

VEHICLE SAFETY / POLLUTION RECALL CAMPAIGN IN JAPAN

Domestic / Import Vehicles

| | | | |
|-----------------------|--|------|--------------------|
| CAMPAIGN No. | 3706 | DATE | December 3rd, 2015 |
| MANUFACTURER | UD Trucks Corporation | | |
| DESCRIPTION OF DEFECT | Due to insufficient strength of the electronic control machine type automatic gearbox's 2nd and 3rd shift fork and/or splitter rod, cracking may occur in the 2nd and 3rd shift fork and/or splitter rod. Thus, if the vehicle is operated continuously under these conditions, the crack may exacerbate and may cause the shift fork or splitter rod to break. In the worst case scenario of such situation, the vehicle may become inoperable. | | |

| TYPE | COMMERCIAL NAME | MODEL YEAR RECALLED | NUMBER OF VEHICLE | |
|-------------------------------------|-------------------|---------------------|-------------------|----------------------|
| LDG-CD5YA LKG-CD5YA QKG-CD5YA | UD Trucks Quon | 2010 - 2012 | 57 | (1) 28 (2) 57 |
| LKG-CD5YL | | 2010 - 2011 | 35 | (1) 25 (2) 34 |
| LKG-CD5ZA QKG-CD5ZA | | 2010 - 2012 | 1123 | (1) 785 (2) 1,102 |
| LKG-CD5ZE | | 2010 - 2012 | 78 | (1) 51 (2) 77 |
| LKG-CD5ZL QKG-CD5ZL | | 2010 - 2012 | 60 | (1) 38 (2) 59 |
| LKG-CG5YA | | 2010 - 2011 | 15 | (1) 12 (2) 15 |
| LKG-CG5YE | | 2011 | 1 | (1) 0 (2) 1 |
| LKG-CG5ZA QKG-CG5ZA | | 2010 - 2012 | 1270 | (1) 804 (2) 1,239 |
| LKG-CG5ZE QKG-CG5ZE | | 2010 - 2012 | 143 | (1) 95 (2) 138 |
| LKG-CG5ZL | | 2010 - 2012 | 53 | (1) 33 (2) 52 |
| LKG-CG5ZM | | 2010 - 2012 | 13 | (1) 8 (2) 13 |
| LDG-CV5XA LDG-CV5XA KAI | | 2010 - 2011 | 8 | (1) 6 (2) 8 |
| LDG-CV5XL | | 2011 | 6 | (1) 3 (2) 6 |

| TYPE | COMMERCIAL NAME | MODEL YEAR RECALLED | NUMBER OF VEHICLE | |
|--|-------------------|---------------------|-------------------|------------------------|
| | | | (1) | (2) |
| LKG-CV5YB LKG-CV5YB KAI | UD Trucks Quon | 2010 - 2011 | 11 | 8 |
| | | | | 11 |
| LDG-CV5YL KAI | | 2010 | 1 | 1 |
| | | | | 1 |
| LDG-CW5XL | | 2010 – 2011 | 21 | 13 |
| | | | | 20 |
| LKG-CW5YL QKG-CW5YL | | 2010 – 2012 | 28 | 17 |
| | | | | 27 |
| LKG-CW5ZA | | 2010 – 2011 | 50 | 26 |
| | | | | 49 |
| LDG-CW5ZL LKG-CW5ZL LKG-CW5ZL KAI | | 2010- 2012 | 87 | 51 |
| | | | | 87 |
| LKG-CX5YA LKG-CX5YA KAI | | 2010 - 2012 | 32 | 24 |
| | | | | 32 |
| LKG-GK5XAB QKG-GK5XAB LKG-GK5XAB KAI | | 2010 – 2012 | 713 | 387 |
| | | | 682 | |
| LKG-GK5XAD LKG-GK5XAD KAI | 2010 – 2011 | 50 | 28 | |
| | | | 49 | |
| LKG-GK5XAE LKG-GK5XAE KAI | 2010 – 2011 | 30 | 14 | |
| | | | 30 | |
| LKG-GK5XAK QKG-GK5XAK | 2011 – 2012 | 5 | 1 | |
| | | | 5 | |
| LKG-GK6XAB QKG-GK6XAB LKG-GK6XAB KAI | 2010 - 2012 | 420 | 241 | |
| | | | 409 | |
| LKG-GK6XAD QKG-GK6XAD LKG-GK6XAD KAI | 2010 - 2011 | 50 | 25 | |
| | | | 49 | |
| LKG-GK6XAE | 2010 - 2011 | 8 | 1 | |
| | | | 8 | |
| | | TOTAL | 4,368 | (1) 2,725 (2) 4,260 |