

**NOTICE OF HEARING
IN CANADIAN AUTO PARTS PRICE-FIXING CLASS ACTIONS**

**If you bought or leased, directly or indirectly, a new or used Automotive Vehicle or certain automotive parts from 1997 to 2022 you should read this notice carefully.
It may affect your legal rights.**

A. WHAT IS A CLASS ACTION?

A class action is a lawsuit filed by one person on behalf of a large group of people.

B. WHAT ARE THESE CLASS ACTIONS ABOUT?

Class actions have been started in Canada claiming that many companies participated in conspiracies to fix the prices of automotive parts sold in Canada and/or sold to manufacturers for installation in Automotive Vehicles¹ sold in Canada.

The class actions were started in British Columbia, Ontario and/or Quebec, but include Canadian residents in all provinces and territories. The class actions claim that the companies that sell the relevant automotive parts were involved in conspiracies to illegally increase the prices of these products. These class actions seek damages from the companies because of the alleged conspiracies.

C. WHAT IS THIS NOTICE ABOUT?

This notice is about proposed settlements relating to 9 automotive parts (see Part E) (the “Relevant Parts”). A description of the Relevant Parts is included in Schedule A hereto.

This notice is also about proposed distributions of settlement funds in 13 auto parts class actions (see Parts J and K).

Copies of the proposed settlements, proposed distribution protocols and unofficial French translations thereof are available online at www.autopartsettlement.ca or www.sotosclassactions.com/auto-parts.

D. WHO IS AFFECTED BY THE CLASS ACTIONS?

These class actions were certified as class proceedings as against the Settling Defendants for the purposes of implementing the settlement agreements.

You are affected by the class actions mentioned above and are a “member” of the settlement class of those actions, if you are a person in Canada who, during the relevant class period (see Schedule A):

- purchased or leased, directly or indirectly, a new or used Automotive Vehicle in Canada;
- purchased a new or used Automotive Vehicle for import into Canada; or
- purchased, directly or indirectly, a Relevant Part in Canada.

¹ In the Settlement Agreements, Automotive Vehicle is defined as: all passenger cars, sport utility vehicles (SUVs), vans, and light trucks (up to 10,000 lbs).

E. WHAT SETTLEMENTS HAVE BEEN REACHED IN THE CLASS ACTIONS?

A settlement is when a defendant agrees to pay money to the members of the class action in exchange for full release of the claims against them, without admitting liability for any of the claims.

The defendants listed below (the “Settling Defendants”) have agreed to pay the amounts set out below in exchange for a full release of the claims against them relating to the pricing of the Relevant Parts and for the dismissal of any actions commenced in Canada by settlement class members relating to the pricing of the Relevant Parts. The settlements are a compromise of disputed claims. The Settling Defendants do not admit any liability, wrongdoing, or fault.

Valeo S.A., Valeo Incorporated, Valeo Japan Co. Ltd., Valeo Climate Control Corp, Valeo Compressor North America, Inc., Valeo Electrical Systems, Inc., Valeo, Inc., and Ichikoh Industries, Ltd. ²	
Air Conditioning Systems	US\$650,000
Autolights	US\$12,500
Automotive Access Mechanisms	US\$25,000
High Intensity Discharge Ballasts	US\$12,500
Total	US\$700,000
Aisin Seiki Co., Ltd., Aisin Ltd., Aisin Holdings of America Inc., Aisin World Crp of America, Aisin Automotive Casting Tennessee Inc., Aisin Corporation, Aisin Automotive Casting, LLC and Aisin Canada.	
Automotive Access Mechanisms	US\$50,000
Door Latches & Closure Systems	US\$50,000
Valve Timing Control Devices	US\$1,800,000
Total	US\$1,900,000
Sanoh Industrial Co., Ltd., Sanoh America, Inc., and Sanoh Canada, Ltd.	
Automotive Steel Tubes	US\$1,285,027
Toyo Denso Co., Ltd. and Weastec, Inc.	
Ignition Coils	US\$25,000
Power Window Switches	US\$540,000
Total	US\$565,000

F. SETTLEMENT APPROVAL HEARINGS

The settlements are subject to the approval of the Ontario and/or Quebec Courts (see Schedule “B”). However, in all circumstances, the settlements are national in scope. Even where there is no settlement class specifically for residents of British Columbia or Quebec, residents of those provinces (as well as the other Canadian provinces and territories) are included in the national classes of the actions commenced in Ontario.

