



AUTOMODULAR CORPORATION

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ANNUAL INFORMATION FORM
for the fiscal year ended December 31, 2010

Date: March 24, 2011

AUTOMODULAR CORPORATION

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1. GENERAL INFORMATION

Unless otherwise indicated, the information contained in this Annual Information Form is current as of •. All currency references are to Canadian dollars unless otherwise indicated.

1.1 Forward-Looking Information

This Annual Information Form contains statements which, to the extent that they are not recitations of historical fact, may constitute “forward-looking statements” within the meaning of applicable securities legislation. Forward-looking statements may include, but are not limited to, financial and other projections, as well as statements regarding our future plans, objectives or performance, or our underlying assumptions. Words such as “*may*”, “*would*”, “*could*”, “*will*”, “*likely*”, “*estimate*”, “*anticipate*”, “*believe*”, “*expect*”, “*intend*” or other similar expressions are intended to identify forward-looking statements. Such forward-looking statements, or forward-looking information, reflect management’s beliefs, estimates and opinions regarding Automodular’s future growth, results of operations, performance and business prospects and opportunities and are not guarantees of future results.

By its nature, forward-looking information involves certain risks, uncertainties and other factors which may cause actual future results to differ materially from those expressed or implied in any forward-looking statements and include but are not limited to:

- the cyclical nature of the automotive industry and its dependence on consumer spending;
- our ability to identify, close and integrate acquisitions;
- our ability to finance new business requirements;
- economic conditions;
- fluctuations in interest and exchange rates;
- the continuation and extent of outsourcing by automotive manufacturers;
- our ability to meet customer needs relating to cost and quality;
- labour issues or disruptions;
- customer pricing pressures;
- actual levels of program production volumes differing from original expectations;
- our dependence on certain platforms;
- our relationship with and dependence on Ford Motor Company;
- new program launch risks and other changes in the business environment in which we operate;
- limited financial resources;
- the effect of new accounting standards on our financial results.

Persons reading this Annual Information Form should not place undue reliance on forward-looking statements and are cautioned that forward-looking statements are only estimates and that our actual future results or performance may be materially different due to inherent risks and uncertainties surrounding future expectations, assumptions not being realized, changes in facts or other unforeseen circumstances. Except as required by continuous disclosure obligations, we do not intend, nor do we undertake any obligation, to update or revise any forward-looking statements to reflect subsequent information, events, results, circumstances or otherwise.

1.2 Definitions

In this Annual Information Form, the following terms shall have the following meanings:

“**Automodular**” or “**Corporation**” means Automodular Corporation, a corporation under the laws of Ontario;

“**Company**” means Automodular together with its two subsidiaries;

“**Ford**” means Ford Motor Company;

“**GM Canada**” means General Motors of Canada Limited;

“GM US” means General Motors Corporation;

“GM” means GM Canada and GM US, collectively;

“OEM” means an original equipment manufacturer, such as GM or Ford;

“Offer” means the Substantial issuer bid of Automodular announced on June 11, 2010 to purchase for cancellation from Automodular’s shareholders up to \$5 million of its outstanding common shares;

“Substantial issuer bid” means a formal issuer bid under applicable securities legislation to purchase shares of the issuer and, specifically, is not a “normal course issuer bid” under the rules of the Toronto Stock Exchange;

“Tier 1 supplier” means an automotive supplier of automobile parts and/or services directly to an OEM; and

“Tier 2 supplier” means an automotive supplier of automobile parts and/or services to a Tier 1 supplier.

2. CORPORATE STRUCTURE

2.1 Name, Address and Incorporation

Automodular Corporation (“Automodular” or the “Corporation”) is a corporation under the laws of Ontario pursuant to articles of amalgamation dated January 1, 2008. On such date, Automodular amalgamated (the “Amalgamation”) with its wholly-owned subsidiary, Automodular Assemblies Inc. (“AAI”). The articles of amalgamation were in substance the articles of the parent corporation as they existed immediately prior to the Amalgamation. Originally, Automodular was incorporated by letters patent under the laws of Ontario on May 7, 1957 as Algonquin Building Credits Limited. By Articles of Amendment dated December 3, 1976, the name was changed to Algonquin Mercantile Corporation and by Articles of Amendment dated June 4, 2001, the name was changed to Automodular Corporation. Automodular is governed by the *Business Corporations Act* (Ontario) for corporate law purposes and is a reporting issuer in each of the provinces and territories of Canada except Quebec.

