costs associated with their importing activities (that is, costs incurred by importing rather than purchasing from a U.S. producer or importer) that were not included in the landed duty-paid values.

that subject imports significantly undersold the domestic like product, which resulted in lost sales and market share, and that subject imports prevented U.S. price increases which otherwise would have occurred, to a significant degree.[79] Based on the foregoing, Commission found that the subject imports had significant effects on prices for the domestic like product.[80]

The record does not contain product-specific pricing information due to the expedited nature of these reviews. Based on the at least a moderate degree of substitutability between subject imports and the domestic like product and the importance of price in purchasing decisions, we find that the likely significant volume of subject imports would likely significantly undersell the domestic like product, as occurred in the original investigations.[81] Absent the discipline of the orders, the likely significant volumes of low-priced subject imports would likely take sales and market share from the domestic industry and force the domestic industry to lower prices or forgo any needed price increases, thereby significantly depressing or suppressing prices for the domestic like product. Consequently, we find that if the orders were revoked, subject imports would likely have significant price effects.

E. Likely Impact of Subject Imports[82]

We considered our findings regarding the impact of subject imports in the original investigations and the likely impact of subject imports in these reviews.[83] The record in these

Original Investigations, USITC Pub. 5185 at 28-29; Conf. Views Original Investigations at 37-38. *Id*. Three of the six importers that furnished import, purchase cost data reported such additional costs. ***. *Id*. These additional costs represented substantially less than the average price-cost differential of 29.3 percent between landed duty-paid costs for the subject imports and prices for the domestic like product. *Id*.

[79] *Original Investigations*, USITC Pub. 5185 at 31-32; Conf. Views Original Investigations at 41-43.

[80] *Original Investigations*, USITC Pub. 5185 at 31-32; Conf. Views Original Investigations at 41-43.

[81] *Original Investigations*, USITC Pub. 5185 at 23; *see also* Conf. Views Original Investigations at 29.

[82] In its expedited five-year review of the antidumping duty order on SVSEs from China, Commerce determined that revocation of the antidumping duty order would likely result in the continuation or recurrence of dumping with margins of up to 541.75 percent. *Commerce's Five-Year Review Final Results – AD Order*, 91 Fed. Reg. at 48369-70, *citing* accompanying AD IDM at 8. In its expedited five-year review of the countervailing duty order on SVSEs from China, Commerce determined that revocation of the countervailing duty order would likely result in the continuation or recurrence of subsidy rates of up to 18.13 percent *ad valorem*. *Commerce's Five-Year Review Final Results – CVD Order*, 91 Fed. Reg. at 48367, and accompanying CVD IDM at 8.

[83] *Original Investigations*, USITC Pub. 5185 at 43-55; *see also* Conf. Views Original Investigations at 32-40.

five-year reviews contains limited information concerning the domestic industry's performance since the period examined in the original investigations.[84]

In these reviews, the industry reported capacity of *** units, production of *** units, and capacity utilization of *** percent.[85] Additionally, the domestic industry reported U.S. shipments by quantity and value of *** units and $***, respectively.[86] The domestic industry reported net sales value of $*** and a cost of goods sold ("COGS") of $***; its ratio of COGS to net sales, was *** percent.[87] In addition, the domestic industry reported gross profits, operating income and operating income margin of $***, $***, and *** percent, respectively.[88] As noted *** in data coverage between the original investigations and the current reviews affect comparability of the data from these reviews regarding the domestic industry's performance (particularly absolute numbers) with data on the domestic industry's performance in the original investigations. However, we observe the domestic industry's production, capacity utilization, U.S. shipments quantity and value, and its net sales were all lower in 2025 than in 2019.[89] The limited new information on the record of these expedited reviews is insufficient for us to make a finding on whether the domestic industry is vulnerable to the continuation or recurrence of material injury in the event of revocation of the orders.

Based on the information available on the record, we find that revocation of the orders would likely result in a significant volume of subject imports that would significantly undersell the domestic like product, as occurred in the original investigations. Given the at least moderate degree of substitutability between subject imports and the domestic like product and the importance of price to purchasers, the significant volumes of low-priced subject imports would likely capture sales and market share from the domestic industry and/or force domestic producers to lower their prices or forgo any needed price increases in order to maintain their

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[84] CR/PR at 1.21, Table 1.6. In the original investigations, the Commission obtained data accounting for 100 percent of U.S. production, while the data for the current reviews accounted for *** percent of U.S. production. *Compare Original Investigations*, USITC Pub. 5185 at 4 (data coverage), 14 (definition of domestic industry), I-4 (data coverage), III-1; Conf. Views Original Investigations at 4, 18; CR/PR at 1.19, 1.21, Table 1.6; B.3, Table B-1; *see also* Domestic Producer's NOI Response at 31, Exh. 1 (remaining U.S. producers of SVSEs in 2025). Accordingly, the data on the domestic industry's trade and financial indicators from the original investigations and current reviews may *** be comparable. *See* CR/PR at 1.19, 1.21, Table 1.6; B.3—B.4, Table B-1.

[85] CR/PR at 1.21, Table 1.6.

[86] CR/PR at Table 1.6.

[87] CR/PR at Table 1.6.

[88] CR/PR at Table 1.6.

[89] The domestic industry's reported production and capacity utilization of *** units and *** percent, U.S. shipments quantity and value of *** units and $***, and net sales of $*** in 2019. CR/PR at Table 1.6.

sales, thereby significantly depressing or suppressing prices for the domestic like product. The domestic industry would thus experience negative effects on its capacity, production, capacity utilization, shipments, and market share, which would in turn negatively impact the industry's profitability and employment. Consequently, we conclude that if the orders were revoked, subject imports would likely have a significant impact on the domestic industry within a reasonably foreseeable time.

We also considered the role of factors other than subject imports, including the presence of nonsubject imports, so as to not attribute likely injury from other factors to subject imports. Nonsubject imports' share of the SVSEs market *** since the original investigations.[90] However, the record in these reviews, provides no indication that the presence of nonsubject imports would prevent low-priced subject imports from significantly increasing their presence in the U.S. market, upon revocation of the orders.[91] Consequently, we find that any future effects of nonsubject imports would not preclude the likely effects attributable to subject imports.

Given at least a moderate degree of substitutability between the domestic like product and subject imports and the importance of price in purchasing decisions, any declining U.S. demand for SVSEs would not prevent low-priced subject imports from significantly increasing their presence in the U.S. market after revocation of the orders; indeed, a declining market would exacerbate the likely adverse impact of subject imports on the domestic industry.

In sum, we conclude that if the orders were revoked, subject imports of SVSEs from China would likely have a significant impact on the domestic industry within a reasonably foreseeable time.

IV. Conclusion

For the above reasons, we determine that revocation of the antidumping duty and countervailing duty orders on SVSEs from China would be likely to lead to continuation or recurrence of material injury to an industry in the United States within a reasonably foreseeable time.

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[90] CR/PR at 1.24—1.26, Tables 1.7 & 1.8.

[91] As noted, in the original investigations the volume of subject imports fluctuated despite the presence of nonsubject imports; it increased in the earlier portion of the POI from 2017 to 2018. *Original Investigations*, USITC Pub. 5185 at 25-27; Conf. Views Original Investigations at 32-35; *see also* section III.C, above. The Commission observed that the decline in subject import volume in the latter portion of POI coincided with the imposition of Section 301 tariffs. *Original Investigations*, USITC Pub. 5185 at 25; Conf. Views Original Investigations at 33. It did not attribute the decline in subject import volume in the latter portion of the POI to the increase in subject imports. *See generally id.*; *see also* CR/PR at Table C-1 pg. C.3. In the absence of the restraining effect of the orders, we find that the volume of subject imports would likely increase despite the presence of nonsubject imports.

Information obtained in these reviews

Background

On April 1, 2026, the U.S. International Trade Commission ("Commission") gave notice, pursuant to section 751(c) of the Tariff Act of 1930, as amended ("the Act"),[1] that it had instituted reviews to determine whether revocation of the antidumping and countervailing duty orders on small vertical shaft engines ("SVSEs") from China would likely lead to the continuation or recurrence of material injury to a domestic industry.[2] All interested parties were requested to respond to this notice by submitting certain information requested by the Commission.[3] [4] Table 1.1 presents information relating to the background and schedule of this proceeding:

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

Effective date	Action
April 1, 2026	Notice of initiation by Commerce (91 FR 16181, April 1, 2026)
April 1, 2026	Notice of institution by Commission (91 FR 16231, April 1, 2026)
July 6, 2026	Commission's vote on adequacy
July 31, 2026	Commerce's results of its expedited reviews
October 16, 2026	Commission's determinations and views

[1] 19 U.S.C. 1675(c).