² The allocation of the Valeo/Ichikoh settlement amount between the different parts was arrived at by Class Counsel without any input from Valeo or Ichikoh.

The Ontario Court will hold a hearing by videoconference (which you can attend by contacting Class Counsel) to decide whether to approve these settlements on November 6, 2023, at 10:00 a.m.

The Quebec Court will hold a hearing by videoconference (<https://url.justice.gouv.qc.ca/c73fj>)³ to decide whether to approve some of these settlements on December 20, 2023, at 3:30 p.m.

The Courts will decide whether the settlements are fair, reasonable, and in the best interests of settlement class members.

G. HOW CAN I PARTICIPATE IN THE SETTLEMENT APPROVAL HEARINGS?

If you are a member of a settlement class, you can present your submissions on, or objections to, the settlements, the proposed distribution protocols in the actions (see Parts J and K below), and/or Class Counsel fees (see part M below) before the Courts, in the manner set out below.

Submissions in writing

If you want to address the Courts in writing, you must send your written submissions to Class Counsel by email to autopartsclassaction@siskinds.com no later than November 1, 2023.

The written submissions must state the nature of any comments or objections, and whether you intend to appear at the settlement approval hearing(s). The written submissions can be provided in English or French (where necessary, an unofficial translation will be provided to the Courts).

Class Counsel will provide a copy of any written submissions to the Courts being asked to approve the settlement agreements.

Attending in person before the Courts

Settlement class members may (but do not need to) attend the settlement approval hearing(s).

Some of the settlements are only subject to approval by the Ontario Court. You may attend the Ontario hearing virtually on **November 6, 2023 at 10:00 a.m.** as an observer or to make oral submissions to the Court.

If you wish to attend and/or make oral submissions, please contact Class Counsel no later than November 1, 2023. If you are unable to attend, but wish to make oral submissions to the Ontario Court, please contact Class Counsel at autopartsclassaction@siskinds.com and Class Counsel will make the necessary arrangements for you to make submissions to the Ontario Court.

³ The User Guide to join the hearing can be found at the following address:
https://www.justice.gouv.qc.ca/fileadmin/user_upload/contenu/documents/Fr__français_/centredoc/publications/systeme-judiciaire/MJQ_Guide_Audience_Teams-public_VF.pdf

Where the settlement is also subject to the approval of the Quebec Court, you may attend the Quebec hearing virtually on December 20, 2023 at 3:30 p.m. (<https://url.justice.gouv.qc.ca/c73fj>)⁴. You can attend as an observer or to make oral submissions to the Quebec Court. If you are unable to attend, but wish to make oral submissions to the Quebec Court, please contact Class Counsel at recours@siskinds.com, to the attention of Karim Diallo, and Class Counsel will make the necessary arrangements for you to make submissions to the Quebec Court.

H. WHAT IF I DON'T WANT TO BE IN THE CLASS ACTIONS?

Rights to opt-out of the relevant actions were previously provided and have already passed.

I. WHAT HAPPENS TO THE MONEY PAID UNDER THE SETTLEMENTS?

At this stage, the settlement funds (less approved fees and expenses) are being held in interest-bearing trust accounts for the benefit of settlement class members.

The plaintiffs are seeking approval of the method for distributing the aggregate settlement funds in 13 auto parts actions. For auto parts covered by Part J, the claims process is currently open. See Part J for instructions on how to claim. The deadline to make a claim is **October 30, 2023**. There will be no further opportunity to make claims once the deadline expires. For auto parts covered by Part K, the claims process will commence in 2024. Watch for another notice explaining how to file a claim.

The distribution protocols are subject to the approval of the Ontario, British Columbia and/or Quebec Courts (see Schedule "B").

J. PROPOSED DISTRIBUTION IN THE AUTOMOTIVE ACCESS MECHANISMS, AUTOMOTIVE STEEL TUBES, POWER WINDOW SWITCHES, AND VALVE TIMING CONTROL DEVICES ACTIONS

The Ontario, Quebec and/or BC Courts will be asked to approve a protocol for distributing the aggregate settlement funds of approximately \$9.3 million in the Automotive Access Mechanisms, Automotive Steel Tubes, Power Window Switches, and Valve Timing Control Devices actions, plus accrued interest, less Court approved legal fees and other expenses.