At the date of this Annual Information Form, the head and registered office of Automodular is located in Ajax, Ontario. The mailing and electronic addresses, facsimile and telephone numbers are as follows:

235 Salem Road, Unit 6, Ajax, Ontario L1Z 0B1
telephone: (905) 619-4200 fax: (905) 619-9466
website: <http://www.automodular.com>
e-mail: invest@automodular.com

2.2 Intercorporate Relationships

The Corporation has had only two subsidiaries since the Amalgamation, both of which are wholly-owned, either directly or indirectly, and both of which are organized in the United States of America. Neither of the subsidiaries currently carries on operations (see below). Upon the Amalgamation, the Corporation commenced carriage of the business formerly carried on by its Ontario wholly-owned subsidiary, AAI. The corporate structure of the Company is described below:

NAME	INCORPORATION / AMALGAMATION	OWNERSHIP	NATURE OF BUSINESS
Automodular Corporation	<i>Business Corporations Act</i> (Ontario)	Publicly owned	The supply of modular sub-assemblies and sequenced components to Ford in Oakville, Ontario. Until September, 2010, Automodular also supplied modular sub-assemblies and sequenced components to GM Canada in Oshawa, Ontario. Until June

			24, 2010, Automodular also provided management services to its subsidiaries.
Tec-Mar Distribution Services, Inc. ⁽¹⁾ ("Tec-Mar")	Act 284, Public Acts of 1972 (Michigan)	100% owned by Automodular	Currently none. Until June 30, 2007, the supply of modular sub-assemblies and sequenced components to GM US in Lansing, Michigan.
Automodular Assemblies (Ohio) Inc. ⁽²⁾ ("AAI(OH)")	Delaware General Corporate Law DEL. C. Section 101-398 (Delaware)	100% owned by Tec-Mar	Currently none. Until June 24, 2010, the supply of modular sub-assemblies and sequenced components to GM US in Lordstown, Ohio.

- (1) Tec-Mar was formed by the amalgamation of Tec-Mar Distribution Services, Inc., a Michigan corporation, and its parent corporation, Automodular Assemblies (DE) Inc., a Delaware corporation, effective December 31, 2004. Both predecessor corporations were indirect wholly-owned subsidiaries of Automodular prior to such amalgamation. Tec-Mar ceased operations on June 30, 2007.
- (2) AAI(OH) ceased operations on June 24, 2010.

3. GENERAL DEVELOPMENT OF THE BUSINESS

3.1 Three-Year History

The following is a summary of significant events which occurred during the preceding three years of the Company. See also Section 4 for a narrative description of the history and current business of the Company.

2010 Developments

Summary

The 2010 year was eventful. The slow economic recovery of the auto industry which had commenced in 2009 continued in 2010. Automodular benefitted from strong demand and production levels in its Oakville operations for Ford; however, it incurred substantial costs and disruption as a result of GM Canada's unexpected termination of its Oshawa-area contracts and transition of the business to a new supplier. US operations of the Company completely ceased by mid-year as expected. Automodular generated strong cash flows in 2010 which allowed the Corporation to accelerate the repayment of its term credit facilities, undertake a Substantial issuer bid to repurchase for cancellation \$5 million in common shares and issue a dividend in the fourth quarter of 2010. The Board of Directors of Automodular also established a Diversification Committee to consider and evaluate strategic options and possible business combinations for the Company.

First Quarter

Automodular received written notice from GM demanding an approximately 50% reduction in the price of its sub-assembly and sequencing services for the Chevrolet Camaro produced at the GM Canada Oshawa Car Assembly Plant or risk losing the business as early as August, 2010.

