Subject merchandise includes, but is not limited to, the following subassemblies:

- Van-type trailer subframes, or sections of van-type trailer frames, typically consisting of welded crossmembers and slider rails for attaching the running gear;
- Nose wall, side wall, and roof subassemblies, whether insulated or non insulated, and with or without top, bottom, or side rails;
- Rear door frame, whether for swing or roll-up doors, with or without installed doors, bumpers, bumper plates, or reinforcing plates for liftgate;
- Door assemblies, whether for rear swing doors, roll-up doors, side doors or any other configuration, with or without lockrods, handles, hinges, or hinge pins;
- Rear impact guard subassemblies, typically consisting of a fabricated horizontal structural component (such as a guard tube) and uprights for connection to the underside of the rear frame;
- Coupler assembly for connection to truck tractor's fifth wheel, typically consisting of main beams and cross members, support plates, and front nose wrap, and with or without kingpin installed;
- Running gear subassemblies or axle assemblies for connection to the subframe, which may or may not include suspension(s), wheel end components, slack adjusters, dressed axles, brake chambers, locking pins, wheels, and tires; and
- Landing gear subassemblies, typically consisting of two landing legs, a cross channel, braces, bracketing, a cross shaft, and a crank handle.

These subassemblies are subject to the investigation, whether entered alone or with other subassemblies and whether assembled or unassembled and whether finished or unfinished. The absence of any subassembly from an otherwise finished or unfinished van-type trailer does not remove the van-type trailer from coverage.

Subject merchandise also includes components entered with (*i.e.,* on the same bill of lading as) van-type trailers and subassemblies, such as, but not limited to: hub and drum assemblies, brake assemblies (either drum or disc), bare axles, brake chambers, suspensions and suspension components, wheel end components, landing gear legs, wheels, tires, brake control systems, electrical harnesses and lighting systems, lift gate systems, tire inflation systems, or refrigeration units (with or without evaporators or fuel tanks) whether assembled or unassembled, whether as part of a kit or not, and whether or not accompanied by additional components that constitute as part of an unfinished and/or unassembled van-type trailer and subassemblies thereof that are subject to the investigation.

Processing of finished and unfinished van-type trailers and subassemblies, such as trimming, cutting, grinding, notching, punching, drilling, painting, coating, staining, finishing, assembly, or any other processing either in the country of manufacture of the in-scope product or in a third country does not remove the product from the scope. Inclusion of other components not identified as comprising the finished or unfinished van-type trailer does not remove the product from the scope.

Specifically excluded are subassemblies covered by the scope of the antidumping and countervailing duty orders on certain chassis and subassemblies thereof from the People's Republic of China. *See Certain Chassis and Subassemblies Thereof from the People's Republic of China: Antidumping Duty Order,* 86 FR 36093 (July 8, 2021) and *Certain Chassis and Subassemblies Thereof from the People's Republic of China: Countervailing Duty Order and Amended Final Affirmative Countervailing Duty Determination,* 86 FR 24844 (May 10, 2021).

The finished and unfinished van-type trailers subject to the investigation are typically classified in the Harmonized Tariff Schedule of the United States (HTSUS) at subheadings: 8716.39.0040, 8716.39.0090 and 8716.90.5060. Imports of finished and unfinished subassemblies may also enter under HTSUS subheadings 7308.30.5050, 7308.90.9590, 7326.90.8688, 8708.29.1500, 8708.99.8180, 8716.90.5010. While the HTSUS subheadings are provided for convenience and customs purposes, the written description of the merchandise under investigation is dispositive.

Appendix II

List of Topics Discussed in the Issues and Decision Memorandum

I. Summary
II. Background
III. Discussion of the Issue
  Comment: Cash Deposits on Entries of Subject Merchandise from Canada
IV. Recommendation

[FR Doc. 2026–17750 Filed 8–28–26; 8:45 am]

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DEPARTMENT OF COMMERCE

International Trade Administration

[A–520–807]

Circular Welded Carbon-Quality Steel Pipe From the United Arab Emirates: Notice of Court Decision Not in Harmony With the Results of Antidumping Administrative Review; Notice of Amended Final Results