The protocol contemplates that the administration will run in tandem with the administration of the Second Omnibus Distribution Protocol (which was previously approved by the requisite Courts) and settlement benefits will be calculated in accordance with the Second Omnibus Distribution Protocol. The claims process under the Second Omnibus Distribution Protocol has already commenced. Claims can be filed online at www.autopartsettlement.ca. The deadline to make a claim is **October 30, 2023**. There will be no further opportunity to make claims once the deadline expires.

⁴ The User Guide to join the hearing can be found at the following address:
https://www.justice.gouv.qc.ca/fileadmin/user_upload/contenu/documents/Fr__français_/centredoc/publications/systeme-judiciaire/MJQ_Guide_Audience_Teams-public_VF.pdf

The Affected Vehicles included in the Automotive Access Mechanisms, Automotive Steel Tubes, Power Window Switches, and Valve Timing Control Devices protocol are as follows:

Class Action	Brands	Event Period	Post Event Period
Automotive Access Mechanisms	Nissan/Infiniti	Jan 1, 2002 to Sept 30, 2011	Oct 1 2011 to Sept 30, 2015
Automotive Steel Tubes	Nissan/Infiniti	Dec 1, 2003 to Dec 31, 2008	Jan 1, 2009 to Dec 31, 2008
	Toyota/Lexus, Subaru	Jan 1, 2007 to Dec 31, 2007	Jan 1, 2008 to Dec 31, 2011
	Mazda	Jan 1, 2005 to Dec 31, 2007	Jan 1, 2008 to Dec 31, 2011
Power Window Switches	Honda/Acura	Jun 1, 2003 to Feb 28, 2013	Mar 1, 2013 to Sept 30, 2016
Valve Timing Control Devices	General Motors (Buick/Cadillac/Chevrolet/Daewoo/GMC/Hummer / Isuzu/Oldsmobile/Pontiac/Saab/Saturn), Nissan/Infiniti, Volvo, BMW/Mini Cooper	Sept 1 2000 to Feb 28, 2010	Mar 1 2010 to Feb 28, 2014

No wrongdoing is alleged as against the Automakers listed above. They are not defendants in the class action. The Automakers were unaware of any alleged price-fixing in respect of any of the automotive parts that they purchased for their automotive vehicles.

Distribution to Canadian Automakers:

The following amount will be allocated from the Net Settlement Funds for payment to Canadian Automakers who purchased at least \$500,000 of the relevant part during the Event Period and/or Post Event Period, and whose claim has not otherwise been released by virtue of the parallel U.S. direct purchaser actions and/or private settlement:

Relevant Part / Class Action	Canadian Automaker	Allocation
Valve Timing Control Devices	General Motors of Canada Ltd.	\$15,000

K. PROPOSED THIRD OMNIBUS DISTRIBUTION

The Ontario, Quebec and/or BC Courts will be asked to approve a protocol for distributing the aggregate settlement funds of approximately \$50 million in the Air Conditioning Systems, Anti-Vibration Rubber Parts, Autolights, Automotive Exhaust Systems, Braking Systems, Door Latches & Closure Systems, Ignition Coils, Instrument Panel Clusters, and Shock Absorbers actions (the “Third Omnibus Distribution Protocol”), plus accrued interest, less Court approved legal fees and other expenses.

The Braking Systems and Door Latches & Closure Systems actions are still ongoing. As such, funds will not be distributed in these actions at this time. However, Settlement Class Members with purchases of Newly Added Vehicles in the Braking Systems and Door Latches & Closure Systems actions must file a claim in the Third Omnibus Distribution to be eligible for future compensation in these cases. Combining the claims process in these cases with the Third Omnibus Distribution Protocol will reduce the administration costs borne by Settlement Class Members.

The Third Omnibus Distribution Protocol is designed to compensate purchasers of these parts and/or new Automotive Vehicles containing these parts in a manner that generally reflects the anticipated impact of the alleged price-fixing.