In Oakville, the substantial increases in production volumes which occurred during the fourth quarter of 2009 carried over into 2010. Launch teams focused on the 2011 model year change which called for some substantial modifications to the Ford Edge and Lincoln MKX crossover vehicles.

Operating results at Oakville were significantly stronger than in 2009 when Oakville operations experienced seven weeks of production downtime in the first quarter. There were no planned production downweeks in the first quarter of 2010 and daily run rates were at higher than historical levels in Oakville.

On March 31, 2010 Automodular utilized surplus cash and repaid both of its outstanding term credit facilities in order to reduce future interest and financing charges. Automodular continued to focus on conserving cash and managing its balance sheet.

Second Quarter

Automodular received notice from GM that they were cancelling Automodular's contracts for sub-assembly and sequencing services to the Camaro car program in Oshawa, effective September 20, 2010. As a result, Automodular would close its Thornton Road facility and terminate the employment of the majority of the personnel employed in the car program effective September 21, 2010. The financial impact of the closure resulted in \$7.5 million of costs related primarily to severance, facility-related costs and plant and equipment impairment charges.

Automodular instructed its counsel to prepare a statement of claim against GM for damages arising from GM's termination of these contracts. The claim was filed subsequent to year end.

In Oshawa and Ohio, Automodular's efforts were focused on managing the termination and expiry of GM contracts and the mitigation of costs for the closure of the respective facilities of the Company while, in Oakville, resources were focused on the 2011 Ford Edge model year change.

In May, Automodular formed a Diversification Committee composed of certain members of the Board of Directors and management to seek out alternative uses for the Company's resources.

On June 9, 2010, Automodular signed a multi-year agreement with Ford for an extension of services at its Oakville operations. This agreement will end in 2012. As part of the agreement, Ford agreed to make a one-time payment of \$2.3 million to compensate Automodular for previously unrecovered amounts on account of production downtime.

On June 11, 2010, Automodular announced that it would make a Substantial issuer bid pursuant to which the Corporation would offer to repurchase for cancellation up to \$5 million in value of its outstanding common shares from shareholders. The Offer proceeded by way of a modified "Dutch Auction" and the range of Offer prices was \$0.90 to \$1.10 per share.

On June 24, 2010, AAI(OH) ceased operations for GM US representing the final termination of all US operations of the Company. Subsequent to the quarter end, on September 30, 2010, the Lordstown, Ohio facility of AAI(OH) was returned to the landlord as expected.

Automodular reported strong operating results for the six months ended June 30, 2010 when compared to the same period in 2009 driven by increased production volumes in Oakville and Oshawa-area operations in the second quarter of 2010.

Third Quarter

On July 13, 2010, Automodular received a complaint from an individual regarding purchases of Automodular common shares by certain officers of the Corporation, transacted just prior to Automodular's announcement of its Offer. It is Automodular's understanding that a copy of the complaint was forwarded to the Ontario Securities Commission. Following receipt of the complaint, an independent committee of two directors was established by the Corporation with a mandate to review, with the assistance of legal counsel, the timing of the purchases of such shares by officers and a director of the Corporation during the period preceding the announcement of the Offer.

On July 15, 2010, Automodular announced that it had amended and extended its Offer. The Offer, which was initially scheduled to expire at 5 p.m. (Toronto time) on July 20, 2010, was extended until 5:00 p.m. (Toronto time) on July 28, 2010 to permit Automodular to update certain information contained in the Offer circular, in particular, changes of intentions of certain insiders to tender to the Offer as well as other developments. Automodular mailed a notice of change and extension to its shareholders.

On July 29, 2010, Automodular announced the results of its Offer. A total of 20,246,269 shares were deposited to the Offer with a total of 19,846,009 shares tendered at a price of \$0.90. As a result, a total of 5,555,554 shares were taken up at an after-tax cost of \$5.3 million including transaction costs (\$4,999,999 excluding transaction costs). These shares represented approximately 21.4% of the then current issued and outstanding common shares of the Corporation. Automodular insiders tendered 2,485,490 shares to the Offer. After the repurchase, the number of shares issued and outstanding was 20,393,679.

