

**CANADIAN AUTOMOTIVE PARTS PRICE-FIXING CLASS ACTIONS
NOTICE OF THIRD CLAIMS PROCESS**

**PLEASE READ THIS NOTICE CAREFULLY.
IT MAY AFFECT YOUR LEGAL RIGHTS.**

CLAIM DEADLINE: May 12, 2026
Settlement Class Members who wish to apply for compensation from the settlement funds must submit their claim by this date.

A. WHAT IS THE CLASS ACTION 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 Vehicles 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.

B. WHAT IS THIS NOTICE ABOUT?

This notice is about the distribution of settlement funds in 9 auto parts class actions. The relevant parts are listed in Schedule A below and are referred to herein as the “**Affected Parts**”). The class actions are collectively referred to as the “**Affected Parts Proceedings**”. A description of the Affected Parts is included in Schedule A hereto.

A copy of the Third Omnibus Distribution Protocol and an unofficial French translation thereof are available online at www.autopartsettlement.ca.

C. WHO IS AFFECTED BY THIS NOTICE?

This notice affects persons in Canada who purchased and/or leased a new automotive vehicle¹ in Canada and/or for import into Canada from any of the “**Automakers**” listed in the two charts below during the relevant “Event Period” or “Post Event Period” (see Part E below).

No wrongdoing is alleged as against the Automakers. They are not defendants in the class actions. The class actions were brought against automotive part manufacturers who allegedly price-fixed the Affected Parts. The Automakers were unaware of alleged price-fixing in respect of the Affected Parts they purchased for installation in their automotive vehicles.

Affected persons fall within two broad categories.

Purchasers of “Newly Included Vehicles”

Purchasers of “Newly Included Vehicles” have not previously been provided with an opportunity to apply for settlement benefits in the auto parts class actions. They must file a claim to be eligible for compensation. Newly Included Vehicles are defined as:

Newly Included Vehicles	
Automaker	Relevant Period
BMW/Mini Cooper	Dec 5, 2014 to May 31, 2017
Ford/Lincoln/Mercury	Aug 1, 2015 to May 31, 2017
Hyundai, Kia	Jan 1, 2007 to May 31, 2016
Mercedes-Benz/Smart	Nov 29, 2004 to May 31, 2017
Mitsubishi	Jul 1, 1998 to Jul 31, 2015
Suzuki	Jul 1, 1998 to May 31, 2016

Purchasers of “Previously Included Vehicles”

Purchasers of “Previously Included Vehicles” were previously provided with an opportunity to apply for settlement benefits in the auto parts class actions and advised that their eligibility to participate in subsequent distributions would depend on filing a claim in the Second Omnibus Distribution. There is no new opportunity for filing claims. If you consented to your information being retained by the claims administrator for use in subsequent distributions, you will be automatically considered for eligibility. If you did not consent to your information being retained by the claims administrator for use in subsequent distributions, you will be sent an email allowing you to change your election.

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

Previously Included Vehicles are defined as:

Previously Included Vehicles	
Automaker	Relevant Period
BMW/Mini Cooper, Volkswagen/Audi/Porsche	Nov 29, 2004 to Dec 4, 2014
Chrysler/Dodge/Fiat/Jeep/Ram	Jan 1, 2000 to Mar 1, 2014
Ford/Lincoln/Mercury	Jul 1 2003 to July 31, 2015
General Motors (Buick/ Cadillac/Chevrolet/Daewoo/ GMC/Hummer/Isuzu/ Oldsmobile/Pontiac/ Saab/Saturn)	Jan 1, 2001 to Feb 28, 2014
General Motors (Pontiac Vibe only)	Jan 1, 2004 to Dec 31, 2008
Honda/Acura, Nissan/Infiniti, Subaru	Jul 1, 1998 to Sept 30, 2016
Jaguar/Land Rover, Volvo	Nov 29, 2004 to Oct 15, 2013
Mazda	Jul 1, 1998 to Dec 4, 2014
Toyota/Lexus	Jul 1, 1998 to May 31, 2016

D. COURT APPROVED SETTLEMENTS

A list of the settlements that have been reached in the Affected Parts Proceedings is included in Schedule B hereto.

