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A-570-891  
Scope Inquiry  
IA / Office 7: DC  
Public Document

**MEMORANDUM TO:** Stephen J. Claeys  
Deputy Assistant Secretary  
for Import Administration

**THROUGH:** Richard Weible *RWS*  
Director  
AD/CVD Operations, Office 7

Robert James  
Program Manager  
AD/CVD Operations, Office 7

**FROM:** David Cordell *DC*  
Analyst, Office 7

**RE:** Hand Trucks and Certain Parts Thereof from the People's Republic  
of China (PRC): Scope Ruling-Reisenthel Accessories  
"Carrycruiser"

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**SUMMARY:**

On September 4, 2008, the Department of Commerce (Department) received a submission from Reisenthel Accessories (Reisenthel) inquiring whether its product known as a "Carrycruiser" is included within the scope of the antidumping duty order on hand trucks and certain parts thereof (hand trucks) from the PRC.

In accordance with 19 CFR 351.225(k)(1), we recommend the Department determine that Reisenthel's Carrycruiser is not within the scope of the antidumping duty order on hand trucks from the PRC.<sup>1</sup>

**BACKGROUND:**

On September 4, 2008, the Department received a submission from Reisenthel inquiring into whether the Carrycruiser it exports from the PRC is included within the scope of the order

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<sup>1</sup> See Notice of Antidumping Duty Order: Hand Trucks and Certain Parts Thereof From the People's Republic of China, 69 FR 70122 (December 2, 2004) (Order)



covering hand trucks from the PRC (Scope Inquiry Request). See photos in Attachment 1 taken from Scope Inquiry Request at Exhibit A. Satisfying the requirements of 19 CFR 351.225(c)(1)(i), Reisenhel provided a detailed description of the Carrycruiser, including its current tariff classification. Neither the petitioners (Gleason Industrial Products, Inc. and Precision Products, Inc.) nor any other party filed comments on the scope request.

According to Reisenhel, the Carrycruiser is not within the scope of the Order because it lacks the requisite physical characteristics of the merchandise described by the scope of the Order. In particular, Reisenhel notes “where a hand truck would have a toe plate or similar projection designed to slide under a load, the Carrycruiser has a thick rectangular section made up by the integral textile bag.” See Scope Inquiry Request at 3. Moreover, according to Reisenhel, “{t}he underlying plastic frame is essentially shaped like a bucket for cradling the textile bag” and that the “front of the Carrycruiser cannot be slid underneath anything.” Id. Reisenhel also distinguishes the Carrycruiser by stating “{w}here a hand truck has a substantial back frame used for resting boxes and so forth, the Carrycruiser has only a single aluminum arm” thereby rendering the Carrycruiser unable to carry a load in the way a hand truck would be used. Id.

Reisenhel also raises issues regarding the use of the product and the expectations of the ultimate purchaser. Furthermore, Reisenhel references a ruling by the Court of International Trade, Vertex International v. United States, Slip Op. 06-10, CIT (2006) (Vertex), involving a prior scope determination. The Court ruled in Vertex that if the cart had a stabilizing plate with a front edge that was not conducive to sliding under a load, the cart was outside the scope of the order. Moreover, Reisenhel notes the Court in Vertex found that if the cart lacked a central frame member, it could not be used to securely lift and move a load and that this factor must be considered when determining the cart’s ability to carry a load. Reisenhel argues its Carrycruiser has only an aluminum arm to serve as a central frame, with no side members, and as such there is no surface or structure against which to rest or move a load.

### **Legal Framework**

The Department examines scope requests in accordance with the Department’s scope regulations, which may be found at 19 CFR 351.225 (2008). This determination may take place with or without a formal inquiry. On matters concerning the scope of an antidumping duty order, the Department first examines the description of the merchandise contained in the petition, the initial investigation, and the determinations of the Secretary and the International Trade Commission (the Commission). See 19 CFR 351.225(k)(1). If the Department determines that these descriptions are dispositive of the matter, the Department will issue a final scope ruling as to whether or not the subject merchandise is covered by the order. See 19 CFR 351.225(d).

Conversely, where the descriptions of the merchandise are *not* dispositive, the Department will consider the five additional factors set forth at 19 CFR 351.225(k)(2). These criteria are: i) the physical characteristics of the merchandise; ii) the expectations of the ultimate purchasers; iii) the ultimate use of the product; iv) the channels of trade in which the product is sold; and v) the manner in which the product is advertised and displayed. The determination as to which

analytical framework is most appropriate in any given scope inquiry is made on a case-by-case basis after consideration of all evidence before the Department.

For this case, the Department has evaluated Reisensthal's request in accordance with 19 CFR 351.225(k)(1) and finds the descriptions of the product contained in the petition, the initial investigation, and the determinations by the Secretary and the Commission are, in fact, dispositive with respect to Reisensthal's Carrycruiser. Therefore, the Department finds it unnecessary to consider the additional factors in 19 CFR 351.225(k)(2).

### Analysis

With respect to the instant request, we find that for the reasons outlined below, this product is not within the scope of the Order.

In their petition submitted on November 13, 2003, the petitioners requested that the investigation cover:

{h}and trucks made primarily or exclusively from steel, aluminum or other metals, as well as those made from nylon or plastic, whether assembled or unassembled, complete or incomplete, suitable for residential, industrial or commercial use, and specific parts thereof, namely the frame, the handling area and the projecting edges or toe plate, and any combination thereof. A hand truck is a hand-propelled barrow consisting of a frame having at one end a handle or pair of handles and at the other end two or more wheels and a projecting edge or edges to slide under a load. The subject hand trucks are typically imported under heading 8716.80.5010 ("Trailers and semi-trailers: other vehicles, not mechanically propelled; and parts thereof; other vehicles; other; industrial hand trucks") of the HTSUS, although they may also be imported under heading 8716.80.5090 (Trailers and semi-trailers: other vehicles, not mechanically propelled; and parts thereof; other vehicles; other; other). Although the HTSUS subheadings are provided for convenience and for the purposes of the U.S. Bureau of Customs and Border Protection (Customs), the Department's written description of the scope is dispositive.