The third quarter results included charges relating to the shutdown of Automodular's remaining Oshawa-area facility following the termination of its production contracts by GM.

The last full day of production at the Oshawa-area facility was September 10, 2010 after which all hourly employees were transitioned over to the new supplier and Automodular's salaried employees connected with the Thornton facility operations were severed.

During the quarter, Automodular reached an agreement with the landlord of its Thornton facility to settle its remaining lease obligations. Subsequent to quarter-end, Automodular made a payment of \$2.3 million under this agreement and returned the facility to the landlord.

Fourth Quarter

Automodular was informed that it had achieved the quality requirements to receive the Ford Q1 Award for its second Oakville facility. The Ford Q1 Award indicates that Automodular has met key quality metrics and process enhancements beyond the industry's standard requirements. In order to win this Award, Automodular had to pass stringent criteria addressing communication, teamwork, management review, quantifying tools and continuous improvement.

Automodular did not renew its \$10 million line of credit when it expired in October, 2010. Automodular determined that cash on hand and expected cash flows from operations would be sufficient to fund the needs of the Company in 2011.

During the quarter Automodular announced that it was exploring a possible business combination with a private company in the solar energy industry; on November 17, 2010, Automodular announced that it had decided not to proceed any further with the potential business combination.

A special dividend of \$0.20 per common share was paid on December 20, 2010 to shareholders of record on December 6, 2010. The gross dividend paid was \$4,078,736.

2009 Developments

Summary

Automodular entered and finished 2009 with a strong balance sheet, cash on hand and an undrawn line of credit. As a result of the weakened economic climate and the resulting low demand for vehicles which commenced in 2008 and continued into 2009, Automodular continued to focus on reducing costs, conserving cash and managing its balance sheet. In 2009 the automotive industry changed substantially creating uncertainty for participants throughout much of the year and resulting in limited ability for Automodular and other industry participants to borrow funds in the credit markets. Automodular also succeeded in negotiating fixed/variable pricing on certain new and renewed contracts which provided some revenues to offset fixed costs during production downweeks. Automodular incurred significant contract termination costs when its Oshawa-area truck operations ceased, some of which were partially offset as a result of a settlement reached later in the year with GM. Until the fourth quarter of 2009, the Company's operations experienced significant downtime in both Canada and the United States. The significance of the Company's US operations continued to decline. Production volumes improved in the latter part of the year as demand for vehicles produced in Oshawa and Oakville increased.

First Quarter

Automodular experienced a total of twenty-three weeks during which production was shut down at its customers' plants in the first three months of 2009: Oakville operations were shut down for seven weeks; Oshawa truck operations were shut down for four weeks and Oshawa car operations were shut down for seven weeks. In Ohio, operations were shut down for five weeks in the quarter and production - once resumed - reverted back to a one-shift from the previous two-shift operation.

The Chevrolet Camaro vehicle entered commercial production at the Oshawa operations in March, 2009. There was high demand for the vehicle and overtime shifts were worked throughout the second half of 2009.

At the end of the first quarter, Automodular signed an agreement with the National Automobile, Aerospace, Transportation and General Workers Union of Canada (“CAW”) to provide severance benefits to eligible Oshawa workers who were or who would be impacted by permanent layoffs during 2008 and 2009.

In an effort to reduce corporate overhead, Automodular closed its corporate office in downtown Toronto and re-located to 235 Salem Road in Ajax, Ontario at the end of the first quarter.

Second Quarter

The Company’s operations continued to experience downtime in the second quarter although the amount of downtime was substantially lower than that experienced in the first quarter.

As expected, Automodular’s Oshawa-area truck operations shut down in May when GM Canada’s Oshawa truck plant ceased operations. This resulted in the layoff of approximately 110 employees.

GM US filed for creditor protection under Chapter 11 in June. Automodular had approximately US\$0.2 million in outstanding GM US receivables at the time of the filing. All pre-petition amounts were paid. As GM Canada, its Canadian subsidiary, did not file for any form of creditor protection, there was no impact on Automodular’s Canadian-based accounts receivable.

Third quarter

Ford’s Lincoln MKT reached commercial production in Oakville during the third quarter.