The settlements were approved by the Ontario, British Columbia, and/or Quebec Courts and the Affected Parts Proceedings were certified against the settling defendants for settlement purposes. The settling defendants do not admit, and expressly deny, any wrongdoing or liability.

The settlement amounts (less court approved counsel fees, disbursements, and notice costs) are being held in an interest-bearing account for the benefit of settlement class members.

E. DISTRIBUTION OF SETTLEMENT FUNDS

The aggregate settlement amounts, plus interest, less court-approved legal fees, and deductions (the “**Net Settlement Amount**”), are available for compensation to settlement class members. The Net Settlement Amount equals approximately \$35 million.

The Ontario, British Columbia and/or Quebec Courts approved a protocol for distributing the Net Settlement Amount. Copies of the Third Omnibus Distribution Protocol and an unofficial French translation thereof are available at www.autopartsettlement.ca. The Third Omnibus Distribution Protocol is designed to compensate purchasers of automotive vehicles containing Affected Parts in a manner that reflects the anticipated impact of the alleged price-fixing. In consultation with Class Counsel, the Claims Administrator can seek directions from the Ontario Court with respect to the distribution to ensure a fair and cost-effective distribution.

For the purpose of the Third Omnibus Distribution Protocol, “**Affected Vehicle**” means the following new passenger cars, sport utility vehicles, vans, and light trucks (up to 10,000 lbs) purchased and/or leased during the “**Event Period**” or “**Post Event Period**”, as set out in the chart below:

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
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

Class Action	Affected Vehicles		Event Period	Post Event Period
	Previously Included Vehicles	Newly Included Vehicles		
	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

As noted above, no wrongdoing is alleged as against the Automakers. They are not defendants in the class actions. The class actions were brought against automotive part manufacturers who allegedly price-fixed the Affected Parts. The Automakers were unaware of alleged price-fixing in respect of the Affected Parts they purchased for installation in their automotive vehicles.

Eligible Purchases

As described below, compensation will be calculated based on a Settlement Class Member's purchases of Affected Vehicles during the Event Period and Post Event Period.

There is significant overlap between the automobile brands involved in the Third Omnibus Distribution and the previously-approved Second Omnibus Distribution. 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.

For Settlement Class Members who filed a claim in the Second Omnibus distribution:

- (a) If you consented to your information being used for subsequent distributions, your purchases of Previously Included Vehicles will automatically be considered for compensation in this distribution. You will not be permitted to supplement your claim as it relates to the purchases of Previously Included Vehicles. You will be able to supplement your claim as it relates to the Newly Included Vehicles.
- (b) If you did not consent to your information being used for subsequent distributions, you will be sent an email and asked if you wish you change your election. If you do not change your election, you will not be considered for compensation in respect of Previously Included Vehicles. You may still file a claim in respect of Newly Included Vehicles.

Notwithstanding the foregoing, to avoid overcompensation, Settlement Class Members cannot participate in the distribution where:

- (a) the Settlement Class Member's claim in the Second Omnibus Distribution was valued at less than \$5 prior to assigning the minimum administrative payment of \$25; and
- (b) the Settlement Class Member is not claiming for any Newly Included Vehicles.

For any Settlement Class Members filing a claim in respect of Newly Included Vehicles, see Part F below for information about filing a claim.

Distribution to Canadian Automakers

The following amounts will be allocated from the Net Settlement Funds for payment to the Canadian Automakers listed below 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
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 Third Omnibus 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 Automakers, 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:

\$50,000 (representing the purchase price) x 1 (representing the timing of the purchase or lease)
x 0.675 (representing the categorization of the Settlement Class Member as an End User)
=\$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.

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.

F. APPLYING TO RECEIVE A PAYMENT

Settlement Class Members who wish to apply for compensation must apply no later than May 12, 2026. Claims that are not made within the deadline will not be eligible for compensation. Claims for settlement benefits must be submitted via the online claim form available at www.autopartsettlement.ca. If you do not have internet access, but wish to apply for settlement benefits, please contact the claims administrator at 1-866-474-4331.

In accordance with Court orders, the Automakers provided customer information to the Claims Administrator to facilitate the claims process. No wrongdoing is alleged as against the Automakers, and they were not involved in the Affected Parts Proceedings.

