

Court File No.: CV-E 22266-00CP

**ONTARIO
SUPERIOR COURT OF JUSTICE**

GARY COLES

Plaintiff

- and -

TAKATA CORPORATION, TK HOLDINGS INC., FIAT CHRYSLER AUTOMOBILES N.V.,
FIAT CHRYSLER AUTOMOBILES, A/K/A FCA US LLC, F/K/A CHRYSLER GROUP LLC
and FCA CANADA INC., f/k/a CHRYSLER CANADA INC.

Defendants

Proceeding under the *Class Proceedings Act, 1992*

STATEMENT OF CLAIM

TO THE DEFENDANTS

A LEGAL PROCEEDING HAS BEEN COMMENCED AGAINST YOU by the plaintiffs. The claim made against you is set out in the following pages.

IF YOU WISH TO DEFEND THIS PROCEEDING, you or an Ontario lawyer acting for you must prepare a statement of defence in Form 18A prescribed by the Rules of Civil Procedure, serve it on the plaintiffs' lawyer, or where the plaintiffs do not have a lawyer, serve it on the plaintiffs, and file it, with proof of service, in this court office, WITHIN TWENTY DAYS after this statement of claim is served on you, if you are served in Ontario.

If you are served in another province or territory of Canada or in the United States of America, the period for serving and filing your statement of defence is forty days. If you are served outside Canada and the United States of America, the period is sixty days.

Instead of serving and filing a statement of defence, you may serve and file a notice of intent to defend in Form 18B prescribed by the Rules of Civil Procedure. This will entitle you to ten more days within which to serve and file your statement of defence.

IF YOU FAIL TO DEFEND THIS PROCEEDING, JUDGMENT MAY BE GIVEN AGAINST YOU IN YOUR ABSENCE AND WITHOUT FURTHER NOTICE TO YOU. IF YOU WISH TO DEFEND THIS PROCEEDING BUT ARE UNABLE TO PAY LEGAL FEES, LEGAL AID MAY BE AVAILABLE TO YOU BY CONTACTING A LOCAL LEGAL AID OFFICE

TAKE NOTICE: THIS ACTION WILL AUTOMATICALLY BE DISMISSED if it has not been set down for trial or terminated by any means within five years after the action was commenced unless otherwise ordered by the court.

Date: May 21, 2015

Issued by:


Local Registrar

Address of Court Office Windsor Court House

TO: TAKATA CORPORATION
ARK Hills South Tower
4-5 Roppongi 1-Chome
Minato-ku, Tokyo, 106-8488
Japan

AND TO: TK HOLDINGS INC.
601 Abbot Rd.
East Lansing, MI 48823
United States

AND TO: FIAT CHRYSLER AUTOMOBILES,
a/k/a FCA US LLC, f/k/a
CHRYSLER GROUP LLC
1000 Chrysler Drive
Auburn Hills, MI, 48326-2766
United States

AND TO: FCA CANADA INC., f/k/a
CHRYSLER CANADA
INC.
1 Riverside Drive West
Windsor, Ontario N9A 5K3
Canada

DEFINED TERMS

1. In this Statement of Claim, in addition to the terms that are defined elsewhere herein:

(a) **"Airbag Inflator"** means a chamber that generates gas to inflate and deploy an airbag in order to protect a vehicle occupant;

(b) **"Body Control Module"** means an electronic control unit responsible for monitoring and controlling various electronic accessories in the vehicle's body, and which communicates with other onboard computers;

(c) **"Chrysler"** means collectively Chrysler Group LLC and Chrysler Canada Inc.;

(d) **"Chrysler Canada"** means FCA Canada Inc., formerly known as Chrysler Canada Inc., a wholly owned subsidiary of FCA US LLC;

(e) **"Chrysler USA"** means FCA US LLC, formerly known as Chrysler Group LLC, parent of FCA Canada Inc. (Chrysler Canada);

(f) **"CJA"** means the Ontario *Courts of Justice Act*, RSO 1990, c.C-43, as amended;

(g) **"Class"** or **"Class Members"** means all persons in Canada who owned one of the Vehicles subject to Transport Canada Recall #2015003, as at January 6, 2015, and Transport Canada Recalls #2015093 and #2015094, as at March 3, 2015;

(h) **"CPA"** means the *Class Proceedings Act, 1992*, SO 1992, c.6, as amended;

(i) **"Excluded Persons"** means the Defendants and their officers, directors and their respective heirs, successors and assigns;

(j) **"Motor Vehicle Safety Act"** means the *Motor Vehicle Safety Act*, SC 1993, c.16, as amended;

(k) "NHTSA" means the U.S. National Highway Traffic Safety Administration;

(l) "Takata" means Takata Corporation;

(m) "Takata Defendants" means collectively, Takata and TK;

(n) "TK" means TK Holdings Inc.; and

(o) "Vehicles" means those vehicles subject to Transport Canada Recalls #2015003, dated January 6, 2015, and Transport Canada Recalls #2015093 and #2015094, dated March 3, 2015, as described in paragraph 3.

