

Kawasaki Heavy Industries, Ltd.

March 16, 2018

Partial correction for "Series N700 Shinkansen Train Bogie Frames"

With reference to the crack (structural failure) of the bogie (or truck) frame (hereinafter referred to as the "Failed Bogie Frame") of series N700 Shinkansen train owned by West Japan Railway Company (hereinafter referred as "JR West") occurred at Nagoya Station on 11 December 2017, we, as the manufacturer of the Failed Bogie Frame, hereby express our sincere apology for inconvenience and concern caused to passengers of Tokaido-Sanyo Shinkansen, JR West, Central Japan Railway Company (hereinafter referred to as "JR Central") and any other related party.

With regard to the content described in the material disclosed on February 28, we found an error pertaining to the total operation. We hereby correct the error as follows:

[Correction content]

The number of train bogie frames for JR West which were found to have areas where the thickness of the underside of the side frame was thinner than 7 mm stated under "2. Investigation of series N700 train bogie frames manufactured by Kawasaki other than the Failed Bogie Frame"

[Before correction]

- (1) It is found that the bottom plate of side frame is thinner than 7mm on 146 bogie frames in total, including 100 of JR West and 46 of JR Central respectively, beside the Failed Bogie Frame.

[After correction] Corrections were made to the underlined sections.

- (1) It is found that the bottom plate of side frame is thinner than 7mm on 147 bogie frames in total, including 101 of JR West and 46 of JR Central respectively, beside the Failed Bogie Frame.

The newly found bogie frame with the thickness of the underside of the side frame thinner than 7 mm was one of the 22 bogie frames that were already announced to be "the ultrasonic testing suspected internal flaws" so there are no changes to the number of bogie frames subject to replacement by our company.