Based on information to date – both through publicly available documents and information obtained in the prosecution of the action – the following vehicles are potentially affected by the alleged wrongful conduct (the “Affected Vehicles”):

Class Action	Affected Vehicles		Event Period	Post Event Period
	Previously Included Vehicles	Newly Included Vehicles		
Air Conditioning Systems	General Motors (Buick/ Cadillac/ Chevrolet/ Daewoo/ GMC /Hummer/ Isuzu/ Oldsmobile/ Pontiac/ Saab/Saturn)	Mitsubishi	Jan 1, 2001 to Feb 28, 2010	Mar 1, 2010 to Feb 28, 2014
	Nissan/Infiniti, Subaru	Suzuki	Apr 1, 2006 to Feb 28, 2010	Mar 1, 2010 to Feb 28, 2014
	Volkswagen/Audi/ Porsche, BMW/Mini Cooper, Jaguar/Land Rover, Volvo	Mercedes-Benz/Smart	Nov 29, 2004 to Oct 15, 2009	Oct 16, 2009 to Oct 15, 2013
Anti-Vibration Rubber Parts	Honda/Acura	Suzuki	Apr 1, 2003 to May 31, 2012	Jun 1, 2012 to May 31, 2016
	Toyota/Lexus, Nissan/Infiniti Subaru	N/A	Jul 1, 1998 to May 31, 2012	Jun 1, 2012 to May 31, 2016
	General Motors (Pontiac Vibe only)	N/A	Jan 1, 2004 to Dec 31, 2004	Jan 1, 2005 to Dec 31, 2008
Autolights	Subaru, Honda/Acura, Nissan/Infiniti, Toyota/Lexus	Mitsubishi	Jul 1, 1998 to Jul 31, 2011	Aug 1, 2011 to Jul 31, 2015
	Mazda	N/A	Jul 1, 1998 to Jul 31, 2011	Aug 1, 2011 to Dec 4, 2014
Automotive Exhaust Systems	N/A	Hyundai/Kia	Jan 1, 2008 to Dec 31, 2011	Jan 1, 2012 to Dec 31, 2015

Class Action	Affected Vehicles		Event Period	Post Event Period
	Previously Included Vehicles	Newly Included Vehicles		
Braking Systems	BMW/Mini Cooper	Mercedes-Benz/Smart	Feb 12, 2007 to Mar 18, 2011	Mar 19, 2011 to Dec 4, 2014
	VW/Audi/Porsche	N/A	Sept 29, 2010 to Jul 7, 2011	July 8, 2011 to Dec 4, 2014
Door Latches & Closure Systems	BMW/Mini Cooper (Sept 1, 2008 to Dec 4, 2014), Ford/Lincoln/Mercury (Sept 1, 2008 to July 31, 2015)	Mercedes-Benz/Smart, BMW/Mini Cooper (Dec 5, 2014 to May 31, 2017), Ford/Lincoln/Mercury (Aug 1, 2015 to May 31, 2017)	Sept 1, 2008 to May 31, 2013	Jun 1, 2013 to May 31, 2017
Ignition Coils	Chrysler/Dodge/Fiat/Jeep/Ram, Honda/Acura, Nissan/Infiniti	N/A	Jan 1, 2000 to Mar 1, 2010	Mar 2, 2010 to Mar 1, 2014
	Ford/Lincoln/Mercury, Toyota/Lexus, Subaru	N/A	Jul 1 2003 to Feb 28, 2010	Mar 1, 2010 to Feb 28, 2014
	General Motors (Buick/Cadillac/Chevrolet/ Daewoo/GMC/ Hummer/Isuzu/Oldsmobile/Pontiac/Saab/Saturn)	N/A	Feb 22, 2006 to Dec 31, 2006	Jan 1, 2007 to Dec 31, 2010
	N/A	Hyundai/Kia	Jan 1, 2007 to Mar 31, 2010	Feb 1, 2010 to Mar 31, 2014
Instrument Panel Clusters	Honda/Acura	N/A	Dec 1, 2002 to Feb 28, 2010	Mar 1, 2010 to Feb 28, 2014
	N/A	Hyundai/Kia	Feb 1, 2008 to May 31, 2012	June 1, 2012 to May 31, 2016
	Toyota/Lexus	N/A	May 1, 2000 to Nov 30, 2009	Dec 1, 2009 to Nov 30, 2013
	General Motors (Pontiac Vibe only)	N/A	Jan 1, 2004 to Dec 31, 2004	Jan 1, 2005 to Dec 31, 2008
Shock Absorbers	Toyota/Lexus	Suzuki	Jul 1, 1998 to Aug 31, 2011	Sept 1, 2011 to Aug 31, 2015
	Subaru, Honda/Acura, Nissan/Infiniti	N/A	Jul 1, 1998 to Dec 31, 2012	Jan 1, 2013 to Sept 30, 2016

No wrongdoing is alleged as against the Automakers listed above. They are not defendants in the class actions. The Automakers were unaware of any alleged price-fixing in respect of any of the automotive parts that they purchased for their automotive vehicles.