2. The Plaintiff, on his own behalf and on behalf of all Class Members, seeks:

(a) an order certifying this action as a class proceeding and appointing him as the representative plaintiff;

(b) general damages and special damages in the amount of \$500,000,000;

(c) punitive and/or exemplary damages the amount of \$150,000,000;

(d) a reference to decide any issues not decided at the trial of the common issues;

(e) prejudgment interest compounded and postjudgment interest pursuant to the *CJA*;

(f) the costs of this action pursuant to the *CPA*, alternatively, on a substantial indemnity basis, plus the cost of administration and notice pursuant to s.26(9) of the *CPA* plus applicable taxes; and

(g) such further and other relief to this Honourable Court seems just.

NATURE OF THIS ACTION

3. This class action concerns the life threatening, negligent and dangerous design, manufacture and installation of defective Airbag Inflators in vehicles subject to Transport Canada Recalls #2015003, #2015093 and #2015094, as specified below:

Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
	ASPEN	2007
DODGE	CHARGER	2005 2006 2007
	DAKOTA	2004 2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2004 2005 2006 2007

Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
	ASPEN	2007
DODGE	CHARGER	2005 2006 2007
	DAKOTA	2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2003 2004 2005 2006 2007

Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
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DODGE	CHARGER	2005 2006 2007
	DAKOTA	2004 2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2004 2005 2006 2007

4. More than 34 million vehicles worldwide, containing Takata-made airbags, have been recalled. Multiple deaths and dozens of injuries have been linked to over-explosive Airbag Inflator propellant causing metal components within the device to break and project through the airbag cushion material at vehicle occupants.

5. Takata's CEO said: "[T]he moisture absorption control of the gas generating agent in some driver seat airbags had not been correctly implemented at the time of manufacture, as a result of which an inflator canister may rupture when the airbag deploys.... We deeply regret that the problem in our airbags have caused problems."

THE PLAINTIFF

6. Gary Coles is a retired Chrysler employee residing in the City of Tecumseh, in the Province of Ontario. In or about 2006 he purchased a Chrysler 300. He currently owns this Vehicle.

7. In or about March 2015, Gary contacted Chrysler Canada to confirm whether or not his vehicle contained a Takata airbag requiring replacement. Chrysler Canada confirmed his Chrysler 300 contained a Takata airbag that required replacement. To the date of the filing of this claim, he has not received an official recall notice from the Chrysler Defendants. Chrysler Canada gave Gary no indication of when he might receive a formal notice regarding the safety defect or when said defect would be repaired.

PARTICULARS OF THE CLASS

8. The Class is comprised of all persons in Canada who, as of the respective recall dates, owned one of the approximately 258,600 Vehicles subject to the Transport Canada Recalls set out at paragraph 3 above. The members of the Class are known to the Defendants.

THE DEFENDANTS AND THEIR RELATIONSHIP

Takata

9. Takata is a corporation organized and existing under the laws of Japan. Takata describes itself as a vertically-integrated company involved in automotive safety systems. Takata was responsible for the engineering, design, development, research and manufacture of the Airbag Inflator.

10. TK is a corporation organized and existing under the laws of the State of Delaware. It was also responsible for the engineering, design, development, research and manufacture of the Airbag Inflator. TK is and was at all material times a wholly-owned subsidiary of Takata.

Fiat/Chrysler

11. FCA US LLC, formerly Chrysler Group LLC, (hereinafter "Chrysler USA") is a North American automaker headquartered in Auburn Hills, Michigan. FCA US is a member of the Fiat Chrysler Automobiles N.V. family of companies. FCA US designs,

engineers, manufactures and sells vehicles under the Chrysler, Jeep, Dodge, Ram and FIAT brands as well as the SRT performance vehicle designation.

12. FCA Canada Inc. (f/k/a Chrysler Canada Inc.) (hereinafter referred to as "Chrysler Canada") is a wholly owned subsidiary of FCA US LLC, and a member of the Fiat Chrysler Automobiles N.V. It is a Canadian corporation with its head office in Windsor, Ontario.

13. The approximately 258,600 Chrysler Vehicles sold in Canada containing airbags manufactured by the Takata Defendants, subject to recall in Canada, are listed in paragraph 3 above.

14. Chrysler Canada and Chrysler USA (collectively "Chrysler") either directly or through a wholly-owned subsidiary, agent or affiliate manufactured and sold automobiles through independent retailers, outlets and authorized dealerships throughout Canada, including Ontario.

THE DANGEROUS DEFECT IN THE AIRBAG INFLATOR

15. Airbags consist of three main component parts: (i) the Airbag Inflator, (ii) the airbag cushion material, and (iii) the airbag module that holds both the Inflator and cushion material in the steering wheel, dashboard, or elsewhere in the vehicle.

16. When the airbag is triggered to deploy, a chemical propellant, housed within the metal Airbag Inflator in the form of a solid wafer, is ignited. The heat from the

ignition causes the propellant wafer to undergo a chemical reaction, which produces a gas. The inflator has a number of holes that allows the gas to exit and fill the Airbag. The holes initially are sealed, often with a thin layer of aluminum, and the force of the gas breaks the seal after the propellant is ignited, allowing for a properly timed inflation of the Airbag. Upon inflation, the Airbag is drawn out of the steering wheel or dashboard. When the vehicle occupant makes contact with the Airbag, the gas is dispersed through vents located along the sides and back of the bag causing it to deflate. This whole process happens within milliseconds of a crash.