Automakers were compelled by court order to disclose their relevant sales records in respect of Newly Included Vehicles to the Claims Administrator for the benefit of Settlement Class Members. Where available, purchasers of Newly Included Vehicles can rely on customer information provided by the Automakers to the Claims Administrator as proof of purchase. Depending on the nature of the information available from the Automakers, the information will either be provided to you by the Claims Administrator in the form of the letter and prepopulated within the online claim form or will be provided only to the Claims Administrator and the Claims Administrator will have that information available to it while adjudicating your claim.

Settlement Class Members who did not receive a letter and prepopulated online claim form or who are claiming for additional Newly Added Vehicles not included in the prepopulated online claim form, must provide the following:

- (a) for End Users who are claiming for up to fifteen (15) additional purchases or leases Affected Vehicles, their current and former contact information (coinciding with the time of purchase) and purchase information (year, make and model).
- (b) for End Users who are claiming for more than fifteen (15) additional purchases, Dealers or Automakers, the Net Purchase Price.² Where the Net Purchase Price is greater than \$5 million, proof of purchase must be provided with the claim. Proof of purchase can be in

² Net Purchase Price means the aggregate purchase price or lease payments paid by a Settlement Class Member for Affected Vehicles, less any taxes, discounts, rebates, delivery or shipping charges.

the form of invoices, receipts, original purchase or lease records, purchase summaries provided by an Automaker, or historical accounting records.

Where the claimed purchases cannot be substantiated using the information provided by the Automakers, the claimant will be required to provide contemporaneous proof of purchase as part of a deficiency process.

Audit

If your claim is selected for an audit, you will be required to provide proof of purchase to substantiate your purchases of Affected Vehicles. You will be notified by the Claims Administrator if your claim is selected for audit and the specific information required in response to the audit.

G. CLAIMS ADMINISTRATOR

The courts have appointed Verita Global (formerly known as RicePoint Administration Inc., an independent third-party) to receive and review claims, make determinations in respect of direct payment of settlement benefits, and issue payments to eligible settlement class members.

Questions regarding the claims process should be directed to Verita at 1-866-474-4331 or autoparts@ricepoint.com.

H. CLASS COUNSEL

The law firms of Siskinds LLP and Sotos LLP represent members of these class actions in Ontario, and in provinces other than British Columbia or Quebec.

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

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

The law firm of Camp Fiorante Matthews Mogerman LLP represents members of the Air Conditioning Systems, AVR, Braking Systems, Exhaust Systems, Ignition Coils, IPC, and OEM Autolights class actions in British Columbia. 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

The law firm of Klein Lawyers LLP represents members of the Automotive Exhaust Systems and Door Latches & Closure Systems actions in British Columbia. They can be reached at:

Telephone: 604-874-7171

Email: dtanjuatco@callkleinlawyers.com

Mail: 1385 West 8th Avenue, #400, Vancouver, BC V6H 3V9 Attention: David Klein

The law firm of Siskinds Desmeules s.e.n.c.r.l. represents members of the Anti-Vibration Rubber, Ignition Coils, IPC, OEM Autolights and Shock Absorbers class actions in Quebec. Quebec Class Counsel 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: Caroline Perrault

You do not need to pay out-of-pocket for the lawyers working on the class actions. The lawyers will be paid from the settlement funds in an amount approved by the courts.

I. QUESTIONS ABOUT THE SETTLEMENTS

More information about the settlements, the distribution of the settlement funds and the claims process is available online at www.autopartsettlement.ca, by email at autoparts@ricepoint.com or by calling toll-free 1-866-474-4331.

J. INTERPRETATION

This notice contains a summary of some of the terms of the settlement agreements and the Second Amended Third Omnibus Distribution Protocol. If there is a conflict between the provisions of this notice and the settlement agreements or the Second Amended Third Omnibus Distribution Protocol, the terms of the settlement agreements or the Second Amended Third Omnibus Distribution Protocol shall prevail.

This notice has been approved by the Ontario, British Columbia and Quebec Courts.