In July, Automodular reached agreement with the CAW on a renewal contract for its Oakville employees. The contract provided for improvements in wages and benefits and had a two-year term.

Third quarter financial results reflected the impact of a settlement of several commercial issues relating to Automodular’s Oshawa and Ohio operations, subsequent to quarter end. These included a reduction in revenues relating primarily to a reduction in the previously recorded early termination fee; an increase in revenues relating to capital assets, which as a result of the negotiations, remained the property of Automodular; and a reduction in future obligations and corresponding exit costs. The negotiations also resulted in an increase to pricing as a result of changes in scope in the Oshawa-area business going forward as well as an agreement to extend the existing Ohio contracts to September 30, 2010, (they were previously set to expire December 31, 2009).

Fourth Quarter

Fourth quarter results were stronger as a result of increased daily volumes in Oakville-area operations and of overtime shifts worked in the Oshawa-area operations.

2008 Developments

Summary

While demand for the Company’s services increased in 2006 and 2007, this was reversed in 2008 as a result of the significant reductions in North American vehicle production volumes following a drop in consumer demand. The Company’s Oshawa-area operations which supply GM Canada were particularly adversely affected. Nevertheless, there were some positive events in 2008. Throughout 2008, Automodular was engaged with the installation of capital equipment and in the preproduction process for GM’s new Chevrolet Camaro in Oshawa and Ford’s new Lincoln MKT in Oakville, with commercial production scheduled for 2009. These programs had been awarded to Automodular in 2007. By year-end, as conditions for the automotive industry continued to deteriorate and credit became extremely tight, Automodular focused on conserving cash and improving its balance sheet.

First Quarter

At the beginning of 2008, Automodular brought into production a second Oakville facility to accommodate a new Ford vehicle – the Ford Flex – which started commercial production in the second quarter of the year. Also in the first quarter of 2008, Automodular’s Oshawa facility started work on its new program to support the new GM Canada Chevrolet Camaro vehicle with start of production scheduled for the first quarter of 2009. In the first quarter, the Company successfully negotiated a renewal contract with the United Auto Workers Union (“UAW”) for its Ohio workers. The contract, providing improvements in wages and benefits through to December 31, 2009, was secured without any labour disruption and was seamless to our customer, GM US.

Automodular’s Oshawa truck operations were negatively impacted by the reduction from three shifts to two shifts effective January, 2008 and by a strike at one of GM’s suppliers which resulted in production downtime of seven weeks for two of its Oshawa-area facilities. Oshawa car operations were affected by the elimination of certain car platforms and the consolidation of the two Oshawa car plants into one at the end of 2007.

Second Quarter

In June, 2008 Automodular took occupancy of an administrative office in Ajax, Ontario, close to its Oshawa car and truck operations, with a view to making it the head office of the Company in 2009.

On June 16, 2008, Automodular announced that certain of its contracts with GM Canada regarding its Oshawa truck plant that had been expected to expire on June 30, 2008 had been extended for the remainder of the existing truck program and would end production in the second quarter of 2009. Certain contracts relating to car and truck programs expired at the end of June, 2008 and, as a result, approximately 120 employees were laid off and a pre-tax charge of \$0.6 million was recorded relating to these layoffs.

The Ford Flex entered into commercial production in Oakville at Automodular’s second Oakville facility.

During the second quarter, Automodular received the Q1 Award from Ford for its first Oakville facility. The Ford Q1 Award indicates that Automodular is recognized as a preferred supplier to Ford and represents certifications and enhancements beyond the industry’s standard requirements.

Third Quarter

On August 7, 2008, the Board of Directors of the Corporation declared a dividend of \$0.03 per share payable September 30, 2008 to shareholders of record September 16, 2008.

Automodular announced at the end of the third quarter 2008 that it no longer expected 2008 earnings to be comparable with 2007 earnings. This was a result of the cancellation of the third shift of production in its Oakville operations coupled with additional fourth quarter downtime across its Ontario operations. It was also announced that, as low demand for cars and trucks was likely to persist for several quarters and result in further downtime across Automodular’s operations, Automodular could not reasonably predict sales or profits for its operations in the near term.