17. The filled airbag's purpose is to cushion the Vehicle's occupants during a crash and provide protection to their bodies when they strike interior vehicle components such as the steering wheel or a window.

18. An Airbag Inflator rupture occurs when there is too much pressure from the gas within the Airbag Inflator. This happens when the propellant density is too low, which causes it to burn faster and produce gas too quickly after it is ignited or when the propellant wafers crumble or break. Instead of only exiting through the inflator's designed holes, the excessive pressure of the gas ruptures the inflator's metal housing. This metal can then puncture the airbag cushion, can break into fragments, and can come into contact with vehicle occupants.

19. In or about 1999, Takata and TK researchers in Michigan were pressured by Takata executives to develop a more cost-effective propellant for use in its Airbag Inflators. The Takata researchers proposed a propellant based on ammonium nitrate.

20. The Takata engineering team in the Moses Lake, Washington plant responsible for assembling the propellant wafers into the Airbag Inflators raised objections to using a propellant based on ammonium nitrate because they understood it to be a "risky compound". The senior engineer at the propellant plant in Moses Lake, Washington, Mr. Mark Lillie, advised Takata executives that explosives manuals warned that the compound "tended to disintegrate on storage under widely varying temperature conditions" with "irregular ballistic" consequences.
21. In or about 2000, Takata adopted ammonium nitrate as its propellant base due to its low cost, among other things, so as to remain competitive in the Airbag Inflator market.
22. Since 2000, other Airbag Inflator manufacturers in North America have refused to adopt ammonium nitrate based propellants due to safety concerns.
23. In an interview on November 19, 2014 with the New York Times, Mr. Lillie described Takata's adoption of the ammonium nitrate based propellant in its Airbag Inflators: "It's a basic design flaw that predisposes this propellant to break apart, and therefore risk catastrophic failure in an inflator [sic]."
24. The Takata Defendants provided the Airbag Inflators to all of the recalled Vehicles as further described below.
25. In or about 2000, the Takata Defendants developed internal guidelines and specifications for the manufacturing of the new Airbag Inflators with ammonium nitrate

propellant. Specifically, the ammonium nitrate propellant was to be stored in sealed containers to protect it from humidity prior to being pressed into propellant wafers. Each individual propellant wafer and propellant wafer stack was to be pressed at a specific force to ensure combustion within the Airbag Inflator was controlled. Each Airbag Inflator was to contain a stack of seven propellant wafers.

26. Between 2000 and 2002, when the Takata Defendants manufactured the Airbag Inflators at its factories in La Grange, Georgia and in Monclova, Mexico, they did not handle or produce the ammonium nitrate wafers in accordance with their own guidelines and specifications.

27. Production of the Airbag Inflators at the Moses Lake, Washington factory commenced on April 13, 2000. Between April 13, 2000 and September 11, 2002, this factory produced propellant wafers with an inadequate compaction force. Although the Moses Lake factory had an "auto-reject" function that could detect and reject propellant wafers with inadequate compression by monitoring the compression load that had been applied, this function was turned off manually by the machine operator in this plant. Takata thus shipped Airbag Inflators for assembly into the Vehicles which were pressed with insufficient force.

28. Production of the Airbag Inflators at the Monclova, Mexico factory commenced on October 4, 2001. Between October 4, 2001 and October 31, 2002, the employees at this factory produced propellant wafers that were exposed to dangerous levels of humidity. Although the Takata Defendants had internal specifications on the handling of the ammonium nitrate containers, the ammonium nitrate was left sitting in

unsealed containers and exposed to moisture from the factory floor. These propellant wafers absorbed moisture beyond the allowable limits.

29. At that time, the Takata Defendants knew that its Monclova, Mexico factory was manufacturing Airbag Inflators with a defect rate that was "six to eight times above acceptable limits, or roughly 60 to 80 defective parts for every one million Airbag Inflators shipped. Defective Airbag Inflators were shipped to the Manufacturer Defendants from the Monclova, Mexico factory for assembly into the Vehicles.

30. The Takata Defendants' propellant wafer lot production history records and its Airbag Inflator production records do not permit the identification of whether all or some, or which, of the Airbag Inflators were manufactured with the previously described defects. Throughout this statement of claim, these Airbag Inflators are referred to as "Defective Airbag Inflators".

31. The Takata Defendants thus do not know which of the Vehicles assembled with Airbag Inflators manufactured at these factories during the time periods previously described are defective, and which are not defective.

32. The only way to ensure a vehicle does not contain a defective Airbag Inflator is to recall it and service it with an Airbag Inflator that is not defective.

33. In 2004, a vehicle was involved in an otherwise non-catastrophic collision that caused the Airbag Inflator to deploy. It deployed abnormally, having ruptured and killed the vehicle's driver. Because of the nature of the lacerations to the driver's face,

the responding police initially treated the case as a homicide. But the Los Angeles County Coroner's report concluded that the deceased driver's lacerations came from "a metallic portion" of the defective Airbag Inflator that "hit the deceased on the face as it deployed". This incident is referred to as the 2004 Los Angeles Airbag Inflator rupture.

34. A former TK lab employee described his review of the defective Airbag Inflator in 2004 in the Los Angeles Airbag Inflator rupture by saying that it "looked like it had exploded, and had a hole punched out of the side of the canister."