[2] 91 FR 16231, April 1, 2026. In accordance with section 751(c) of the Act, the U.S. Department of Commerce ("Commerce") published a notice of initiation of five-year reviews of the subject antidumping and countervailing duty orders. 91 FR 16181, April 1, 2026. Pertinent Federal Register notices are referenced in app. A and may be found at the Commission's website (www.usitc.gov).

[3] As part of their response to the notice of institution, interested parties were requested to provide company-specific information. Information regarding responses to the notice of institution is presented in app. B. Summary data compiled in the original investigations are presented in app. C.

[4] Interested parties were also requested to provide a list of three to five leading purchasers in the U.S. market for the domestic like product and the subject merchandise. Presented in app. D are the responses received from purchaser surveys transmitted to the purchasers identified in this proceeding.

The original investigations

The original investigations resulted from petitions filed on March 18, 2020 with Commerce and the Commission by Briggs & Stratton, LLC ("Briggs & Stratton"), Wauwatosa, Wisconsin.[5] On March 12, 2021, Commerce determined that imports of SVSEs from China were being sold at less than fair value ("LTFV") and subsidized by the Government of China.[6] The Commission determined on April 26, 2021, that the domestic industry was materially injured by reason of LTFV imports of SVSEs from China and imports of subsidized SVSEs from China.[7] On May 4, 2021, Commerce issued its antidumping duty order with final weighted-average dumping margins ranging from 316.88 to 541.75 percent for SVSEs from China and its countervailing duty order with net subsidy rates ranging from 2.84 to 18.13 percent for SVSEs from China.[8]

[5] Small Vertical Shaft Engines from China, Inv. Nos. 701-TA-643 and 731-TA-1493 (Final), USITC Publication 5185, April 2021 ("Original publication"), p. 1.1.

[6] 86 FR 14077, March 12, 2021. 86 FR 14071, March 12, 2021.

[7] 86 FR 22975, April 30, 2021. The Commission also found that imports subject to Commerce's affirmative critical circumstances determinations were likely to undermine seriously the remedial effect of the orders on SVSEs from China.

[8] 86 FR 23675, May 4, 2021.

Previous and related investigations

The Commission has conducted previous import relief investigations on large vertical shaft engines, walk-behind lawn mowers, and gas powered pressure washers, as presented in table 1.2.

Table 1.2 SVSEs: Previous and related Commission proceedings and current status

Product	Date	Number	Country	ITC original determination	Current status
Large vertical shaft engines	2020	701-TA-637	China	Affirmative	Ongoing first review (91 FR 4625, February 2, 2026)
Large vertical shaft engines	2020	731-TA-1471	China	Affirmative	Ongoing first review (91 FR 4625, February 2, 2026)
Walk-Behind Lawn Mowers	2020	701-TA-648	China	Affirmative	Ongoing first review (91 FR 32442, June 1, 2026)
Walk-Behind Lawn Mowers	2020	731-TA-1521	China	Affirmative	Ongoing first review (91 FR 32442, June 1, 2026)
Walk-Behind Lawn Mowers	2020	731-TA-1522	Vietnam	Affirmative	Ongoing first review (91 FR 32442, June 1, 2026)
Gas Powered Pressure Washers	2022	701-TA-684	China	Affirmative	Countervailing duty order issued (89 FR 9834, February 12, 2024)
Gas Powered Pressure Washers	2022	731-TA-1597	China	Affirmative	Antidumping duty order issued (89 FR 9834, February 12, 2024)
Gas Powered Pressure Washers	2022	731-TA-1598	Vietnam	Affirmative	Antidumping duty order issued (88 FR 73311, October 25, 2023)

Source: U.S. International Trade Commission publications and Federal Register notices.

Note: “Date” refers to the year in which the investigation was instituted by the Commission.

Commerce's five-year reviews

Commerce announced that it would conduct expedited reviews with respect to the orders on imports of SVSEs from China with the intent of issuing the final results of these reviews based on the facts available not later than July 30, 2026.[9] Commerce publishes its Issues and Decision Memoranda and its final results concurrently, accessible upon publication at https://access.trade.gov/frnotices and subsequently on the Commission's Electronic Document Information System ("EDIS"). Issues and Decision Memoranda contain complete and up-to-date information regarding the background and history of the order, including scope rulings, duty absorption, changed circumstances reviews, and anticircumvention, as well as any decisions that may have been pending at the issuance of this report. Any foreign producers/exporters that are not currently subject to the antidumping and countervailing duty orders on imports of SVSEs from China are noted in the sections titled "The original investigations" and "U.S. imports," if applicable.

[9] Letter from Eric Greynolds, Office Director, AD/CVD Operations, Enforcement and Compliance, U.S. Department of Commerce to Nannette Christ, Director of Investigations, May 20, 2026.

The product

Commerce's scope

Commerce has defined the scope as follows:

> The merchandise covered by these orders consists of spark-ignited, non-road, vertical shaft engines, whether finished or unfinished, whether assembled or unassembled, whether mounted or unmounted, primarily for walk-behind lawn mowers. Engines meeting this physical description may also be for other non-hand-held outdoor power equipment, including but not limited to, pressure washers. The subject engines are spark ignition, single-cylinder, air cooled, internal combustion engines with vertical power take off shafts with a minimum displacement of 99 cubic centimeters (cc) and a maximum displacement of up to, but not including, 225cc. Typically, engines with displacements of this size generate gross power of between 1.95 kilowatts (kw) to 4.75 kw.
>
> Engines covered by this scope normally must comply with and be certified under Environmental Protection Agency (EPA) air pollution controls title 40, chapter I, subchapter U, part 1054 of the Code of Federal Regulations standards for small non-road spark-ignition engines and equipment. Engines that otherwise meet the physical description of the scope but are not certified under 40 CFR part 1054 and are not certified under other parts of subchapter U of the EPA air pollution controls are not excluded from the scope of these proceedings. Engines that may be certified under both 40 CFR part 1054 as well as other parts of subchapter U remain subject to the scope of these proceedings.
>
> Certain small vertical shaft engines, whether or not mounted on non-hand-held outdoor power equipment, including but not limited to walk-behind lawn mowers and pressure washers, are included in the scope. However, if a subject engine is imported mounted on such equipment, only the engine is covered by the scope. Subject merchandise includes certain small vertical shaft engines produced in the subject country whether mounted on outdoor power equipment in the subject country or

in a third country. Subject engines are covered whether or not they are accompanied by other parts.

For purposes of these orders, an unfinished engine covers at a minimum a sub-assembly comprised of, but not limited to, the following components: Crankcase, crankshaft, camshaft, piston(s), and connecting rod(s). Importation of these components together, whether assembled or unassembled, and whether or not accompanied by additional components such as a sump, carburetor spacer, cylinder head(s), valve train, or valve cover(s), constitutes an unfinished engine for purposes of these orders. The inclusion of other products such as spark plugs fitted into the cylinder head or electrical devices (e.g., ignition coils) for synchronizing with the engine to supply tension current does not remove the product from the scope. The inclusion of any other components not identified as comprising the unfinished engine subassembly in a third country does not remove the engine from the scope.

Specifically excluded from the scope of these orders are "Commercial" or "Heavy Commercial" engines under 40 CFR 1054.107 and 40 CFR 1054.135 that have (1) a displacement of 160cc or greater, (2) a cast iron cylinder liner, (3) an automatic compression release, and (4) and a muffler with at least three chambers and volume greater than 400cc.[10]

[10] 86 FR 23675, May 4, 2021.

