DGTR

DGTR backs five more years of duty on Chinese trailer axles

DGTR's final findings recommend five more years of anti-dumping duty on axles for trailers from China, at the existing USD 0.16 and USD 0.31 per kg.

THESE ARE THE FINAL Findings of the Directorate General of Trade Remedies (DGTR), Department of Commerce, in the second sunset review of the anti-dumping duty on imports of "Axle for Trailers" originating in or exported from China (Case No. AD (SSR) – 02/2026, F. No. 7/5/2026-DGTR). Dated October 22, 2026, they appear in the Gazette of India, Extraordinary, Part I, Section 1, No. 326 of the same date, and are signed by Amitabh Kumar, Designated Authority. DGTR initiated the review on March 20, 2026, on an application by York Transport Equipment (India) Pvt. Ltd., supported by Kross Limited. The findings list six producers of the goods in India: these two, Hendrickson India, Ramkrishna Forgings Limited, BPW Trailer Systems India Private Limited and ADR Axles India Pvt. Ltd.

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Final Findings, Case No. AD (SSR) – 02/2026 (F. No. 7/5/2026-DGTR)



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The duty was first imposed by Notification No. 54/2016-Customs (ADD) dated November 29, 2016. After an anti-circumvention investigation, Notification No. 69/2021-Customs (ADD) dated December 13, 2021 extended it to axles in Completely Knocked Down (CKD) or Semi Knocked Down (SKD) condition. After the first sunset review, Notification No. 04/2022-Customs (ADD) dated January 24, 2022 continued it for five years, and the findings state that it is in force up to January 23, 2027. The product covers all variants of non-driven axles used in trailers, of seamless or welded construction, complete or in SKD/CKD condition, that is, in an unassembled, unfinished or incomplete form, to the extent covered by the existing measure. Axles for vehicles other than trailers, including drive axles used in trucks and prime movers, are excluded. The goods fall under tariff item 8716 90 10, a classification the findings call indicative only. DGTR rejected an importer's request to exclude axles made with a seamless (single) tube.

The period of investigation was October 1, 2024 to September 30, 2025. DGTR sent its questionnaire to five known producers and exporters in China, and only Guangdong Fuwa Heavy Industries Co., Ltd. responded. DGTR determined dumping margins of 15-25% for Guangdong Fuwa and 40-50% for any other producer, and injury margins of 0-10% and 20-30%. China is the only source of imports: 1,279 MT in 2022-23, 2,289 MT in 2023-24, 1,418 MT in 2024-25 and 1,352 MT in the period of investigation, a market share of 3.51%, 4.36%, 2.93% and 2.91%. In the period of investigation, their landed value without the duty, ₹1,45,115 per MT, undercut the domestic industry's prices by 5-15% and was below its cost of sales; with the duty, it was on average just above its selling price. With the duty in force, the domestic industry earned profits in every year from 2022-23 to the period of investigation, and DGTR did not find it to be suffering continued injury. Its market share fell, moving to the other Indian producers rather than to imports.

DGTR found a strong likelihood that dumping would continue or intensify and injury would recur if the duty expired. It cites imports from October 2025 to January 2026 at a marginally higher annualized rate and broadly unchanged prices; unutilized capacity at four major Chinese producers that, on the domestic industry's estimates, is significantly higher than the entire Indian

demand; Guangdong Fuwa's own unutilized capacity in the period of investigation, which exceeded Indian demand; and its exports to third countries at prices consistently lower than its prices to India. It recommends continuing the duty for a further five years at the existing producer-specific rates and country coverage, without re-quantifying it: USD 0.16 per kg for goods produced by Guangdong Fuwa Heavy Industries Co., Ltd., and USD 0.31 per kg for any other producer in China and for goods of any other origin exported from China.

DGTR re-worked the domestic industry's estimate of the duty's effect on the price of three trailer configurations at 0.17% to 0.58%, and found it insignificant. No user or association of users responded to the review. DGTR did not accept the importer H.D. Trailers Private Limited's requests to exempt its imports from Shandong Darong Machinery Co., Ltd. and Shijiazhuang Aotong Machinery Manufacturing Co., Ltd., to assess those two exporters separately under Rule 22 or accept price undertakings from them under Rule 15, or to withdraw or reduce the duty. It left it to Customs to decide whether an individual component, such as an axle tube or beam, attracts the duty. The individual rate for Guangdong Fuwa applies only on a commercial invoice carrying the declaration set out in the findings; without it, the duty for all other producers applies. The findings are a recommendation: the continuation is subject to notification by the Central Government, and they do not say from what date the five years run. They give the margins only as ranges. An appeal against DGTR's determination lies before the Customs, Excise and Service Tax Appellate Tribunal.

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Published	Gazette of India, Extraordinary, Part I, Section 1, No. 326, October 22, 2026 (CG-DL-E-24102026-277394)
Signed by	Amitabh Kumar, Designated Authority
Applies to	"Axle for Trailers" from China: all variants of non-driven axles used in trailers, seamless or welded, complete or in SKD/CKD condition
Excluded	Axles for vehicles other than trailers, including drive axles used in trucks and prime movers
Tariff item	8716 90 10 (indicative only)
Recommended duty	USD 0.16 per kg for Guangdong Fuwa Heavy Industries Co., Ltd.; USD 0.31 per kg for all others; the existing rates, not re-quantified
Duration	A further five years, unless revoked, amended or superseded earlier

Takes effect	Only if the Central Government notifies the continuation; the findings give no start date
Present duty	Notification No. 54/2016-Customs (ADD) of November 29, 2016, extended to CKD/SKD axles by Notification No. 69/2021-Customs (ADD) of December 13, 2021 and continued by Notification No. 04/2022-Customs (ADD) of January 24, 2022; in force up to January 23, 2027
Period of investigation	October 1, 2024 to September 30, 2025
Dumping margin	15-25% for Guangdong Fuwa; 40-50% for any other producer
Injury margin	0-10% for Guangdong Fuwa; 20-30% for any other producer
Domestic industry	York Transport Equipment (India) Pvt. Ltd., supported by Kross Limited; one of six producers in India

Recommended anti-dumping duty

SN	Tariff item	Producer	Country of origin	Country of export	Amount (USD per kg)
1	8716 90 10	Guangdong Fuwa Heavy Industries Co., Ltd.	China PR	Any country including China PR	0.16
2	8716 90 10	Any producer other than serial no. 1	China PR	Any country including China PR	0.31
3	8716 90 10	Any producer	Any country other than China PR	China PR	0.31

The final findings (PDF, 1.1 MB)

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