35. TK conducted a series of tests on 50 Airbag Inflators retrieved from inoperable Vehicles in junkyards to determine the cause of the 2004 Los Angeles Airbag Inflator rupture. Each of these vehicles had been assembled with the Airbag Inflators manufactured at the Moses Lake, Washington or the Monclova, Mexico factories during the periods described above.

36. The tests were conducted outside of normal business hours, during evenings and weekends at a site with restricted access. The tests revealed that two of these Airbag Inflators showed cracks and the start of "rapid disassembly" during the tests. "Rapid disassembly" was TK's preferred term for explosion. This is a very high failure rate in the Airbag Inflator manufacturing industry.

37. TK employees theorized that a problem with the welding of the Airbag Inflator's canister, intended to hold the airbag's explosives, made its structure vulnerable to splitting and rupturing. These employees were directed to design prototypes for possible fixes and a second canister to strengthen the unit was designed.

38. After the design of the replacement second canister, TK directed that further testing be stopped, and all lab employees involved with this testing of Airbag Inflators were instructed to destroy all related data, including video and computer backups. The prototypes of the prototype non-defective Airbag Inflators were also ordered to be disassembled and disposed of in a scrap-metal dumpster.

39. From May to August of 2007, TK received three accident reports from Honda America involving ruptured defective Airbag Inflators. In response, TK began collecting defective Airbag Inflators for inspection from the field, investigating the root cause of the defect.

40. By September 2008 the investigation undertaken by TK after August 2007 confirmed what TK already knew during 2000 - 2002: that a defect existed in the Airbag Inflators because of the inadequate manufacturing processes involving propellant wafers produced between 2000 and 2002 in its factories in Moses Lake, Washington and Monclova, Mexico.

41. As a result, between 2008 and 2011, other automobile manufacturers began reporting a series of safety recalls for cars equipped with defective driver Airbag Inflators, produced between 2000 and 2002. This included approximately 1.1 million vehicles in Canada and the U.S., model years ranging from 2001 to 2004.

42. The Chrysler Defendants did not report any safety recalls at this time.

43. In 2011, Takata was notified of Airbag Inflator ruptures occurring in scrapyards in Japan by salvage operations conducting "end of life" recycling processes for expired vehicles. Takata launched an investigation and began testing defective Airbag Inflators taken from vehicles in the field.

44. By October 2012, the investigation undertaken by Takata in 2011 confirmed what it already knew in 2000 – 2002 and what TK already concluded from its investigation in September 2008: that inadequate compression of the propellant wafers and exposure to poor moisture conditions, in combination with aging of the propellant was causing the defective Airbag Inflators to rupture.

45. By April 2013, the Takata Defendants confirmed the existence of this Airbag Inflator defect to NHTSA. This led to a second series of safety recalls for vehicles equipped with defective Airbag Inflators.

46. On April 11, 2013, Kazuo Higuchi, Senior Vice President of Takata wrote to NHTSA regarding "a potential defect relating to motor vehicle safety in certain air bag [sic] inflators" arising from manufacturing errors at the Moses Lake, Washington and Monclova, Mexico factories. Mr. Higuchi wrote that the reason for this defect was that the Airbag Inflator "could potentially deteriorate over time due to environmental factors, which could lead to over-aggressive combustion in the event of an air bag deployment. This could create excessive internal pressure within the inflator, and the body of the inflator could rupture".

47. In this letter, Mr. Higuchi also admits that it does not know how many of its defective Airbag Inflators were installed into vehicles because it did not have those records:

TAKATA
288 16th Street, NW, Suite 800
Washington, DC 20006 USA
TEL: 202-729-6332
FAX: 202-349-4034

April 11, 2013

Ms. Nancy Lewis:
Associate Administrator of Enforcement
National Highway Traffic Safety Administration
Attn: Re: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Defect Information Report, Certain Air Bag Inflators Used as Original Equipment

Dear Ms. Lewis:

TK Holdings Inc. ("Takata") is submitting this Defect Information Report ("DIR") pursuant to 49 CFR 573.3(f) and 573.6(c). This DIR contains information about a potential defect relating to motor vehicle safety in certain air bag inflators used as original equipment in vehicles produced by several vehicle manufacturers.

If you have any questions about this DIR, please contact the undersigned at (202) 729-6332 or at kazuo.higuchi@takata.com.

Sincerely,

Kazuo Higuchi
Senior Vice President

Enclosure

DEFECT INFORMATION REPORT

1. **Manufacturer's name:**

TK Holdings Inc.

2. **Items of Equipment Potentially Containing the Defect:**

Certain air bag inflators installed in frontal passenger-side air bag modules equipped with propellant wafers manufactured at Takata's Moses Lake, Washington plant during the period from April 13, 2000 (start of production) through September 11, 2002 (an improved quality control process was confirmed to be in place no later than September 12, 2002), and certain air bag inflators manufactured at Takata's Monclova, Mexico plant during the period from October 4, 2001 (start of production) through October 31, 2002 (an improved quality control system for handling and storing of the propellant wafers was confirmed to be in place no later than November 1, 2002).