U.S. tariff treatment

SVSEs are currently imported under Harmonized Tariff Schedule of the United States ("HTS") statistical reporting number 8407.90.1010. The SVSE subassemblies that are subject to these reviews are imported under HTS statistical reporting number 8409.91.9990, a provision that includes parts of spark-ignition engines and other products outside of the scope of these reviews. The mounted SVSEs (i.e., engines physically installed into a frame, chassis, or body) that are subject to these reviews are incorporated in more advanced goods imported under HTS statistical reporting numbers 8433.11.0050, 8433.11.0060, and 8424.30.9000.[11] The general rate of duty is "free" for HTS subheadings 8407.90.10, 8433.11.00, and 8424.30.90 and 2.5 percent ad valorem for HTS subheading 8409.91.99.[12] 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 SVSEs from China. Table 1.3 provides a summary of additional tariffs in place as of June 23, 2026. Historical information is summarized beneath the table.

Table 1.3 SVSEs: Additional tariffs on imports originating in China as of June 23, 2026

Duty rates in percent ad valorem

Additional tariff	8407.90.1010	8409.91.9990	8424.30.9000	8433.11.0050	8433.11.0060
Section 232	15	N/A	N/A	25	25
Section 301	25	25	25	7.5	7.5
Section 122	N/A	10	10	N/A	N/A
Total additional ad valorem rate	40	35	35	32.5	32.5

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 "N/A." This applies when the subject product from that subject country is not subject to the tariff for any reason.

Note: 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.

[11] The subject merchandise in this proceeding may also be imported under the following HTS statistical reporting numbers: 8407.90.1020, 8407.90.9040, and 8407.90.9060.

[12] USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 84-13, 84-15, 84-42 and 84-51.

Section 232 tariffs

SVSEs imported under 8407.90.1010 originating in China are subject to an additional 15 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended. SVSEs imported under 8433.11.0050 and 8433.11.0060 originating in China are subject to an additional 25 percent ad valorem duty under section 232. SVSEs imported under 8409.91.9990 and 8424.30.9000 are currently not subject to additional duties under section 232.[13]

Section 301 tariffs

Effective August 23, 2018, SVSEs provided for in subheading 8407.90.10 originating in China are subject to an additional 25 percent ad valorem duty under section 301 of the Trade Act of 1974 ("section 301").[14]

Effective September 24, 2018, SVSEs provided for in subheadings 8409.91.99 and 8424.30.90 originating in China were subject to an additional 10 percent ad valorem duty under section 301. Effective May 10, 2019, the section 301 duty for SVSEs provided for in subheadings 8409.91.99 and 8424.30.90 increased to 25 percent.[15]

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[13] Effective August 18, 2025, SVSEs originating in China imported under 8407.90.1010, 8433.11.0050, and 8433.11.0060 became subject to an additional 50 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended. Effective April 6, 2026, the duty decreased to 25 percent. Effective June 8, 2026, the duty for SVSEs originating in China imported under 8407.90.1010 temporarily decreased to 15 percent through December 31, 2027. Effective August 18, 2025, SVSEs originating in China imported under 8409.91.99 became subject to an additional 50 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended. Effective April 6, 2026, SVSEs originating in China imported under 8409.91.99 were removed from the list of products subject to additional duties under section 232. SVSEs originating in China imported under 8424.30.9000 have never been subject to additional duties under section 232. 90 FR 9817, February 18, 2025; 90 FR 24199, June 9, 2025; 90 FR 40326, August 19, 2025; 91 FR 18201, April 9, 2026; 91 FR 34085, June 4, 2026. See also HTS headings 9903.82.09 and 9903.82.10 and U.S. notes 16(c)(vii), 16(c)(x), and 16(f) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, USITC Publication 5753, June 2026, pp. 99.3.67 to 99.3.69, and 99.3.423.

[14] 83 FR 40823, August 16, 2018. See also HTS heading 9903.88.02 and U.S. notes 20(c) and 20(d) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.93 to 99.3.96, 99.3.426.

[15] 83 FR 47974, September 21, 2018; 84 FR 20459, May 9, 2019. See also HTS heading 9903.88.03 and U.S. notes 20(e) and 20(f) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.96 to 99.3.120, 99.3.426. Goods exported from China to the United States prior to May 10, 2019, that entered the United States prior to June 1, 2019, were not subject to the escalated 25 percent duty (84 FR 21892, May 15, 2019).

Effective September 1, 2019, SVSEs provided for in subheading 8433.11.00 originating in China were subject to an additional 15 percent ad valorem duty under section 301 of the Trade Act of 1974. Effective February 14, 2020, the section 301 duty for SVSEs provided for in these subheadings was reduced to 7.5 percent.[16]

Section 122 tariffs

SVSEs imported under 8407.90.1010, 8433.11.0050, and 8433.11.0060 originating in China are not subject to tariffs initiated in February 2026 under section 122.[17]

Effective February 24, 2026, SVSEs imported under 8424.30.9000 originating in China were subject to an additional 10 percent ad valorem duty under section 122 and effective April 6, 2026, SVSEs imported under 8409.91.9990 were subject to an additional 10 percent ad valorem duty under section 122.[18]

[16] 84 FR 43304, August 20, 2019; 84 FR 45821, August 30, 2019; 85 FR 3741, January 22, 2020. See also HTS heading 9903.88.15 and U.S. notes 20(r) and 20(s) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.156 to 99.3.169, and 99.3.428.

[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 SVSEs imported under 8407.90.1010, 8433.11.0050, and 8433.11.0060 are not subject to the tariffs initiated under section 122. 91 FR 9339, February 25, 2026. See also HTS heading 9903.03.06 and U.S. note 2(aa)(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.58 to 99.3.59, and 99.3.405.

[18] As previously mentioned, articles subject to section 232 tariffs are not subject to the tariffs initiated under section 122. From February 24, 2026, to April 5, 2026, SVSEs imported under 8409.91.9990 were subject to section 232 tariffs, and therefore, the section 122 duty did not apply to those imports during that time. 91 FR 9339, February 25, 2026. See also HTS headings 9903.03.01 and 9903.03.06 and U.S. note 2(aa) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.49 to 99.3.59, 99.3.404, and 99.3.405.

Tariffs initiated under the International Emergency Economic Powers Act ("IEEPA")[19]

Effective February 20, 2026, all tariffs initiated under IEEPA were terminated. Below is a history of the IEEPA tariffs relevant to SVSEs originating in China that were in effect until February 20, 2026.[20]

China specific IEEPA tariffs

Effective February 4, 2025, SVSEs originating in China were subject to an additional 10 percent ad valorem duty under IEEPA, and on March 4, 2025, that additional duty increased to 20 percent ad valorem. However, effective November 10, 2025, that additional duty was reduced back to 10 percent. Effective February 20, 2026, tariffs initiated under IEEPA and the associated duties imposed under IEEPA were terminated.[21]

Tariffs initiated in April 2025 under IEEPA

Effective April 5, 2025, SVSEs imported under 8407.90.1010, 8409.91.9990, 8424.30.9000, 8433.11.0050, and 8433.11.0060 originating in China were subject to an additional 10 percent ad valorem duty as part of tariffs initiated in April 2025 under IEEPA. That duty rose to 84 percent ad valorem effective April 9, 2025, and rose again to 125 percent effective April 10, 2025. However, effective May 14, 2025, the duty rate for tariffs initiated in April 2025 under IEEPA on products originating in China was reduced to 10 percent. Effective August 18, 2025, SVSEs originating in China provided for in 8407.90.10, 8409.91.99, 8433.11.0050, and 8433.11.0060 were not subject to tariffs initiated in April 2025 under IEEPA.

[19] Multiple tariffs were enacted under the authority of the International Emergency Economic Powers Act ("IEEPA"), including tariffs that applied to countries not subject to these reviews. 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.

[20] 91 FR 9437, February 25, 2026.

[21] 90 FR 9121, February 7, 2025; 90 FR 11426, March 6, 2025; 90 FR 11463, March 7, 2025; 90 FR 50725, November 7, 2025; 91 FR 9437, February 25, 2026. See also HTS heading 9903.01.20 and U.S. note 2(s) and HTS heading 9903.01.24 and U.S. note 2(u) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.3, 99.3.4, 99.3.368, and 99.3.369.

As noted previously, effective February 20, 2026, tariffs initiated under IEEPA and the associated duties imposed under IEEPA were terminated.[22]

Description and uses[23]

SVSEs are spark-ignited, single cylinder, air cooled, internal combustion, nonroad engines with vertical power take off shafts and a displacement of less than 225cc. Most engines with this size displacement typically generate a gross power between 1.95kW and 4.75kW. SVSEs covered by this scope include subassemblies (unassembled or unfinished vertical shaft engines) but do not include engines with a displacement of 225cc or more, nor do they include engines with a horizontal shaft. Additionally, SVSEs covered by this scope include both mounted and unmounted engines. Engines with a displacement of 225cc or greater, or with a horizontal shaft, have different characteristics and uses, and therefore have different customers. Similarly, horizontal shaft engines have different customers, distribution channels, and price points, and are primarily used in generators and various construction equipment.