Excluded from the scope are small two-wheel or four-wheel utility carts specifically designed for carrying loads like personal bags or luggage in which the frame is made from telescoping tubular material measuring less than 5/8 inch in diameter (of subheading 8716.80.5020, HTSUS); hand trucks that use motorized operations either to move the hand truck from one location to the next or to assist in the lifting of items placed on the hand truck; and wheels and tires used in the manufacture of hand trucks.

See Antidumping Petition (November 13, 2003) at 9.

On December 2, 2004, the Department published the antidumping duty order on hand trucks from the PRC. See Order. The scope language in the Order was clarified to read as follows:

The merchandise subject to this antidumping duty order consists of hand trucks manufactured from any material, whether assembled or unassembled, complete or incomplete, suitable for any use, and certain parts thereof, namely the vertical frame, the handling area and the projecting edges or toe plate, and any combination thereof.

A complete or fully assembled hand truck is a hand-propelled barrow consisting of a vertically disposed frame having a handle or more than one handle at or near the upper section of the vertical frame; at least two wheels at or near the lower section of the vertical frame; and a horizontal projecting edge or edges, or toe plate, perpendicular or angled to the vertical frame, at or near the lower section of the vertical frame. The projecting edge or edges, or toe plate, slides under a load for purposes of lifting and/or moving the load.

That the vertical frame can be converted from a vertical setting to a horizontal setting, then operated in that horizontal setting as a platform, is not a basis for exclusion of the hand truck from the scope. That the vertical frame, handling area, wheels, projecting edges or other parts of the hand truck can be collapsed or folded is not a basis for exclusion of the hand truck from the scope. That other wheels may be connected to the vertical frame, handling area, projecting edges, or other parts of the hand truck, in addition to the two or more wheels located at or near the lower section of the vertical frame, is not a basis for exclusion of the hand truck from the scope. Finally, that the hand truck may exhibit physical characteristics in addition to the vertical frame, the handling area, the projecting edges or toe plate, and the two wheels at or near the lower section of the vertical frame, is not a basis for exclusion of the hand truck from the scope.

Examples of names commonly used to reference hand trucks are hand truck, convertible hand truck, appliance hand truck, cylinder hand truck, bag truck, dolly, or hand trolley. They are typically imported under heading 8716.80.50.10 of the Harmonized Tariff Schedule of the United States (HTSUS), although they may also be imported under heading 8716.80.50.90. Specific parts of a hand truck, namely the vertical frame, the handling area and the projecting edges or toe plate, or any combination thereof, are typically imported under heading 8716.90.50.60 of the HTSUS. Although the HTSUS subheadings are provided for convenience and for customs purposes, the Department's written description of the scope is dispositive.

Excluded from the scope are small two-wheel or four-wheel utility carts specifically designed for carrying loads like personal bags or luggage in which the frame is made from telescoping tubular material measuring less than 5/8 inch in diameter; hand trucks that use motorized operations either to move the hand truck from one location to the next or to assist in the lifting of items placed on the hand truck; vertical carriers designed specifically to transport golf bags; and wheels and

tires used in the manufacture of hand trucks.

The scope of the order defines a complete or fully assembled hand truck as “a hand-propelled barrow consisting of a vertically disposed frame having a handle or more than one handle at or near the upper section of the vertical frame; at least two wheels at or near the lower section of the vertical frame; and a horizontal projecting edge or edges, or toe plate, perpendicular or angled to the vertical frame, at or near the lower section of the vertical frame. The projecting edge or edges, or toe plate, slides under a load for purposes of lifting and/or transporting the load.”

The Commission adopted a similar definition of the “like product” subject to its determinations, confirming that the investigations covered “finished hand trucks and hand truck parts described in Commerce's scope of investigation.” See Determination of the Commission in Investigation 731-TA-1059 (Final), USITC Publication 3737 (November 2004) (Final Determination) at 6. According to the Commission, hand trucks exhibit four general physical characteristics: (1) a frame; (2) a handling area; (3) two or more wheels; and (4) a projecting edge or edges perpendicular, or at an angle, to the frame. See Final Determination at I-4.

Based on the record evidence, the Carrycruiser does not have the physical features necessary to be considered a hand truck covered by the scope of the Order. First, the Carrycruiser has no surface or structure against which to rest a load for transport. The product description indicates there is no sliding projecting edge or toe plate which would be used to slide under a load for purposes of lifting and transporting the load. Furthermore, the Carrycruiser with its integral textile bag is not designed for use as a hand truck, as the bag cannot be removed without damaging the unit as a whole. These physical characteristics lead us to conclude that the Carrycruiser does not meet the description of the merchandise in the petition or in the scope of the Order.


**Recommendation**

Based upon the preceding analysis, we recommend the Department find that Reisenhel's Carrycruiser is not within the scope of the Order.



\_\_\_\_\_  
Agree

\_\_\_\_\_  
Disagree

  
\_\_\_\_\_  
Stephen J. Claeys  
Deputy Assistant Secretary  
for Import Administration

10/15/08  
\_\_\_\_\_  
Date

Attachment 1



Integral Textile Bag



No Toe Plate