The inflators covered by this determination were installed as original equipment in vehicles manufactured by the following entities:

Toyota Motor Corporation
Contact: Bob Waltz, Group VP
Product Quality and Service Support
Toyota Motor Sales, Inc.
91001 South Western Ave.
Torrance CA 90501
(310) 468 9048

Honda Motor Co., Ltd.
Contact: Jay Joseph
American Honda Motor Co., Inc
1919 Torrance Boulevard
Torrance, CA 90501-2746
(310) 783-2000

Nissan Motor Co., Ltd.
Contact: Dale Weiss and James Hunter
Nissan North America, Inc.
610 Enon Spring Rd. E.
Smyrna, TN 37167-4410
(615) 223-3199

Mazda Motor Corporation
Contact: Max Yamashita, Manager, Part Quality Assurance
26900 Hall Road
Woodhaven, MI 48183
(734) 692-3681

BMW
Contact: Robert Janssen
Bayerische Motoren Werke AG
Knorrstr. 147
80788 Munchen Germany
+49 89 382-45277

General Motors
Contact: M. Carmen Benavides, Director Product
Investigations and Safety Regulations
30001 Van Dyke Rd.
Warren Mi 48090-9020

3. Total Number of Items of Equipment Potentially Involved:

Although Takata knows the number of subject air bag inflators it supplied to each vehicle manufacturer. Takata does not know how many of the subject inflators were installed in vehicles sold in the United States. That information is available from the vehicle manufacturers.

4. Approximate Percentage of Items of Equipment Estimated to Actually Contain the Defect:

Unknown. However, based on the very small number of field incidents that have occurred, it is extremely low.

5. Description of the defect:

Some propellant wafers produced at Takata's plant in Moses Lake, Washington between April 13, 2000 and September 11, 2002 may have been produced with an inadequate compaction force. (Beginning in September 2001, Takata utilized an "auto-reject" ("AR") function that can detect and reject propellant wafers with inadequate compression by monitoring the compression load that had been applied. However, for the next year, that function could be turned on and off manually by the machine operator in the plant.

No later than September 12, 2002, the machine was modified by the addition of an interlock feature that precluded production of propellant wafers without the AR function in place.)

In addition, some propellant wafers used in inflators produced at Takata's plant in Monclova, Mexico between October 4, 2001 and October 31, 2002 may have been exposed to uncontrolled moisture conditions. Those wafers could have absorbed moisture beyond the allowable limits. (Production processes were revised no later than November 1, 2002 to assure proper handling and environmental protection of all in-process propellant.)

In both cases, the propellant could potentially deteriorate over time due to environmental factors, which could lead to over-aggressive combustion in the event of an air bag deployment. This could create excessive internal pressure within the inflator, and the body of the inflator could rupture.

6. Chronological summary of events leading to this determination:

October 2011 -Takata was first notified of an incident related to this issue, which involved the deployment of a passenger air bag in Japan. Takata promptly began an investigation, consisting of a fault tree analysis and an analysis of production records.

November 2011 -Takata was made aware of an incident in which an air bag inflator ruptured in a U.S vehicle (in Puerto Rico).

February -June 2012 -Takata conducted replication tests on inflators taken from vehicles in the field, but could not reproduce the problem.

September -November 2012 -Takata was informed of three additional incidents in the United States (two in Puerto Rico and one in Maryland (the Maryland vehicle had previously been operated in Florida for eight years)).

October 2012 -After considering a wide range of possible causes, Takata concluded that there was a possibility that the propellant in certain propellant wafers produced at the Moses Lake, Washington plant might not have been adequately compressed. Through replication tests, Takata confirmed that the combination of an inadequately compressed propellant wafer and exposure to certain environmental conditions for an extended period could create excessive internal pressure within the inflator during a deployment, and the body of the inflator could rupture. However, Takata also discovered at this time that, beginning in September 2001, the machine that molded the propellant into wafers was equipped with an "auto-reject" CHAR") function that would identify and reject wafers with inadequate compression.

February -March 2013 -Takata discovered that, for approximately one year, the AR function could be turned on and off manually by the machine operator in the plant. Takata subsequently confirmed that an interlock feature was added no later than September 12, 2002, which precluded production of wafers unless the AR function was in place.

Takata also discovered that some propellant wafers that were used in inflators produced at its plant in Monclova, Mexico between October 4, 2001 and October 31, 2002 may have been exposed to uncontrolled moisture conditions, and that those wafers could have absorbed moisture beyond the allowable limits. Takata confirmed that the combination of excess moisture in a propellant wafer and exposure to certain environmental conditions for an extended period also could lead to an inflator rupture due to excessive internal pressure.

Takata is aware of only six such incidents involving the subject inflators in vehicles in the field (four in the United States and two in Japan). (In addition, there were six incidents that occurred in salvage yards in Japan.) Moreover, Takata is not aware of any injuries associated with the improper deployment of any air bags containing the suspect inflators. However, in view of the possibility that such a deployment could lead to an injury, on April 5, 2013, Takata decided that a defect related to motor vehicle safety exists.

7. Description of the Remedy Program:

Takata will work with the manufacturers of the vehicles in which the covered air bag inflators were installed to implement an appropriate field action.

48. Scott G. Kunselman, Senior Vice President and Head of Vehicle Safety & Regulation Compliance with Chrysler USA testified before the U.S. Senate Committee on Commerce, Science and Transportation on November 20, 2014, that in October 2013, the Chrysler USA learned that one of its vehicles (in Southern Florida) was subject to a

high-pressure deployment involving a driver's side airbag causing a personal injury. He also advised that shortly after this incident, in consultation with NHTSA and Takata, Chrysler launched an investigation and conducted component-testing.