Schedule A

Part	Description
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.
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.
Anti-Vibration Rubber	Anti-Vibration Rubber Parts means rubber and metal parts that are installed in Automotive Vehicles to reduce the transmission of engine and road vibration. Every Automotive Vehicle contains Anti-Vibration Rubber Parts.
Braking Systems	Braking Systems means hydraulic and electronic braking systems. Hydraulic braking systems consist of an actuation system and a foundation system. The actuation system is further made up of a brake booster and main brake cylinder, while the foundation system is further made up of a disc brake with saddle or drum brake and wheel brake cylinder. Electronic braking systems prevent automobiles from skidding by providing electronic stability controls when braking (anti-lock braking system or "ABS") or under all driving conditions (electronic stability control or "ESC"). Both Hydraulic Braking Systems and Electronic Braking Systems can be contained within the same vehicle.

Part	Description
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 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>
Automotive Exhaust Systems	<p>Automotive Exhaust Systems means an automotive system that collects exhaust gases from the engine and guides them out of the Automotive Vehicle. The term Automotive Exhaust Systems includes the following related components, to the extent included in the relevant request for quotation: manifolds, flex pipes, catalytic converters, converters, diesel oxidation catalysts, diesel particulate filters, oxygen sensors, exhaust gas temperature sensors, isolators, gaskets, clamps, resonator assemblies, pipe accessories, mufflers, muffler assemblies, and tubes.</p>
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>
Instrument Panel Clusters (IPC)	<p>Instrument Panel Clusters means the mounted array of instruments and gauges, also known as meters, housed in front of the drive of an Automotive Vehicle.</p>
Shock Absorbers	<p>Shock Absorbers means the part(s) of the suspension system on Automotive Vehicles that absorbs and dissipates energy to help cushion Automotive Vehicles on uneven roads leading to improved ride quality and vehicle handling.</p>

Schedule B

Affected Part	Settled Defendant(s)	Settlement Amount
Air Conditioning Systems	Denso	\$4,943,000.00
	Panasonic	\$126,000.00
	Marelli	\$878,935.99
	MAHLE Behr	\$235,092.00
	Sanden	\$1,173,915.00
	Mitsubishi Heavy	\$1,149,667.20
	Valeo	\$891,072.00
	Total	\$9,397,682.19
Anti-Vibration Rubber	Sumitomo Riko	\$1,523,750.00
	Toyo Tire	\$5,136,220.88
	Yamashita Rubber	\$948,528.00
	Bridgestone	\$4,326,000.00
	Total	\$11,934,498.88
Autolights	Mitsuba	\$150,000.00
	Koito	\$3,666,000.00
	Stanley Electric	\$1,974,560.00
	Valeo	\$17,136.00
	Total	\$5,807,696.00
Automotive Exhaust Systems	Denso	\$150,000.00
	NGK Spark Plugs	\$66,510.00
	Tenneco	\$2,618,655.00
	Meritor	\$141,361.00
	Eberspacher	\$190,000.00
	Faurecia	\$207,962.04
	Bosal	\$25,000.00
	Total	\$3,399,488.04
Braking Systems	Robert Bosch	\$319,326.00
	ZF Friedrichshafen	\$113,445.00
	Continental	\$568,067.00
	Total	\$1,000,838.00

Affected Part	Settled Defendant(s)	Settlement Amount
Door Latches & Closure Systems	Kiekert	\$386,506.75
	Brose	\$499,705.01
	Aisin Seiki	\$68,468.00
	Magna	\$136,896.00
	Total	\$1,091,575.76
Ignition Coils	Hitachi	\$1,100,000.00
	MELCO	\$2,500,000.00
	Denso	\$1,060,000.00
	Delphi	\$71,329.80
	Diamond Electric	\$765,000.00
	Toyo Denso	\$33,661.00
	Total	\$5,529,990.80
Instrument Panel Clusters	Yazaki	\$500,000.00
	Denso	\$2,419,000.00
	Continental	\$605,790.00
	Marelli	\$50,000.00
	Nippon Seiki	\$687,717.51
	Total	\$4,262,507.51
Shock Absorbers	Hitachi	\$1,818,000.00
	American Showa	\$1,672,853.00
	Kayaba Industry	\$4,840,000.00
	Total	\$8,330,853.00