SVSEs are used mainly in walk-behind lawn mowers, but are also used in other outdoor power equipment such as pressure washers and wheeled trimmers. SVSEs are built based on original equipment manufacturers ("OEM") forecasts. Walk-behind mowers may be used in both residential and commercial applications. Residential lawn mowers are most commonly used by individual homeowners. Commercial lawn mowers with SVSEs still within the scope of these reviews are typically used by companies and contractors providing lawn maintenance services. Such commercial mowers are typically more durable, include various upgraded parts, and provide a better cut than a typical residential lawn mower. Lastly, due to the price of a replacement SVSE compared to a replacement walk-behind lawn mower of similar quality, there is a very limited market for replacement SVSEs.

[22] For China, the duty as part of tariffs initiated in April 2025 under IEEPA was in addition to the 10 percent ad valorem duty under IEEPA that went into effect on November 10, 2025. Articles subject to section 232 tariffs were not subject to the tariffs initiated in April 2025 under IEEPA. Effective August 18, 2025, SVSEs originating in China imported under 8407.90.10, 8409.91.99, 8433.11.0050, and 8433.11.0060 became subject to an additional 50 percent ad valorem duty under section 232 of the Trade Expansion Act of 1962, as amended, and therefore were no longer subject to tariffs initiated in April 2025 under IEEPA. 90 FR 15041, April 7, 2025; 90 FR 15509, April 14, 2025; 90 FR 15625, April 15, 2025; 90 FR 21831, May 21, 2025; 90 FR 39305, August 14, 2025; 90 FR 50729, November 7, 2025; 91 FR 9437, February 25, 2026. See also HTS headings 9903.01.25, 9903.01.33, and 9903.01.63 and U.S. note 2(v) to subchapter 3 of chapter 99 and related tariff provisions for this duty treatment. USITC, HTS (2026) Revision 10, Publication 5753, June 2026, pp. 99.3.4 to 99.3.15, 99.3.369, 99.3.371, and 99.3.376.

[23] Unless otherwise noted, this information is based on Original publication, pp. 1.12 to 1.17.

Figure 1.1 shows a Briggs & Stratton SVSE designed for push mowers.

Figure 1.1 SVSEs: Briggs & Stratton 125 to 140cc engines



Source: Briggs & Stratton, "E Series Engines," https://www.briggsandstratton.com/en-us/products/push-mower-engines-e-series-engines, retrieved May 11, 2026.

SVSEs must comply with and be certified to meet U.S. Environmental Protection Agency ("EPA") air pollution control standards. SVSEs covered by the scope of these reviews are almost all EPA class I engines, which are defined as "nonhandheld equipment engines greater than or equal to 100cc and less than 225cc in displacement."[24] These regulations have specific requirements for residential, extended life residential (general purpose), and commercial SVSEs. A commercial SVSE is one "that meets a 500-hour emissions qualification."

[24] EPA class 1 engines refer to small non-handheld nonroad spark-ignition engines with a displacement of greater than or equal to 100cc and less than 225cc, typically found in walk-behind lawnmowers, small generators, and light-duty commercial equipment. EPA, "Small Nonroad Spark-Ignition Engines (<19 kiloWatts)," https://www.epa.gov/ve-certification/small-nonroad-spark-ignition-engines, retrieved May 11, 2026.

The engines must meet these standards over the full period of the useful life of the engine. The useful life of these engines is based on five years or the number of hours of operation, whichever comes first. For class I engines, useful life is typically the number of engine operating hours specified in the regulations that most closely matches the expected median in-use life of the engine (table 1.4).

Table 1.4 SVSEs: EPA nominal useful life provisions for non-handheld class I engines

Class	Residential	Extended life residential (or general purpose)	Commercial
Class I	125	250	500

Source: 40 C.F.R. §1054.107

There are several different ways that engine power for SVSEs is rated, including displacement, torque, and kilowatts.[25] Power measurements are typically done according to Society of Automotive Engineers ("SAE") standards.[26] Displacement is the "intended swept volume of all the engine's cylinders. The swept volume of the engine is the product of the internal cross-section area of the cylinders, the stroke length, and the number of cylinders."[27] Torque is the amount of rotational power that can be created to, in the case of a lawn mower, turn the blades that cut the grass.[28]

[25] Ratings may also be expressed as net power and gross power. "Net power values are taken with exhaust and air cleaner installed whereas gross power values are collected without these attachments. Actual gross engine power will be higher than net engine power and is affected by, among other things, ambient operating conditions and engine-to-engine variability." Briggs & Stratton, "What Is My Engine Power Rating?," https://www.briggsandstratton.com/na/en_us/support/faqs/browse/engine-horsepower-or-torque-value.html, retrieved May 12, 2026.

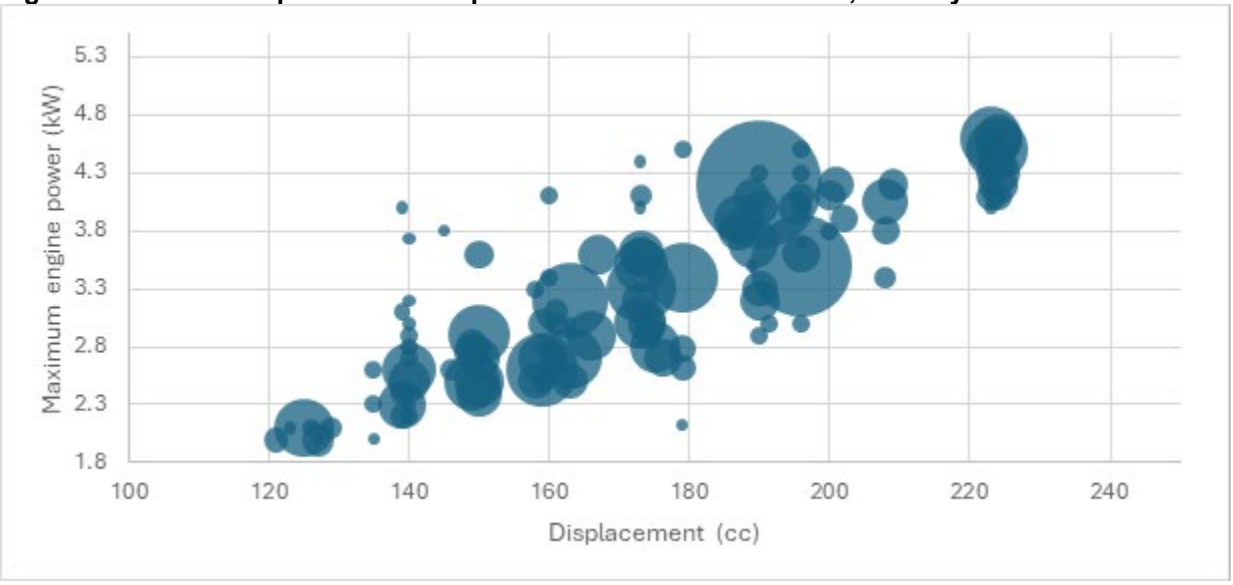
[26] [26] Briggs & Stratton, "What is the power measurement for my walk/push mower engine?," https://www.briggsandstratton.com/na/en_us/support/faqs/browse/mower-power-measurement.html, retrieved May 12, 2026.

[27] 40 C.F.R. §1054.140.

[28] Williams, Diana K., "Torque Vs. Horsepower in Small Engine Lawn Mowers," San Francisco Chronicle, https://homeguides.sfgate.com/torque-vs-horsepower-small-engine-lawn-mowers-87440.html, retrieved May 12, 2026; Briggs & Stratton, "What Is My Engine Power Rating?," https://www.briggsandstratton.com/na/en_us/support/faqs/browse/engine-horsepower-or-torque-value.html, retrieved May 12, 2026.

Subject SVSEs certified by the EPA for model year 2025 have displacements ranging from 121cc to 224cc. The maximum engine power of certified SVSEs ranges from 2.0 to 4.6kW.[29] The size and displacement of EPA certified engines are shown in figure 1.2.