49. In May 2014, Chrysler Group was advised by Takata of four incidents involving vehicles produced by other auto manufactures, which vehicles were equipped with Takata inflators similar to the inflators used in Chrysler vehicles.

50. In June 2014, Chrysler Group announced plans to replace certain inflators in certain of its vehicles registered or purchased in four "high-humidity" areas of the U.S. Those recalls were planned to begin in December 19, 2014, when the replacement parts were believed to be available.

51. On November 24, 2014, the Takata Defendants announced that the chemical composition of the propellant which had been used in the Airbag Inflators manufactured at the Moses Lake, Washington and Monclova, Mexico factories was being changed for the production of the Airbag Inflators which would be used for servicing the recalled Vehicles.

52. On January 6, 2015, Chrysler Canada reported Road Safety Recall #2015003 to Transport Canada. A total of 258,600 Vehicles were recalled. This published Road Safety Recall reads as follows:

Road Safety Recalls Database

Transport Canada Recall # 2015003


Recall Date	2015/01/06	
Notification Type	Safety Mfr	
System	Airbag	
Manufacturer Recall Number		
Units Affected ¹ / ₂	258,600	
Category	Car	
Recall Details		
Chrysler Canada is conducting a voluntary Safety Improvement Campaign concerning the driver's airbag inflator on certain vehicles equipped with Takata airbags. Chrysler Canada will replace the driver's inflator on affected vehicles. This action is not being conducted under the requirements of the Motor Vehicle Safety Act.		
Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
	ASPEN	2007
DODGE	CHARGER	2005 2006 2007
	DAKOTA	2004 2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2004 2005 2006 2007
Manufacturer Name	Toll Free Number	Web Site
CHRYSLER	1-800-465-2001	

53. On March 3, 2015, Chrysler Canada reported Road Safety Recall #2015093 to Transport Canada. A total of 1,000 Vehicles were recalled. This published Road Safety Recall reads as follows:

Road Safety Recalls Database

Transport Canada Recall # 2015093

Recall Date	2015/03/03
Notification Type	Service Campaign Mfr


System	Airbag	
Manufacturer Recall Number	P40	
Units Affected 	1,000	
Category	Car, Light Truck & Van, SUV	
Recall Details		
<p>Fiat Chrysler Automobiles (FCA) Canada is conducting a voluntary Safety Improvement Program involving Takata driver and/or passenger airbag inflators installed in certain vehicles that were originally sold or ever registered in certain high humidity areas of the United States. Fiat Chrysler Automobiles (FCA) will replace the driver and/or passenger inflator on affected vehicles, depending on the vehicle involved. Owners who believe their vehicles may have been originally purchased or registered in Florida, Hawaii, Puerto Rico, and the U.S. Virgin Islands should contact a Fiat Chrysler Automobile (FCA) dealer. This action is not being conducted under the requirements of the Motor Vehicle Safety Act.</p>		
Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
	ASPEN	2007
DODGE	CHARGER	2005 2006 2007
	DAKOTA	2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2003 2004 2005 2006 2007
Manufacturer Name	Toll Free Number	Web Site
CHRYSLER	1-800-465-2001	

54. On March 3, 2015, Chrysler Canada reported Road Safety Recall #2015094 to Transport Canada. A total of 1,000 Vehicles were recalled. This published Road Safety Recall reads as follows:

Road Safety Recalls Database

Transport Canada Recall # 2015094

Recall Date	2015/03/03
Notification Type	Service Campaign Mfr
System	Airbag

Manufacturer Recall Number	P78	
Units Affected 	1,000	
Category	Car, Light Truck & Van, SUV	
Recall Details		
<p>Fiat Chrysler Automobiles (FCA) Canada is conducting a voluntary Safety Improvement Program involving Takata passenger airbag inflators installed in certain vehicles that were originally sold or ever registered in certain high humidity areas of the United States. Fiat Chrysler Automobiles (FCA) will replace the passenger inflator on affected vehicles. Owners who believe their vehicles may have been originally purchased or registered in Florida, Hawaii, Puerto Rico, U.S. Virgin Islands, Texas, Mississippi, Alabama, Louisiana, Georgia, Guam, American Samoa and Saipan should contact a Fiat Chrysler Automobile (FCA) dealer. This action is not being conducted under the requirements of the Motor Vehicle Safety Act.</p>		
Make	Model	Model Year(s) Affected
CHRYSLER	300	2005 2006 2007
	ASPEN	2007
DODGE	CHARGER	2005 2006 2007
	DAKOTA	2004 2005 2006 2007
	DURANGO	2004 2005 2006 2007
	MAGNUM	2005 2006 2007
	RAM	2004 2005 2006 2007
Manufacturer Name	Toll Free Number	Web Site
CHRYSLER	1-800-465-2001	

55. Despite knowing of this serious safety defect since at least 2013, and despite posting the recall with Transport Canada in January 2015, Chrysler has not yet informed Vehicle owners of this potential danger or the need for replacement and repair.

