

## Chronology of principal events:

January 2008: Received field complaint from Japan for fuel leak between No1 injector and fuel pipe and started investigation.

September 2009: Decided to change fuel pipes for 4M42 and 4M50 engine to high pressure type which is the same as EPA07 and Euro-IV engine.

September 2012: Restarted investigation by Cross Function Team to consider necessity of filed action.

November 2012: Although the parts demand trend for fuel pipes is reducing but there are still showing significant demand of parts through investigation. MFTBC decided to take field action for 4M50 engine with EPA04 emission model on November 15, 2012 for USA market as well and same time confirmed that 4M50 engine with EPA07 is not involved this field action according to failure information and effectiveness of performance for high pressure type fuel pipes.

November 2012: Safety recall announced with full information included affected VIN list and working procedure to MFTA on November 15, 2012 and DTNA on November 16, 2012.