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: On August 19, 2026, the U.S. Court of International Trade (CIT) issued its final judgment in *Universal Tube & Plastic Indus., Ltd.* v. *United States,* Court No. 23–00113, sustaining the U.S. Department of Commerce (Commerce)'s second remand results pertaining to the administrative review of the antidumping duty (AD) order on circular welded carbon-quality steel pipe (CWP) from the United Arab Emirates (UAE) covering the period December 1, 2020, through November 30, 2021. Commerce is notifying the public that the CIT's final judgment is not in harmony with Commerce's final results of the administrative review, and that Commerce is amending the final results with respect to the dumping margin assigned to Universal Tube and Plastic Industries, Ltd.; THL Tube and Pipe Industries LLC; and KHK Scaffolding and Formwork LLC (collectively, Universal).

DATES: Applicable August 29, 2026.

FOR FURTHER INFORMATION CONTACT: Rebecca Janz, AD/CVD Operations, Office II, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–2972.

SUPPLEMENTARY INFORMATION:

Background

On May 4, 2023, Commerce published its *Final Results* in the 2020–2021 AD administrative review of CWP from the UAE, in which Commerce calculated a weighted-average dumping margin of 2.63 percent for Universal.[1]

Universal appealed Commerce's *Final Results.* On July 24, 2024, the CIT remanded the *Final Results* for Commerce to reconsider or provide further explanation why it was reasonable to apply an ''inter-quarter comparison'' for purposes of its differential pricing analysis and a ''same-quarter comparison'' to calculate Universal's costs of production.[2]

In its first remand redetermination, issued in September 2024, Commerce further explained why it was reasonable to limit comparisons of U.S. price to normal value (NV) within the same quarter to calculate individual dumping margins and compare U.S. prices between quarters as part of the Cohen's *d* test.[3]

[1] *See Circular Welded Carbon-Quality Steel Pipe from the United Arab Emirates: Final Results of Antidumping Duty Administrative Review; 2020–2021,* 88 FR 28483 (May 4, 2023) (*Final Results*); *see also Circular Welded Carbon-Quality Steel Pipe from the United Arab Emirates: Final Results of Antidumping Duty Administrative Review, 2020–2021; Correction,* 88 FR 30726 (May 12, 2023) (acknowledging the inadvertent duplicate publication of the *Final Results* in the **Federal Register**).

[2] *See Universal Tube & Plastic Indus., Ltd.* v. *United States,* 717 F. Supp. 3d 1332 (CIT 2024).

[3] *See* Final Results of Redetermination Pursuant to Court Remand, *Universal Tube & Plastic Indus., Ltd.* v. *United States,* Ct. No. 23–0011, Slip Op. 24–85, dated September 23, 2024, available at *https://access.trade.gov/FinalRemandRedetermination.*

On June 17, 2025, the CIT remanded the case to Commerce to reconsider its differential pricing analysis in conformity with the U.S. Court of Appeals for the Federal Circuit's (Federal Circuit's) opinion in *Marmen.*[4]

In its final remand redetermination, issued in January 2026, Commerce applied a revised differential pricing analysis and again explained why it was reasonable to limit comparisons of U.S. price to NV within the same quarter to calculate individual dumping margins while comparing U.S. prices between quarters for the differential pricing analysis.[5] The CIT sustained Commerce's Final Remand Redetermination.[6]

Timken Notice

In its decision in *Timken,*[7] as clarified by *Diamond Sawblades,*[8] the Federal Circuit held that, pursuant to sections 516A(c) and (e) of the Tariff Act of 1930, as amended (the Act), Commerce must publish a notice of court decision that is not "in harmony" with a Commerce determination and must suspend liquidation of entries pending a "conclusive" court decision. The CIT's August 19, 2026 judgment constitutes a final decision of the CIT that is not in harmony with Commerce's *Final Results.* Thus, this notice is published in fulfillment of the publication requirements of *Timken.*

Amended Final Results

Because there is now a final court judgment, Commerce is amending its *Final Results* with respect to Universal as follows:

Producer or exporter	Final results weighted-average dumping margin (percent)	Amended final results weighted-average dumping margin (percent)
Universal Tube and Plastic Industries, Ltd.; THL Tube and Pipe Industries LLC; and KHK Scaffolding and Formwork LLC	2.63	3.64

Cash Deposit Requirements

Because Universal has a superseding cash deposit rate, *i.e.,* there have been final results published in a subsequent administrative review, we will not issue revised cash deposit instructions to U.S. Customs and Border Protection (CBP). This notice will not affect the current cash deposit rate.