NEGLIGENCE

56. Through their employees, officers, directors and agents, the Defendants failed to meet the reasonable standard of conduct (care) expected in the circumstances in that:

- (a) the Defendants wrongfully and intentionally accepted the foreseeable risk of injury and loss of life and property damage to the drivers, passengers and the public because of the Airbag Inflator defect;
- (b) notwithstanding that they foresaw personal injuries and the loss of life and property of the drivers and passengers in the Vehicles, the Defendants failed to eliminate or correct the Airbag Inflator defect in a timely manner, or at all;
- (c) the Airbag Inflator defect was known by the Takata Defendants in 2000, but the Takata Defendants did not advise Transport Canada or the public in a timely manner or at all;
- (d) the Airbag Inflator defect was known or ought to have been known to the Chrysler Defendants as early as 2008 (when other vehicle manufactures began recalling their vehicles for safety issues relating to airbags) but they did not come forward to Transport Canada and initiate recalls until January 6, 2015 in the case of Transport Canada Recall #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094;
- (e) the Defendants knew or ought to have known about the Airbag Inflator defect and should have announced it to the public;
- (f) the Defendants designed, developed, tested, manufactured, assembled, distributed and sold a defective Airbag Inflator;
- (g) the Defendants failed to warn the drivers, passengers and the public about the defective Airbag Inflators until January 6, 2015 in the case of Transport Canada Recall #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094;
- (h) the Takata Defendants failed to change the design, manufacture and assembly of the Airbag Inflator in a reasonable and timely manner;
- (i) the Defendants failed to properly test the Airbag Inflator;
- (j) the Takata Defendants failed to establish any, or any adequate, procedures to ensure that the design of the Airbag Inflator was appropriate;
- (k) the Defendants failed to establish any, or any adequate, procedures for evaluating the design defects of the Airbag Inflator;

- (l) the Defendants failed to properly instruct their employees to evaluate the injuries, deaths and accidents involving the Airbag Inflator and its excessive internal pressure during deployment;
- (m) the Defendants failed to review and evaluate the accidents and complaints about the Airbag Inflator and excessive internal pressure during deployment;
- (n) the Defendants failed to initiate timely review, evaluation and investigation of the Airbag Inflator and the excessive internal pressure following complaints, injuries and deaths if a malfunction occurred;
- (o) the Takata Defendants knew or ought to have known about the defect in the Airbag Inflator in 2000 but they kept this defect a secret;
- (p) the Takata Defendants failed to review, evaluate, and maintain all records of written and oral complaints relative to the reliability, safety, effectiveness and performance of the Airbag Inflator;
- (q) the Defendants failed to implement a safety recall until January 6, 2015 in the case of Transport Canada Recalls #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094;
- (r) the Defendants failed to disclose to the owners and drivers of the Vehicles and to the public that, in some crashes, airbags did not fully deploy because the Airbag Inflator could rupture;
- (s) the Defendants knew or ought have known that the Vehicles suffered from this design defect in the Airbag Inflator;
- (t) the Defendants failed to conform with good manufacturing practices;
- (u) the Defendants hired incompetent personnel;
- (v) the Defendants failed to properly supervise their employees;
- (w) the Defendants failed to train their employees in proper documentation process;

- (x) the Defendants failed to encourage discussion of safety issues, including discussion of defects and safety consequences of defects;
- (y) the Defendants knew or ought to have known from reports to them, that there was an excessive internal pressure and risk of safety to the drivers, passengers and the public;
- (z) the Defendants failed to report this dangerous Airbag Inflator defect to the owners and drivers of the Vehicles and to the public;
- (aa) the Defendants failed to protect the Class Members and the public;
- (bb) the Defendants failed to make full, frank and complete disclosure to the regulators, the public, their customers and the Class Members;
- (cc) the Defendants failed to institute a proper risk/management system;
- (dd) the Defendants failed to advise the owners and drivers of the Vehicles, until January 6, 2015, in the case of Transport Canada Recall #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094, that they should have their vehicles inspected to replace the Airbag Inflator;
- (ee) the Defendants failed, until January 6, 2015 in the case of Transport Canada Recall #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094, to adequately warn owners and drivers of the Vehicles that there was a serious risk of injury associated with the Vehicles; and
- (ff) the Defendants failed to exercise reasonable care and judgment.

REGULATORY INVESTIGATION

57. On November 7 2014, U.S. lawmakers asked the U.S. Justice Department to open a criminal investigation into the Takata Defendants' destruction of the test results of the 50 defective Airbag Inflators in 2004, as previously described.

58. On November 13, 2014, a U.S. federal grand jury commenced the criminal investigation by subpoenaing the Takata Defendants for documents relating to the destruction of the test results of the 50 Airbag Inflators in 2004. The U.S. Justice Department's criminal investigation is ongoing.
59. On November 21, 2014, the Japanese Transport Ministry ordered Takata to conduct an internal investigation into the defective Airbag Inflators and comprehensively explain their defect. Takata's internal investigation is ongoing.
60. On or about December 3, 2014, during a United States Congress subcommittee hearing in Washington, D.C., Takata Senior Vice President Hiroshi Shimizu rejected NHTSA's demand for a nationwide recall, claiming there was "not enough scientific evidence" to expand the recalls.