Figure 1.2 SVSEs: Displacement and power of EPA certified SVSEs, model year 2025



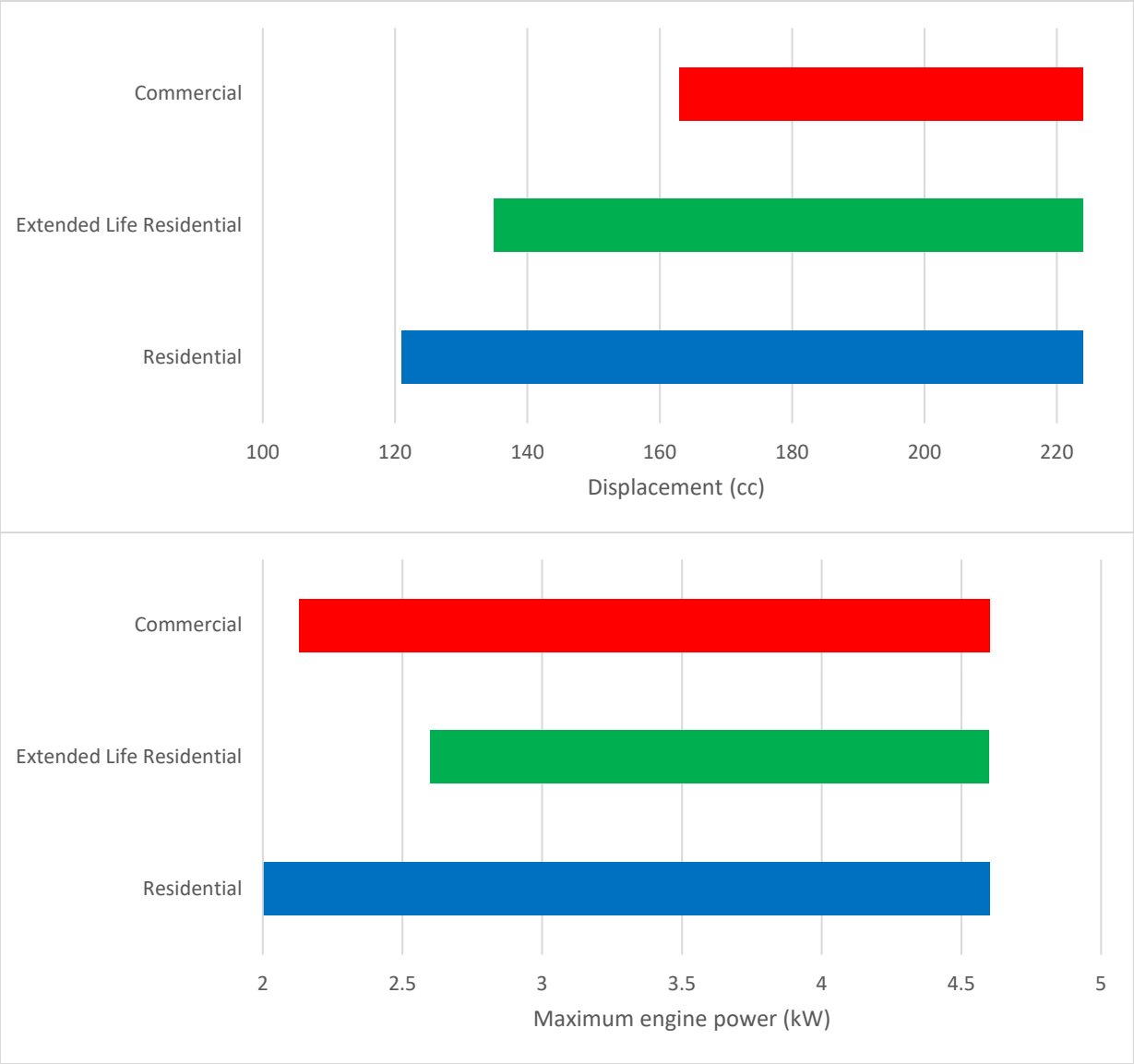
Note: Size of the bubble is proportional to the number of engines with the same displacement and power.

Source: EPA, Annual Certification Data for Vehicles, Engines, and Equipment, Small Nonroad Spark-Ignition (NRSI) Engine Certification Data (Model years: 2011–Present), March 2026, https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment, retrieved May 12, 2026.

[29] EPA, Annual Certification Data for Vehicles, Engines, and Equipment, Small NRSI Engine Certification Data (Model years: 2011–Present), March 2026, https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment, retrieved May 12, 2026. In 2021, the California Air Resources Board adopted amendments to small off-road engine regulations to achieve emission reductions. California Air Resources Board, "CARB Approves Updated Regulations Requiring Most New Small Off-Road Engines be Zero Emission by 2024," December 9, 2021, https://ww2.arb.ca.gov/news/carb-approves-updated-regulations-requiring-most-new-small-road-engines-be-zero-emission-2024/printable/print.

Figure 1.3 shows the range of displacement and maximum engine power for residential, extended life residential, and commercial engines in model year 2025.

Figure 1.3 SVSEs: Range of displacement (top) and power (bottom) of EPA certified SVSE, by type, model year 2025

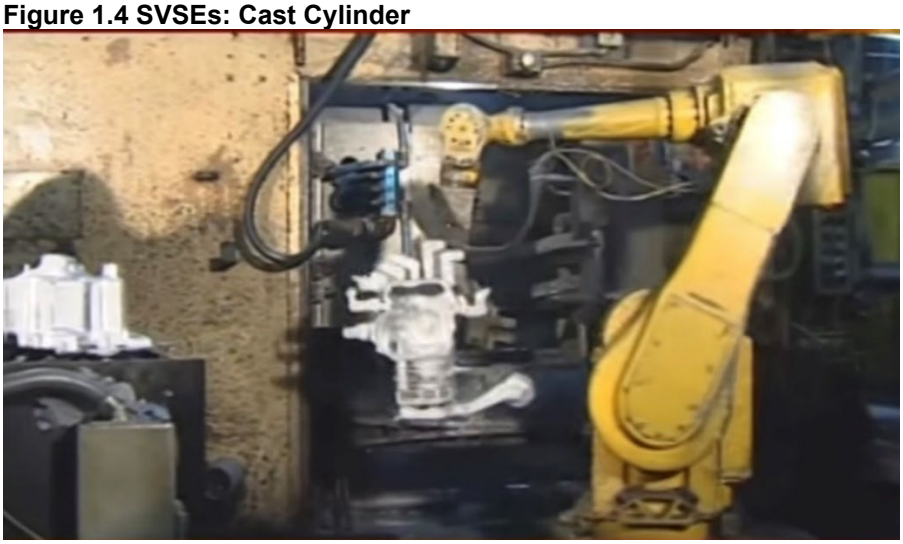


Source: EPA, Annual Certification Data for Vehicles, Engines, and Equipment, Small Nonroad Spark-Ignition (NRSI) Engine Certification Data (Model years: 2011–Present), March 2026, https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment, retrieved April 9, 2026.

Manufacturing process[30]

The manufacturing process for SVSEs is often a continuous and lengthy operation, consisting of five production stages: (1) casting major components; (2) machining the components; (3) assembling the short block (the core rotating assembly of the engine without the cylinder head) and the long block (the short block with the cylinder head); (4) finishing; and (5) testing. The first two stages are casting and machining. The process begins by casting (figure 1.4) various major cast iron and aluminum components (i.e., the crankcases, cylinder heads, oil pans, crankshafts, camshafts, balance shafts, connecting rods, pistons, and flywheels) that make up the predominant parts of the engines. Most of the parts in engines are made of aluminum, so that they do not get too heavy. Some engine producers are vertically integrated such that this is done using their own aluminum cast houses and iron foundries, while others use external foundries.

Figure 1.4 SVSEs: Cast Cylinder



Source: HOWit'sMADE, "How Briggs & Stratton Lawnmower Engines Are Made," August 10, 2015, https://www.youtube.com/watch?v=uBPbSUUkTck, retrieved May 12, 2026.

