

March 11, 2022

Establishment of a Special Investigation Committee

Hino Motors, Ltd. hereby announces that having confirmed past misconduct in the applications for certification of engines for the Japanese market, it established the following Special Investigation Committee composed of outside legal experts and an outside expert with technical knowledge today.

Hino will fully cooperate with the investigation to be conducted by the Special Investigation Committee.

Hino deeply apologizes for the huge inconvenience caused to our customers and other stakeholders.

1. Background of establishment of the Special Investigation Committee

As announced in the notice regarding “Misconduct concerning Engine Certification” dated March 4, 2022, Hino identified past misconduct concerning falsification of engine performance in its applications for certification concerning the emissions and fuel economy performance of three of its engines for the Japanese market (medium duty engine model A05C (HC-SCR) and heavy duty engine models, A09C and E13C), and also identified that those engines had problems in engine performance. In addition, regarding light duty engine model N04C (Urea-SCR), although no misconduct has been identified to date, it was discovered that the actual fuel efficiency performance was less than the specification values (hereinafter referred to as the “Issue”). In view of the seriousness of the Issue, Hino established a Special Investigation Committee composed of outside experts, who have no vested interest in relation to Hino, to develop a clearer picture of the entire case and analyze the root cause.

2. Composition of the Special Investigation Committee

Chair: Kazuo Sakakibara (former Superintending Prosecutor, Osaka High Public Prosecutors Office, Attorney)

Committee member: Makoto Shimamoto (Yamaha Motor Co., Ltd., Advisor)

Committee member: Mieko Okita (Attorney)

3. Matters commissioned by Hino to the Special Investigation Committee

Hino has commissioned the Special Investigation Committee with developing a clearer picture of the entire case and analyzing the root cause, as well as recommending recurrence prevention measures that delve into an ideal organization and development process for Hino.

4. Future schedule

The Special Investigation Committee will conduct the necessary investigation, and upon receipt of the Committee's report on the investigation, Hino will take such measures as prompt disclosure.

End

<Reference> Profiles of the Committee members

Name	Background
Kazuo Sakakibara	April 1984: Appointed Public Prosecutor Dec. 2015: Director of the Trial Division, Supreme Public Prosecutors Office April 2017: Chief Public Prosecutor, Osaka District Public Prosecutors Office Feb. 2018: Superintending Prosecutor, Fukuoka High Public Prosecutors Office Jan. 2020: Superintending Prosecutor, Osaka High Public Prosecutors Office July 2021: Resigned as prosecutor Oct. 2021: Registered as an attorney Nov. 2021: Joined Anderson Mori & Tomotsune, Foreign Law Joint Operations,
Makoto Shimamoto	April 1983: Joined Yamaha Motor Co., Ltd. Jan. 2007: General Manager, Engine Design Department, Product Development Division, MC Business Operations Jan. 2012: President, Yamaha Motor Asian Center Co., Ltd. Jan. 2014: Senior General Manager, PF Vehicle Development Division, PF Vehicle Unit March 2014: Executive Officer March 2015: Senior Executive Officer Jan. 2017: General Manager, Technology Center concurrently General Manager, PF Vehicle Unit March 2017: Director

	<p>Jan. 2018: Chief General Manager, Mobility Technology Center</p> <p>Jan. 2021: Technical Advisor</p> <p>March 2022: Consultant</p>
Mieko Okita	<p>April 2000: Appointed Public Prosecutor</p> <p>April 2007: Hiroshima District Public Prosecutors Office</p> <p>July 2009: Seconded to INCJ Co., Ltd.</p> <p>July 2011: Special Investigation Department, Tokyo District Public Prosecutors Office</p> <p>March 2013: Resigned as prosecutor</p> <p>April 2013: Registered as an attorney and joined Shimada Hamba & Osajima</p>