ADMISSIONS BY TAKATA CEO

61. Shigehisa Takata is Takata Japan's Chairman and CEO. On November 13, 2014, Mr. Takata apologized to the U.S. and Canadian customers, the Class Members and the public for this dangerous Airbag Inflator safety defect. He admitted that: "[T]he moisture absorption control of the gas generating agent in some driver seat airbags had not been correctly implemented at the time of manufacture, as a result of which an inflator canister may rupture when the airbag deploys.... We deeply regret that the problem in our airbags have caused problems."

62. On December 1, 2014, Mr. Takata also apologized for the loss of life caused by the Airbag Inflators: "Takata deeply regrets the injuries and fatalities that have occurred in accidents involving ruptured airbag inflators."

63. Mr. Takata's statements are an admission that the Takata Defendants were in breach of the standard of conduct (care) in manufacturing the Airbag Inflators. They are also an admission of a breach of the standard of conduct (care) in the safety aspects to the drivers and passengers in the Vehicles to the public in Canada and the U.S. and to the regulators in Canada and the U.S.

GENERAL AND SPECIAL DAMAGES

64. As a result of the dangerous defects in the Airbag Inflators in the Vehicles, and the failure by the Defendants to disclose this safety issue before January 6, 2015 in the case of Transport Canada Recall #2015003 and March 3, 2015 in the case of Transport Canada Recalls #2015093 and #2015094, the Class has suffered damages and will continue to suffer damages. The value of each of the vehicles is reduced. Each Class Member must expend the time to have his/her vehicle repaired and be without their motor vehicle. The Defendants should compensate each Class Member for their child care costs, income and other losses and inconvenience. Some Class Members have incurred out of pocket expenses for, among other things, alternative transportation and prior repairs to the front passenger Airbag Inflator.

65. The Class Members are unable to have their Airbag Inflator repaired immediately because the Defendants do not have the parts and service capability to repair their vehicles. The Class Members must drive a dangerous vehicle. They are entitled to have the Defendants supply a replacement vehicle or a "courtesy car" until the Defendants fix the Airbag Inflator at no cost to the Class Members as a matter of course, and not only at the request and effort of the Class Members

66. The Class Members have driven their vehicles less than they otherwise would due to fear of being in a collision. Some of the Class Members have taken taxis and used public transportation. The Class Members have incurred these and other expenses.

67. The Plaintiff pleads that the Class Members' damages were sustained in Ontario and in the rest of Canada.

PUNITIVE DAMAGES

68. The Defendants' conduct described above is arrogant, high-handed, outrageous, reckless, wanton, entirely without care, deliberate, secretive, callous, willful, disgraceful, in contemptuous disregard of the Class' rights and intentionally disregarded the interests of the Class Members and the public. For such abhorrent conduct and motivated by economic consideration, the defendants are liable to pay punitive and aggravated damages.

THE RELEVANT STATUTES

69. The Plaintiff pleads and relies upon the provisions of the *CPA*, *CJA* and the *Motor Vehicle Safety Act*.

PLACE OF TRIAL

70. The Plaintiff proposes that this action be tried in the City of Windsor, Province of Ontario.

SERVICE

71. This originating process may be served without court order outside Ontario in that the claim is:

- (a) in respect of a tort committed in Ontario (rule 17.02(g)); and
- (b) against a person ordinarily resident or carrying on business in Ontario; (rule 17.02(p)).

May 21, 2015

SUTTS, STROSBERG LLP
Lawyers
600 - 251 Goyeau Street
Windsor ON N9A 6V4

HARVEY T. STROSBERG, Q.C., LSUC#: 126400
Tel: 519.561.6228

WILLIAM V. SASSO, LSUC#: 121341

MCKENZIE LAKE LAWYERS LLP
140 Fullarton Street, Suite 1800
London ON N6A 5P2

MICHAEL PEERLESS, LSUC #: 34127P
Tel: 519.667.2644

SABRINA LOMBARDI, LSUC#: 52116R
Tel: 519.667.2645

Tel: 519-561-6222

Fax: 519.672.2674

JACQUELINE A. HORVAT, LSUC#: 46491T
Tel: 519.561.6245

S. ALEX CONSTANTIN, LSUC#: 63097W
Tel: 519.561.6231

Fax: 519.561.6203

Lawyers for the Plaintiffs

GARY COLES
Plaintiff

-and- TAKATA CORPORATION et al.
Defendants

Court File No. *CV-15-22266-CP*

ONTARIO
SUPERIOR COURT OF JUSTICE

PROCEEDING COMMENCED AT
WINDSOR

STATEMENT OF CLAIM

SUTTS, STROSBURG LLP

600 - 251 Goyeau Street
Windsor, ON N9A 6V4

HARVEY T. STROSBURG, Q.C. LSUC#126400

WILLIAM V. SASSO LSUC# 121341

JACQUELINE A. HORVAT LSUC# 46491T

S. ALEX CONSTANTIN LSUC# 63097W

Tel: 519.561.6228

Fax: 519.561.6203

MCKENZIE LAKE LAWYERS LLP

140 Fullarton Street, Suite 1800
London ON N6A 5P2

MICHAEL J. PEERLESS LSUC# 34127P

SABRINA LOMBARDI LSUC# 5116R

Tel: 519-672-5666

Fax: 519-672-2674

Lawyers for the Plaintiff