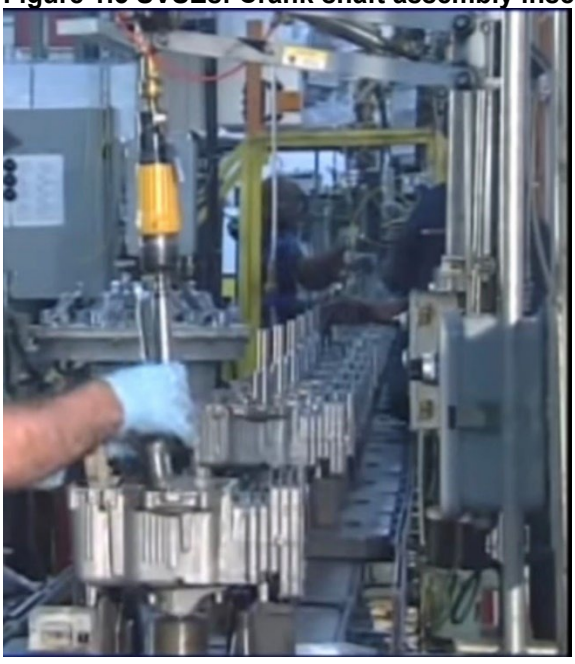
After casting, the major iron and aluminum components are machined. Machining involves milling, turning, drilling, boring, grinding, honing, deburring, balancing, and washing, as well as any other step required to transform the parts into usable engine components. Most SVSE manufacturers perform the machining of these components "in-house." However, some producers outsource complete components from external machine shops, either entirely or to complement their in-house machining capabilities.

[30] Unless otherwise noted, this information is based on Original publication, pp. pp. 1.18 to 1.21.

Manufacturers typically outsource lower-precision or commodity components, such as brackets, stamped housings, standard bearings, and fasteners, while retaining in-house machining for critical components.[31] The number and type of parts that are machined in-house may vary from one producer to the next. Any scrap collected from the machining process is generally sold and offset against the purchase price of the casting.

After casting and machining, the short blocks and long blocks are primarily produced on an assembly line. Short blocks assembly starts with a subassembly using the major cast iron and machined aluminum components produced in the prior two steps (figures 1.5 and 1.6). Then smaller minor parts – such as rings, gaskets, bolts, screws, springs, governor gears, and washers – are added to complete the short block. Some of these minor parts are made by the SVSE manufacturers, while others are sourced as completed parts from external suppliers. During the assembly of the short block, many processes and many different types of critical assembly equipment are used to ensure quality, reliability, and durability of the core of the engine. Next, the short blocks are transformed into long blocks with the addition of the valvetrain, cylinder heads, valve covers, and breather system components (figure 1.7). In addition, numerous quality checks occur at both the short block and long block stages.

Figure 1.5 SVSEs: Crank shaft assembly inserted into the cylinder box



Source: HOWit'sMADE, "How Briggs & Stratton Lawnmower Engines Are Made," August 10, 2015, https://www.youtube.com/watch?v=uBPbSUUkTck, retrieved May 12, 2026.

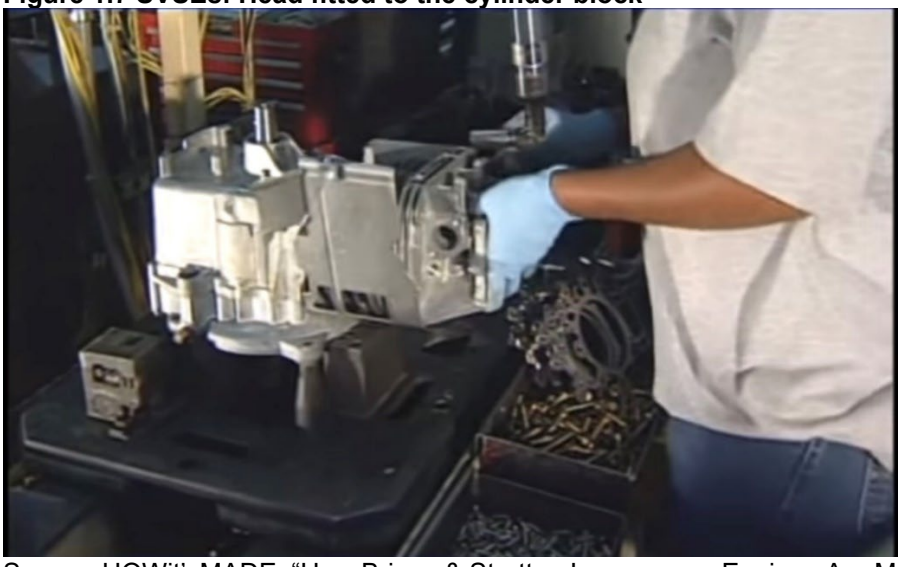
[31] Briggs & Stratton, "Supplier Manual," April 20, 2026, https://www.briggsandstratton.com/hubfs/briggsandstratton/suppliers/SUPPLIER%20MANUAL_April2026.pdf.

Figure 1.6 SVSEs: Piston installed into the cylinder



Source: HOWit'sMADE, "How Briggs & Stratton Lawnmower Engines Are Made," August 10, 2015, https://www.youtube.com/watch?v=uBPbSUUkTck, retrieved May 12, 2026.

Figure 1.7 SVSEs: Head fitted to the cylinder block



Source: HOWit'sMADE, "How Briggs & Stratton Lawnmower Engines Are Made," August 10, 2015, https://www.youtube.com/watch?v=uBPbSUUkTck, retrieved May 12, 2026.

The "finishing" phase of the assembly process requires adding the remaining engine parts to create a finished engine. These additional components include an intake manifold, carburetor, starter, flywheel, spark plugs, ignition modules, cooling fan, and any other component required to power the engine and meet emissions requirements.

In the final phase of the production process, various testing occurs to ensure quality control and EPA compliance. The testing process entails providing fuel, oil, and a rotating mechanism to start the engine. The testing process also involves setting speeds, checking safety shutdowns, and verifying that no leaks or abnormal operations are present. In addition to internal testing and quality control, all engines covered by the scope of these SVSE reviews should also comply with and be certified under the EPA air pollution controls title 40, chapter I, subchapter U, part 1054 of the Code of Federal Regulations standards for small non-road spark-ignition engines and equipment.[32] There is also an additional certification required for engines in California set forth by the California Air Resources Board and, in general, engines are certified to meet both sets of regulations. SVSEs that do not pass the quality testing process are either immediately reworked, added to a queue of repair engines, or scrapped, depending on the defect. SVSEs that pass all inspections and requirements are moved to packaging, where they are prepared for shipment depending on customer needs.

The industry in the United States

U.S. producers

During the final phase of the original investigations, the Commission received U.S. producer questionnaires from two firms, which accounted for 100 percent of production of SVSEs in the United States during 2019.[33]

In response to the Commission's notice of institution in these current reviews, the domestic interested party Briggs & Stratton identified itself and Honda Power Equipment Manufacturing. Inc. ("Honda Power") as the two known and currently operating U.S. producers of SVSEs. In its response to the Commission's notice of institution, Briggs & Stratton accounted for approximately *** percent of production of SVSEs in the United States during 2025.[34]

[32] However, engines that otherwise meet the physical description of the scope but are not certified under 40 CFR part 1054 and are not certified under other parts of subchapter U of the EPA air pollution controls are not excluded from the scope. In 2023 the EPA finalized some amendments to small nonroad spark-ignition engines including revisions to engine test speeds, steady-state duty cycles, and engine family criteria. 88 FR 4296, January 24, 2023.

[33] Original publication, p. 3.1.

[34] Domestic interested party's response to the notice of institution, May 1, 2026, exh. 1.

Recent developments

Table 1.5 presents events in the U.S. industry since the Commission's original investigations.

Table 1.5 SVSEs: Developments in the U.S. industry

Item	Firm	Event
Acquisition	Briggs & Stratton	In 2021 Briggs & Stratton acquired SimpliPHi Power (energy storage and management specialist) and Accelerated Systems Inc. (advanced electric motors and controllers), accelerating the electrification of small lawn and garden equipment.
Relocation	Briggs & Stratton	In January 2023, Briggs & Stratton closed a production plant in Wauwatosa, Wisconsin that had produced components used in small engines, and relocated it to Alabama and Missouri.