Liquidation of Suspended Entries

At this time, Commerce remains enjoined by CIT order from liquidating entries that: were produced or exported by Universal, and were entered, or withdrawn from warehouse, for consumption during the period December 1, 2020, through November 30, 2020. These entries will remain enjoined pursuant to the terms of the injunction during the pendency of any appeals process.

In the event the CIT's ruling is not appealed, or, if appealed, upheld by a final and conclusive court decision, Commerce intends to instruct CBP to assess antidumping duties on unliquidated entries of subject merchandise produced or exported by Universal in accordance with 19 CFR 351.212(b). We will instruct CBP to assess antidumping duties on all appropriate entries covered by this review when the importer-specific *ad valorem* assessment rate is not zero or *de minimis.* Where an import-specific *ad valorem* assessment rate is zero or *de minimis,* we will instruct CBP to liquidate the appropriate entries without regard to antidumping duties.[9]

Notification to Interested Parties

This notice is issued and published in accordance with sections 516A(c) and (e) and 777(i)(1) of the Act.

Dated: August 26, 2026.

Scot Fullerton,

Acting Deputy Assistant Secretary for Antidumping and Countervailing Duty Operations.

[FR Doc. 2026–17735 Filed 8–28–26; 8:45 am]

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DEPARTMENT OF COMMERCE

International Trade Administration

[C–570–218]

Van-Type Trailers and Subassemblies Thereof From the People's Republic of China: Final Affirmative Countervailing Duty Determination

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: The U.S. Department of Commerce (Commerce) determines that countervailable subsidies are being provided to producers and exporters of van-type trailers and subassemblies thereof (van-type trailers) from the People's Republic of China (China). The period of investigation is January 1, 2024, through December 31, 2024.

DATES: Applicable August 31, 2026.

FOR FURTHER INFORMATION CONTACT: Christopher Doyle, AD/CVD Operations, Office IX, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–5882.

SUPPLEMENTARY INFORMATION:

Background

On June 5, 2026, Commerce published the *Preliminary Determination* of this countervailing duty (CVD) investigation of van-type trailers from China, in accordance with section 705(a)(1) of the Tariff Act of 1930, as amended (the Act), and 19 CFR 351.210(b)(3), and aligned this CVD investigation with the final determination in the companion less-than-fair-value investigation.[1] On this same date, CIMC Baowell Industries Co., Ltd. and Qingdao CIMC Reefer Trailer Co., Ltd. (collectively, CIMC) notified Commerce that it was withdrawing its

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[4] *See Universal Tube & Plastic Indus., Ltd.* v. *United States,* Court No. 23–00113, Order (June 17, 2025) (citing *Marmen Inc.* v. *United States,* 134 F.4th 1334 (Fed. Cir. 2025) (*Marmen*)).

[5] *See* Final Results of Redetermination Pursuant to Court Remand, *Universal Tube & Plastic Indus., Ltd.* v. *United States,* Ct. No. 23–0011, CIT June 17, 2025, dated January 16, 2026 (Final Remand Redetermination), available at *https://access.trade.gov/FinalRemandRedetermination.*

[6] *See Universal Tube & Plastic Indus., Ltd.* v. *United States,* Court No. 23–00113, Slip Op. 26–00098 (CIT August 19, 2026).

[7] *See Timken Co.* v. *United States,* 893 F.2d 337 (Fed. Cir. 1990) (*Timken*).

[8] *See Diamond Sawblades Mfrs. Coal.* v. *United States,* 626 F.3d 1374 (Fed. Cir. 2010) (*Diamond Sawblades*).

[9] *See* 19 CFR 351.106(c)(2).

[1] *See Van-Type Trailers and Subassemblies Thereof from the People's Republic of China: Preliminary Affirmative Countervailing Duty Determination and Alignment of Final Determination with Final Antidumping Duty Determination,* 91 FR 34222 (June 3, 2026) (*Preliminary Determination*), and accompanying Preliminary Decision Memorandum (PDM).