Who can claim?

There is significant overlap between the automobile brands involved in the Third Omnibus Distribution and the previously-approved Second Omnibus Distribution. An extensive notice program is being implemented in conjunction with the Second Omnibus Distribution. To avoid additional notice and administration costs, Settlement Class Members were advised in conjunction with the Second Omnibus Distribution that there would be no further opportunity to claim in respect of the vehicles covered by that distribution. As a result, Settlement Class Members may not file claims in the Third Omnibus Distribution in respect of vehicles that were previously covered by the Second Omnibus Distribution – i.e., no claims may be filed in this distribution in respect of the Previously Included Vehicles identified in the chart above.

Where a Settlement Class Member filed a claim in the Second Omnibus Distribution and consented to that information being used in subsequent distributions, that Settlement Class Member’s purchases of Previously Included Vehicles (defined above) will automatically be considered for compensation in the Third Omnibus Distribution Protocol.

Where a Settlement Class Member who filed a claim in the Second Omnibus Distribution did not consent to their information being used in subsequent distributions, the Settlement Class Member will be sent an email at the start of the claims process to provide an opportunity to change their election. If the Settlement Class Member does not change their election, they will not be considered for compensation in respect of the Previously Included Vehicles.

Thus, for the Third Omnibus Distribution Settlement Class Members may only file claims with respect to Newly Added Vehicles (as defined in the chart above). Further notice will be provided when the claims process for the Third Omnibus Distribution begins. That notice will explain the process and deadline for filing a claim.

Distribution to Canadian Automakers

The following amount will be allocated from the Net Settlement Funds for payment to the Canadian Automakers who purchased at least \$500,000 of the Relevant Part during the Event Period and/or Post Event Period, and whose claim has not otherwise been released by virtue of the parallel U.S. direct purchaser actions and/or private settlement:

Relevant Part/ Class Action	Canadian Automakers	Allocation
Air Conditioning Systems	Suzuki Motor Corporation	\$65,000
Anti-Vibration Rubber Parts	Suzuki Motor Corporation	\$85,000
	Toyota Motor Manufacturing of Canada	\$85,000
Autolights	Toyota Motor Manufacturing of Canada	\$40,000

Relevant Part/ Class Action	Canadian Automakers	Allocation
Ignition Coils	FCA Canada Inc.	\$40,000
	General Motors Canada	\$40,000
Instrument Panel Clusters	Toyota Motor Manufacturing of Canada	\$30,000
Shock Absorbers	Toyota Motor Manufacturing of Canada	\$60,000
	Suzuki Motor Corporation	\$60,000

Distribution to Automakers, Dealers and End Users

Subject to further order of the Ontario and Quebec Courts, the Net Settlement Funds (after payment to eligible Canadian Automakers) will be distributed on a *pro rata* (or proportional) basis on the value of a claim relative to the value of all approved claims. The value of a claim will depend on:

- a) The purchase price of the Affected Vehicle: The purchase price will be based on the information provided as part of the claims process or, where permitted pursuant to the distribution protocol, the manufacturer's suggested retail price (or 40% thereof for leased vehicles).
- b) The timing of the Affected Vehicle purchase or lease: Purchases or leases entered into during the Event Period will be valued at 100%. Purchases or leases entered into during the Post Event Period will be discounted by 50% to reflect the additional litigation risks associated with proving damages during this period.
- c) The categorization of the Settlement Class Member: Settlement Class Members will be categorized as follows:
 - i. Automaker means the applicable Automaker(s), as set out in the chart above. Automakers' purchases or leases will be valued at 7.5% of the purchase price.
 - ii. Dealer means a Settlement Class Member who purchased Affected Vehicles from an Automaker or a subsidiary thereof, for resale to End Users. Dealers' purchases or leases will be valued at 25% of the purchase price.
 - iii. End User means a Settlement Class Member who purchased or leased an Affected Vehicle for its own use and not for commercial resale. End Users' purchases or leases will be valued at 67.5% of the purchase price.

