

EXHIBIT 3

Mitsubishi EOS Inspection Program

Mitsubishi will provide the following EOS inspection program for 10 years from the date of entry of the Preliminary Approval Order.

Unless otherwise defined in this Exhibit 3, all capitalized terms have the same meaning as defined in the Settlement Agreement.

I. Definitions

- A. **“Airbag(s)”** means any of the multi-stage airbags designed to protect the driver or passenger(s) sitting in the front seats of the vehicle.
- B. **“Qualifying Incident”** means a Mitsubishi Class Vehicle is involved in a frontal crash; and:
 - (a) Mitsubishi has received notice of a personal injury or property damage incident in which a ZF-TRW airbag control unit (**“ZF-TRW ACU”**), seatbelt pretensioner, and/or Airbag did not deploy in that vehicle; or
 - (b) Mitsubishi has received notice that the driver and/or passenger in any of the front seats of the Mitsubishi Class Vehicle allegedly died or suffered a Serious Injury in a frontal collision in which any of that person’s Airbags or seatbelt pretensioners did not deploy.
- C. **“Serious Injury”** means an injury meeting the criteria of Abbreviated Injury Scale (**“AIS”**) Code 3 or above on the AIS, as that term is used in National Highway Traffic Safety Administration’s (**“NHTSA”**) information request. *See* <https://static.nhtsa.gov/odi/inv/2019/INIM-EA19001-86958P.pdf>.
- D. **“Mitsubishi”** means (i) Mitsubishi Motors Corporation and its controlled subsidiary Mitsubishi Motor Sales of the Caribbean, Inc., and (ii) Mitsubishi Motors North America, Inc., including its controlled subsidiary Mitsubishi Motors R&D of America, Inc.,
- E. **“Mitsubishi Class Vehicle”** means any 2013–2017 Mitsubishi Lancer, 2013–2015 Mitsubishi Lancer Evolution, 2013–2015 Mitsubishi Lancer Ralliart, 2013–2016 Mitsubishi Lancer Sportback, and 2013 Mitsubishi Outlander that was sold or leased in the United States.

II. Protocol for Qualifying Incidents Involving Mitsubishi Class Vehicles

- A. Upon receipt of notice of a Qualifying Incident involving a Mitsubishi Class Vehicle, Mitsubishi shall make a good faith effort within 30 days to do the following:
 - 1. Mitsubishi will contact the then-current owner/lessee of the vehicle to request authority to:
 - a. Download the Event Data Recorder data (**“EDR”**);
 - b. Check the DTC (diagnostic trouble codes) relating to the vehicle’s

electrical systems; and

- c. Perform a visual inspection and photographically document the vehicle, including but not limited to the vehicle's damage, and, to the extent practicable, the ZF-TRW ACU's wire harness and sensors.
2. If the inspection steps described in Paragraph II.A.1, above, are unsuccessful, if the data download is incomplete or does not provide coherent data, and/or if the results otherwise are consistent with Airbag Control Unit ("ACU") failure, Mitsubishi will escalate the inspection to recover, with the customer's consent, the vehicle's ACU and attempt a further download.
 - a. If Mitsubishi determines in good faith that the ACU does not communicate with the crash data retrieval tool correctly or that the ACU returned a partial or interrupted crash record or no crash record for the at-issue incident, the ACU will be sent to ZF-TRW with a request for further inspection. The request will specifically ask for ZF-TRW to check for diagnostic trouble codes that indicated a shutdown or reset during the crash and to measure the resistance to ground on the ACU.
 - b. Mitsubishi, at its discretion and as necessary, can perform or arrange further downloads of other data from the vehicle to complete its analysis.

III. Documentation and Reporting of Inspection

- A. To the extent Mitsubishi has downloaded the Mitsubishi Class Vehicle's EDR data, the information downloaded from the EDR will be provided to the current owner/lessee of the vehicle.
- B. To the extent it is determined that there is an electrical overstress condition, Mitsubishi shall:
 1. Provide the current owner/lessee and Co-Lead Counsel with the photographs and other information related to the inspection (including the model and model year of the vehicle), and
 2. While NHTSA's Engineering Analysis (EA) 19-001 to investigate allegations of the failure of the ACUs supplied by ZF-TRW remains open, if and as required under the TREAD Act, report the incident to NHTSA.