Source: Kennedy, "Briggs & Stratton Launches Residential Storage Solution with Lithium-ferro-phosphate Chemistry," June 9, 2022. https://www.pv-magazine-australia.com/2022/06/09/briggs-stratton-launches-residential-storage-solution-with-lithium-ferro-phosphate-chemistry/

Marshall, "Briggs & Stratton to lay off 160 Wisconsin employees", January 27, 2023. https://www.tmj4.com/news/local-news/briggs-stratton-to-layoff-160-wisconsin-employees-cease-production-at-wauwatosa-location

U.S. producers' trade and financial data

The Commission asked domestic interested parties to provide trade and financial data in their response to the notice of institution in the current five-year reviews. Table 1.6 presents a compilation of the trade and financial data submitted from responding U.S. producers in the original investigations and these five-year reviews.

Table 1.6 SVSEs: Trade and financial data submitted by U.S. producers, by period

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

Item	Measure	2017	2018	2019	2025
Capacity	Quantity	***	***	***	***
Production	Quantity	***	***	***	***
Capacity utilization	Ratio	***	***	***	***
U.S. shipments	Quantity	***	***	***	***
U.S. shipments	Value	***	***	***	***
U.S. shipments	Unit value	***	***	***	***
Net sales	Value	***	***	***	***
COGS	Value	***	***	***	***
COGS to net sales	Ratio	***	***	***	***
Gross profit or (loss)	Value	***	***	***	***
SG&A expenses	Value	***	***	***	***
Operating income or (loss)	Value	***	***	***	***
Operating income or (loss) to net sales	Ratio	***	***	***	***

Source: For the years 2017, 2018, and 2019, data are compiled using data submitted in the Commission's original investigations. For the year 2025, data are compiled using data submitted by domestic interested party. Domestic interested party's' response to the notice of institution, May 1, 2026, exh. 1.

Note: For a discussion of data coverage, please see "U.S. producers" section.

Definitions of the domestic like product and domestic industry

The domestic like product is defined as the domestically produced product or products which are like, or in the absence of like, most similar in characteristics and uses with, the subject merchandise. The domestic industry is defined as the U.S. producers as a whole of the domestic like product, or those producers whose collective output of the domestic like product constitutes a major proportion of the total domestic production of the product. Under the related parties provision, the Commission may exclude a U.S. producer from the domestic industry for purposes of its injury determination if "appropriate circumstances" exist.[35]

In its original determinations, the Commission defined a single domestic like product corresponding to Commerce's scope, and it defined the domestic industry to include all domestic producers of SVSEs: Briggs & Stratton and Honda Power.[36]

[35] Section 771(4)(B) of the Tariff Act of 1930, 19 U.S.C. § 1677(4)(B).
[36] 91 FR 16231, April 1, 2026.

U.S. importers

During the final phase of the original investigations, the Commission received U.S. importer questionnaires from 14 firms, which accounted for approximately *** percent of total U.S. imports of SVSEs from China during 2019.[37] [38] Import data presented in the original investigations are based on questionnaire responses.

Although the Commission did not receive responses from any respondent interested parties in these current reviews, in its response to the Commission's notice of institution, the domestic interested party provided a list of 74 potential U.S. importers of SVSEs.[39] [40]

[37] Small Vertical Shaft Engines from China (Final), Confidential Report, INV-TT-044, March 25, 2021, as revised in INV-TT-046, March 30, 2021 ("Original confidential report"), p. 4.1.

[38] In the original investigation, because the official import statistics used to generate the questionnaire coverage estimates did not correspond directly to the scope, staff acknowledged that the questionnaire coverage estimates may be overstated and/or understated. Original publication, p. 4.1.

[39] Domestic interested party's response to the notice of institution, May 1, 2026, exh. 1.

[40] The list of possible U.S. importers submitted by domestic interested party likely overstates the actual number of U.S. importers of SVSEs because it includes freight forwarding and logistics firms. Domestic interested party's response to the notice of institution, May 1, 2026, exh. 1.

U.S. imports

Table 1.7 presents the quantity, value, and unit value of U.S. imports from China as well as the other top sources of U.S. imports (shown in descending order of 2025 imports by quantity).

Table 1.7 SVSEs: U.S. imports, by source and period

Quantity in units; value in 1,000 dollars

U.S. imports from	Measure	2020	2021	2022	2023	2024	2025
China	Quantity	1,011,239	145,881	35,257	36,095	8,895	234,179
Japan	Quantity	2,113,900	2,244,948	2,194,676	1,265,719	1,607,929	1,747,896
Mexico	Quantity	9	8	469	16,453	90,194	31,795
Vietnam	Quantity	—	—	—	—	—	6,248
Brazil	Quantity	—	1,860	6,664	16,440	15,011	3,219
Thailand	Quantity	80,885	78,760	76,918	31,348	5,188	218
All other sources	Quantity	85	97	2,447	577	342	222
Nonsubject sources	Quantity	2,194,879	2,325,673	2,281,174	1,330,537	1,718,664	1,789,598
All import sources	Quantity	3,206,118	2,471,554	2,316,431	1,366,632	1,727,559	2,023,777
China	Value	62,808	11,231	7,077	4,777	1,155	23,571
Japan	Value	152,263	156,692	161,630	92,166	88,389	102,444
Mexico	Value	11	12	232	5,035	28,146	10,776
Vietnam	Value	—	—	—	—	—	313
Brazil	Value	—	74	262	749	802	177
Thailand	Value	17,125	16,739	15,196	8,564	1,691	67
All other sources	Value	25	150	58	170	407	152
Nonsubject sources	Value	169,424	173,668	177,377	106,684	119,436	113,929
All import sources	Value	232,232	184,899	184,454	111,461	120,591	137,500

Table continued.

Table 1.7 (Continued), SVSEs: U.S. imports, by source and period

Unit value in dollars per unit

U.S. imports from	Measure	2020	2021	2022	2023	2024	2025
China	Unit value	62.11	76.99	200.73	132.35	129.86	100.65
Japan	Unit value	72.03	69.80	73.65	72.82	54.97	58.61
Mexico	Unit value	1,193.89	1,558.50	494.33	306.05	312.06	338.92
Vietnam	Unit value	—	—	—	—	—	50.05
Brazil	Unit value	—	39.98	39.28	45.55	53.45	55.02
Thailand	Unit value	211.72	212.54	197.56	273.19	325.95	309.39
All other sources	Unit value	295.40	1,548.19	23.68	294.75	1,190.34	683.13
Nonsubject sources	Unit value	77.19	74.67	77.76	80.18	69.49	63.66
All import sources	Unit value	72.43	74.81	79.63	81.56	69.80	67.94

Source: Compiled from official Commerce statistics for HTS statistical reporting number 8407.90.1010, accessed April 13, 2026. These data may be overstated as HTS statistical reporting number 8407.90.1010 may contain products outside the scope of these reviews. Imports are based on the imports for consumption data series. Value data reflect the landed duty-paid value.

Note: Because of rounding, figure may not add to total shown. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Apparent U.S. consumption and market shares

Table 1.8 presents data on U.S. producers' U.S. shipments, U.S. imports, apparent U.S. consumption, and market shares.[41]

Table 1.8 SVSEs: Apparent U.S. consumption and market shares, by source and period

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

Source	Measure	2017	2018	2019	2025
U.S. producers	Quantity	***	***	***	***
China	Quantity	***	***	***	234,179
Nonsubject sources	Quantity	***	***	***	1,789,598
All import sources	Quantity	***	***	***	2,023,777
Apparent U.S. consumption	Quantity	***	***	***	***
U.S. producers	Value	***	***	***	***
China	Value	***	***	***	23,571
Nonsubject sources	Value	***	***	***	113,929
All import sources	Value	***	***	***	137,500
Apparent U.S. consumption	Value	***	***	***	***
U.S. producers	Share of quantity	***	***	***	***
China	Share of quantity	***	***	***	***
Nonsubject sources	Share of quantity	***	***	***	***
All import sources	Share of quantity	***	***	***	***
U.S. producers	Share of value	***	***	***	***
China	Share of value	***	***	***	***
Nonsubject sources	Share of value	***	***	***	***
All import sources	Share of value	***	***	***	***

Source: For the years 2017, 2018, and 2019, data are compiled using data submitted in the Commission's original investigations. For the year 2025, U.S. producers' U.S. shipments are compiled from the domestic interested party's response to the Commission's notice of institution and U.S. imports are compiled using official Commerce statistics under HTS statistical reporting number 8407.90.1010, accessed April 13, 2026.