Sample Calculation:

If an End User purchased Affected Vehicles with purchase prices totaling \$50,000 during the Event Period and \$150,000 during the Post Event Period, its Affected Vehicle Purchases for the purposes of determining its pro rata share of the Net Settlement Funds would be calculated as follows:

$$\begin{aligned} & \$50,000 \text{ (representing the purchase price)} \times 1 \text{ (representing the timing of the purchase or lease)} \\ & \times 0.675 \text{ (representing the categorization of the Settlement Class Member as an End User)} = \end{aligned}$$

\$33,750

Plus

\$150,000 (representing the purchase price) x 0.5 (representing the timing of the purchase or lease) x 0.675 (representing the categorization of the Settlement Class Member as an End User)
= \$50,625

For a total of \$84,375

Assuming the value of all qualifying Settlement Class Members' Affected Vehicle Purchases totalled \$20 million, this Settlement Class Member would be entitled to 0.42% (\$84,375/\$20 million) of the Net Settlement Funds.

Threshold for Payment

Subject to further order of the Ontario and Quebec Courts following the adjudication of all claims, where:

- a) the Settlement Class Member's compensation in the Second Omnibus Distribution was increased to the minimum payment of \$25;
- b) the Settlement Class Member is not claiming for purchases of Newly Added Vehicles; and
- c) the Settlement Class Member's entitlement under the Third Omnibus Distribution Protocol is less than \$5,

the Settlement Class Member will receive no further compensation. This threshold for payment shall be applied only after summing all payments under the class actions included in the Third Omnibus Distribution Protocol. For example, if a Settlement Class Member is entitled to \$2 pursuant to the Ignition Coils class action and an additional \$4 pursuant to the Shock Absorbers action, the Settlement Class Member would be eligible for payment.

Minimum Payment

Subject to further order of the Ontario and Quebec Courts following the adjudication of all claims, all Claims eligible for payment will be assigned a minimum value of \$25. The \$25 valuation target is not an estimate of any damages suffered. This minimum valuation applies after summing all entitlements pursuant to the Protocols. For example, if a Settlement Class Member is entitled to \$17 pursuant to the Ignition Coils class action and an additional \$6 pursuant to the Shock Absorbers class action, for a total claim value of \$23, the Settlement Class Member would receive a \$2 increase, for a total payment of \$25. The increase would be applied against the relevant Net Settlement Funds on a proportional basis.

L. APPLYING FOR SETTLEMENT FUNDS IN THE THIRD OMNIBUS DISTRIBUTION

Information about how to apply for the settlement funds will be available in a future notice and will be posted online at: www.siskinds.com/autoparts or <https://www.sotosclassactions.com/auto-parts/>. If you did not receive this notice by mail or email, please register online at: www.siskinds.com/autoparts or by telephone at 1-888-977-9806 to ensure that further notices will be sent to you directly, by mail or email.

You should keep records of any purchases or leases of new Automotive Vehicles and Relevant Parts covered in the Third Omnibus Distribution. These may be required for your claim.

M. WHO ARE THE LAWYERS WORKING ON THESE CLASS ACTIONS AND HOW ARE THEY PAID?

The following law firms represent members in one or more of the relevant actions.

In Ontario, the law firms of Siskinds LLP and Sotos LLP can be reached at:

Siskinds LLP
Telephone (toll free): 1-800-461-6166
Email: autopartsclassaction@siskinds.com
Mail: 275 Dundas Street, Unit 1, London,
ON N6B 3L1
Attention: Linda Visser / Sylvia Flower

Sotos LLP
Telephone (toll free): 1-888-977-9806
Email: autoparts@sotosllp.com
Mail: 180 Dundas Street West, Suite 1200,
Toronto, ON M5G 1Z8
Attention: Jean-Marc Leclerc

In British Columbia, the law firm of Camp Fiorante Matthews Mogergerman LLP represents members of the Air Conditioning Systems, Anti-Vibration Rubber, Automotive Steel Tubes, Braking Systems, Exhaust Systems, Ignition Coils, Instrument Panel Clusters, and Autolights class actions. They can be reached at:

Telephone: 1-800-689-2322
Email: blee@cfmlawyers.ca
Mail: #400 – 856 Homer Street, Vancouver, BC V6B 2W5 Attention: David Jones

In British Columbia, the law firm of Klein Lawyers LLP represents members of the Power Window Switches class action. They can be reached at:

Telephone: 604-874-7171
Email: dtanjuatco@callkleinlawyers.com
Mail: 1385 West 8th Avenue, #400 Vancouver, BC V6H 3V9 Attention: Angela Bespflug

In Quebec, the law firm of Siskinds Desmeules s.e.n.c.r.l. represents members of the Anti-Vibration Rubber, Ignition Coils, Instrument Panel Clusters, Autolights, Shock Absorbers and Valve Timing Control Devices class actions. They can be reached at:

Telephone: 418-694-2009
Email: recours@siskinds.com
Mail: Les promenades du Vieux-Quebec, 43 rue De Buade, bureau 320, Quebec City, QC G1R 4A2
Attention: Karim Diallo

As an individual, you do not have to pay the lawyers working on these class actions any money out-of-pocket. The lawyers will be paid from the money collected in these class actions. The Courts will be asked to decide how much the lawyers will be paid. The lawyers will collectively be asking that the Courts approve legal fees of up to 25% of the settlement funds, plus disbursements and applicable taxes. Any approved legal fees will be paid out of the settlement funds.

N. WHERE CAN I ASK MORE QUESTIONS?

For more information, and relevant documents (including copies of the settlement agreements, distribution protocols, and (unofficial) French translations thereof), visit www.siskinds.com/autoparts.

For copies of the Ontario statements of claim, visit the Canadian Class Action Database at: <http://www.cba.org/Publications-Resources/Class-Action-Database>.

For copies of the Quebec motions for authorization or to receive more information about class actions in Quebec, visit the Quebec Registry of Class Actions at <https://www.registredesactionscollectives.quebec/>.

To receive future notices and updates regarding the auto parts class actions and any future settlements, register online at www.siskinds.com/autoparts.

If you have questions that are not answered online, please contact Class Counsel at the numbers listed above.

O. INTERPRETATION

This notice contains a summary of some of the terms of the settlement agreements listed in part E and the proposed distribution protocols. If there is a conflict between the provisions of this notice and the settlement agreements or proposed distribution protocols, the terms of the settlement agreements or proposed distribution protocols, as applicable, shall prevail.

Schedule “A” – Part Descriptions and Settlement Class Period

Part	Description	Settlement Class Period
Air Conditioning Systems	Air Conditioning Systems are systems that cool the interior environment of an Automotive Vehicle and are part of an Automotive Vehicle’s thermal system. An Air Conditioning System may include, to the extent included in the relevant request for quotation, compressors, condensers, HVAC units (blower motors, actuators, flaps, evaporators, heater cores, and filters embedded in a plastic housing), control panels, sensors, and associated hoses and pipes.	January 1, 2001 to December 10, 2019.
Autolights	Autolights means headlights and rear combination lights used in Automotive Vehicles. A headlight is an automotive light (with LED, Xenon, or Halogen technology) installed in the front of an Automotive Vehicle, and may include a headlight, clearance light, daytime running light, fog light, and/or turn signal. A rear combination light is an automotive light (with LED, Xenon, or Halogen technology) installed in the rear of an Automotive Vehicle, and may include a back-up light, tail light, stop light, and/or turn signal.	June 1, 1997 to April 2, 2019.
Automotive Access Mechanisms	Automotive Access Mechanisms means a variety of automotive access mechanisms used within a vehicle including, but not limited to, inside and outside door handles, tailgate or trunk handles; keys, lock sets, key sets and door locks; and electrical steering column locks and mechanical steering column locks.	January 1, 2002 to June 2, 2020.
Automotive Steel Tubes	Automotive Steel Tubes means tubes used in Automotive Vehicles for fuel distribution, braking and other automotive systems, including, without limitation, chassis tubes (including brake and fuel tubes) and engine parts (including fuel injection rails, oil level tubes, and oil strainer tubes).	December 1, 2003 to June 2, 2020.
Door Latches & Closure Systems	<p>Door Latches includes side-door latches and latch minimodules (also known as minimodule latches). Latches and strikers are used to secure automotive side and sliding doors, tailgates and trunks. Latch minimodules include the side-door latches and all of the related mechanical operating components, including the electric lock function.</p> <p>Closure Systems means devices to maintain and control access to a vehicle and to reliably open and close a vehicle’s doors, lift-gates, trunks, hoods and door windows in order to protect the vehicle and its occupants. Closure systems encompass various components such as latches, strikers, window systems (including window regulators) and door modules. Latches and strikers are used to secure automotive side and sliding doors, tailgates and trunks. Latches are technologically advanced complex products, whereas strikers are</p>	<p>Door Latches: January 1, 2004 to April 21, 2022</p> <p>Closure Systems: January 1, 2004 to November 15, 2022</p>