Note: For the years 2017, 2018, and 2019, apparent U.S. consumption is derived from U.S. shipments of imports, rather than U.S. imports. Share of quantity is the share of apparent U.S. consumption by quantity in percent; share of value is the share of apparent U.S. consumption by value in percent.

Note: Because of rounding, figures may not add to total shown. Zeroes, null values, and undefined calculations are suppressed and shown as "—".

Note: For a discussion of data coverage, please see "U.S. producers" and "U.S. importers" sections.

[41] Domestic interested party Briggs & Stratton attests to a decrease in demand affecting the domestic industry since the orders were issued in 2021. Domestic interested party's response to the notice of institution, May 1, 2026, p. 11.

The industry in China

Producers in China

During the final phase of the original investigations, the Commission received foreign producer/exporter questionnaires from three firms, which accounted for approximately *** percent of SVSEs exports from China to the United States during 2019.[42]

Although the Commission did not receive responses from any respondent interested parties in these five-year reviews, the domestic interested party provided a list of 43 possible producers of SVSEs in China.[43]

Recent developments

There were no major developments in the Chinese industry since the imposition of the orders identified by interested parties in the proceeding, and no relevant information from outside sources was found.

Exports

Global Trade Atlas ("GTA") publishes data on global exports of engines, including those for subheadings 8407.90 (other engines) and 8409.91 (parts for spark-ignition, internal combustion engines). However, both subheadings are large categories that, in addition to products covered by the scope of these reviews, also include many products outside the scope of these reviews. Due to these limitations, GTA data on China's exports by destination market are not included here.

[42] Original confidential report, p. 7.3.

[43] Domestic interested party's response to the notice of institution, May 1, 2026, exh. 1.

Third-country trade actions

Based on available information, SVSEs from China have not been subject to other antidumping or countervailing duty investigations outside the United States.

The global market

As previously noted, GTA publishes data on global exports of engines, including those for subheadings 8407.90 (other engines) and 8409.91 (parts for spark-ignition, internal combustion engines). However, both of these subheadings are large categories that, in addition to products covered by the scope of these reviews, also include many products outside the scope of these reviews. Due to this data limitation, GTA data on nonsubject countries are not included.[44]

[44] By one estimate, Briggs & Stratton, Honda, Kawasaki, and Kohler collectively produced 95 percent of the traditional internal combustion market for residential and commercial zero-turn small vertical shaft engines in 2022. Kramar, "Who Makes the Most Small Engines for Lawn Mowers?," September 16, 2022, https://lawnmanual.com/lawn-mower-small-engine-industry-study/.

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
91 FR 16181 April 1, 2026	Initiation of Five-Year (Sunset) Reviews	https://www.govinfo.gov/content/pkg/FR-2026-04-01/pdf/2026-06326.pdf
91 FR 16231 April 1, 2026	Small Vertical Shaft Engines From China; Institution of Five-Year Reviews	https://www.govinfo.gov/content/pkg/FR-2026-04-01/pdf/2026-06289.pdf

APPENDIX B

RESPONSES TO THE NOTICE OF INSTITUTION

Responses to the Commission's notice of institution

Individual responses

The Commission received one submission in response to its notice of institution in the subject reviews. It was filed on behalf of the following entity:

1. Briggs & Stratton, LLC ("Briggs & Stratton"), domestic producer of SVSEs (referred to herein as "domestic interested party")

A complete response to the Commission's notice of institution requires that the responding interested party submit to the Commission all the information listed in the notice. A summary of the response and coverage estimate is shown in table B.1.

Table B.1 SVSEs: Summary of responses to the Commission's notice of institution

Interested party type	Number	Coverage
U.S. producer	1	***

Note: The U.S. producer coverage figure presented is the domestic interested party's estimate of its share of total U.S. production of SVSEs during 2025. Domestic interested party's response to the notice of institution, May 1, 2026, exh. 1.

Party comments on adequacy

The Commission received party comments on the adequacy of responses to the notice of institution and whether the Commission should conduct expedited or full reviews from Briggs & Stratton. Briggs & Stratton requests that the Commission conduct expedited reviews of the antidumping and countervailing duty orders on SVSEs.[1]

Company-specific information

Table B.2 SVSEs: Response checklist for U.S. producers

Yes = provided response; no = did not provide a response; NA = not available; not known = information was not known

Item	Briggs & Stratton
Nature of operation	Yes
Statement of intent to participate	Yes
Statement of likely effects of revoking the order	Yes
U.S. producer list	Yes
U.S. importer/foreign producer list	Yes
List of 3-5 leading purchasers	Yes
List of sources for national/regional prices	Not known
Trade/financial data	Yes
Changes in supply/demand	Yes
Complete response	Yes

[1] Domestic interested party's comments on adequacy, June 9, 2026, p. 2.

APPENDIX C

SUMMARY DATA COMPILED IN PREVIOUS PROCEEDINGS

Table C-1
SVSEs: Summary data concerning the U.S. total market, 2017-19, January to September 2019, and January to September 2020
(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent--exceptions noted)

	Reported data					Period changes			
	Calendar year			January to September		Comparison years			Jan-Sep
	2017	2018	2019	2019	2020	2017-19	2017-18	2018-19	2019-20
U.S. total market consumption quantity:									
Amount	***	***	***	***	***	▼***	▼***	▼***	▼***
Producers' share (fn1)	***	***	***	***	***	▼***	▼***	▼***	▲***
Importers' share (fn1):									
China	***	***	***	***	***	▼***	▲***	▼***	▼***
Nonsubject sources	***	***	***	***	***	▲***	▲***	▲***	▼***
All import sources	***	***	***	***	***	▲***	▲***	▲***	▼***
U.S. total market consumption value:									
Amount	***	***	***	***	***	▼***	▼***	▼***	▼***
Producers' share (fn1)	***	***	***	***	***	▼***	▼***	▼***	▲***
Importers' share (fn1):									
China	***	***	***	***	***	▼***	▲***	▼***	▼***
Nonsubject sources	***	***	***	***	***	▲***	▲***	▲***	▼***
All import sources	***	***	***	***	***	▲***	▲***	▲***	▼***
U.S. importers' U.S. shipments of imports from:									
China:									
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	***	***	***	***	***	▲***	▲***	▼***	▲***
U.S. producers':									
Average 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 1,000 hours)	***	***	***	***	***	▲***	▲***	▼***	▼***
Unit labor costs	***	***	***	***	***	▲***	▼***	▲***	▲***

Table continued on next page.

Table C-1--Continued
SVSEs: Summary data concerning the U.S. total market, 2017-19, January to September 2019, and January to September 2020
(Quantity=units; Value=1,000 dollars; Unit values, unit labor costs, and unit expenses=dollars per unit; Period changes=percent--exceptions noted)

	Reported data					Period changes			
	Calendar year			January to September		Comparison years			Jan-Sep
	2017	2018	2019	2019	2020	2017-19	2017-18	2018-19	2019-20
U.S. producers'--Continued:									
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)	***	***	***	***	***	▼***	▼***	▼***	▼***
Capital expenditures	***	***	***	***	***	▲***	▲***	▼***	▼***
Research and development expenses	***	***	***	***	***	▼***	▼***	▼***	▼***
Net assets	***	***	***	***	***	▼***	▼***	▼***	***
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)	***	***	***	***	***	▼***	▼***	▼***	▼***

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.

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

APPENDIX D

PURCHASER QUESTIONNAIRE RESPONSES

As part of their response to the notice of institution, interested parties were asked to provide a list of three to five leading purchasers in the U.S. market for the domestic like product. A response was received from the domestic interested party, and it identified four firms that it believes to be the top purchasers of small vertical shaft engines: ***. Purchaser questionnaires were sent to these four firms and one firm (***) provided a response, which is presented below.

1. Have there been any significant changes in the supply and demand conditions for small vertical shaft engines that have occurred in the United States or in the market for small vertical shaft engines in China since January 1, 2020?

Purchaser	Yes / No	Changes that have occurred
***	***	***

2. Do you anticipate any significant changes in the supply and demand conditions for small vertical shaft engines in the United States or in the market for small vertical shaft engines in China within a reasonably foreseeable time?

Purchaser	Yes / No	Anticipated changes
***	***	***