Part	Description	Settlement Class Period
	<p>simpler commodity products. Window regulators are manual or electronic window lift assemblies for front and rear door applications in vehicles to automatically raise or lower windows. Depending on the customer's preferences, window regulators may be integrated into door modules or procured on a stand-alone basis. A door module is an assembly of components that operate the door's electronic and mechanical functionalities. It consists of a rubber-sealed carrier, onto which a variety of door components such as the window lift mechanism, the wing mirror electric motor, the wiring, the loud speaker, the door latch inner release cable, a latch and various switches are fitted, forming a "cassette".</p>	
High Intensity Discharge Ballasts	<p>High Intensity Discharge Ballasts means electrical devices that limit the amount of electrical current flowing to a high intensity discharge headlamp installed in an Automotive Vehicle, which would otherwise rise to destructive levels due to the high intensity discharge headlamp's negative resistance.</p>	July 1, 1998 to August 13, 2018.
Ignition Coils	<p>Ignition Coils means induction coils in an Automotive Vehicle's ignition system. Ignition Coils transform the low voltage of the Automotive Vehicle's battery to the thousands of volts needed to create an electric spark in the spark plugs to ignite the fuel.</p>	January 1, 2000 to March 20, 2017
Power Window Switches	<p>Power Window Switches means power window switches used in Automotive Vehicles. A Power Window Switch, which is installed in the door frame of an Automotive Vehicle, raises or lowers the Automotive Vehicle's power windows when pressed or pulled.</p>	June 1, 2003 to August 13, 2018
Valve Timing Control Devices	<p>Valve Timing Control Devices means a device or set of devices within the variable valve timing system which controls the timing of the opening and closing of engine valves.</p>	January 1, 2000 to March 20, 2017

Schedule "B" - Approving Courts

Settlement Approval

Settling Defendant	Part	Approving Court(s)
Aisin	Automotive Access Mechanisms	Ontario
	Door Latches & Closure Systems	Ontario
	Valve Timing Control Devices	Ontario and Quebec
Sanoh	Automotive Steel Tubes	Ontario*
Toyo Denso	Ignition Coils	Ontario and Quebec
	Power Window Switches	Ontario*
Valeo/Ichikoh	Air Conditioning Systems	Ontario*
	Autolights	Ontario and Quebec*
	Automotive Access Mechanisms	Ontario
	High Intensity Discharge Ballasts	Ontario

* Following the Ontario Court issuing an approval order, the BC Court will be asked to discontinue or dismiss the applicable action(s) as against the settling defendants.

Distribution in the Automotive Access Mechanisms, Automotive Steel Tubes, Power Window Switches, and Valve Timing Control Devices Actions

Part	Approving Court(s)
Automotive Access Mechanisms	Ontario
Automotive Steel Tubes	Ontario and British Columbia
Power Window Switches	Ontario and British Columbia
Valve Timing Control Devices	Ontario and Quebec

Third Omnibus Distribution

Part	Approving Court(s)
Air Conditioning Systems	Ontario and British Columbia
Anti-Vibration Rubber (AVR)	Ontario, British Columbia and Quebec
Braking Systems	Ontario and British Columbia
Door Latches & Closure Systems	Ontario
Exhaust Systems	Ontario and British Columbia
Ignition Coils	Ontario, British Columbia and Quebec
Instrument Panel Clusters (IPC)	Ontario, British Columbia and Quebec
Autolights	Ontario, British Columbia and Quebec
Shock Absorbers	Ontario and Quebec