In the third quarter, Automodular’s Oshawa truck operations for GM were further reduced from a two-shift to a one-shift operation. As a result of the reduction, approximately 75 more employees were laid off and a pre-tax charge of \$0.4 million was recorded relating to those layoffs.

During the third quarter, Automodular contributed an additional \$0.5 million to its Performance Share Unit Plan for senior executives established in 2007.

Fourth Quarter

On November 12, 2008, the Board of Directors of Automodular declared a dividend of \$0.03 per share payable December 30, 2008, to shareholders of record December 16, 2008.

During the fourth quarter of 2008, Automodular wrote off \$9.4 million of goodwill. This decision was made following a review of the carrying value of the goodwill when compared to Automodular's market capitalization and the outlook on existing contracts. In light of decreased automotive demand and the financial difficulties being experienced by North American OEMs, management felt it was prudent to write off the goodwill.

4. NARRATIVE DESCRIPTION OF THE BUSINESS

4.1 General

Automodular is engaged in the sequencing and sub-assembly of modules of automobile parts for installation in vehicles being assembled by its customer. Sequencing means that the sub-assembled modules, such as an instrument panel or a radiator support, arrive at the customer's final assembly plant in precisely the sequence of their final installation in each vehicle and at precisely the time they are to be installed.

Automodular's operating mission statement is *"to be the world class assembler and sequencing operation to the automotive manufacturers"*. The Corporation strives to meet or exceed its customer's expectations and to be competitive through continuous improvement. The Corporation's goal is zero defects.

The Corporation's core values reflect its commitment to this mission statement. They include the following:

- highest quality in all aspects of the Corporation's business;
- teamwork;
- commitment to customer satisfaction;
- respect for the individual;
- continuous improvement; and
- long-term growth and profitability.

Automodular's head office in Ajax, Ontario provides management services to its operations in the form of administrative, financial, banking, treasury and insurance services as well as strategic and corporate planning and development.

The Corporation is currently a supplier of sub-assembly, sequencing, transportation and logistics services to one OEM plant in Ontario. The Corporation had two operating facilities, employed approximately 500 people and provided sequencing and sub-assembly services for 0.4 million vehicles at the end of 2010.

The Company currently provides services for the following Ford vehicle platforms:

Oakville, ON	Ford Edge
	Lincoln MKX
	Ford Flex
	Lincoln MKT

At its Oakville facilities, the Corporation supplies Ford. Prior to 2005, the Company operated almost exclusively as a Tier 1 supplier to GM but in 2005 the Corporation was awarded a major business contract by Ford. Between 2006 and 2010, the Company supplied services to both GM, in Canada and in the US, and to Ford at its Oakville plant. In 2010, the Company's remaining US operation serving GM US and its remaining operations in Oshawa servicing GM Canada vehicles were closed.

All of the Corporation's business is contract business. It is asked to bid on contracts by Tier 1 suppliers or by the OEM directly. Contracts are usually quoted on and awarded prior to the launch of a vehicle and are typically for three to five years but some are for terms as long as eight years. The Corporation will bid on contracts to sub-assemble particular commodities for particular vehicles at a time prior to the launch of the vehicle design. Theoretically, a contract could be terminated by a customer at any time (termination for convenience) but once the Corporation receives a purchase order for products of a particular vehicle program it generally continues to supply those products until the end of such program. Purchase orders issued by a customer typically do not require that the customer purchase a minimum volume or value of product. For programs currently under production the Corporation is generally unable to request price changes when there is a marked

reduction in volumes from production estimates used during the quotation stage. If estimated production volumes are not achieved, the capital and preproduction costs incurred by the Corporation may not be fully recovered. Some contracts may provide funds by the OEM to address severance, closure and residual facility costs relating to the closure

Automodular and its subsidiaries typically do not take title to any materials incorporated into their assemblies; the Company has responsibility for process but not parts design.

The Company is an integral part of the supply chain and fundamental to the final assembly plant which it serves and often ships components for each vehicle being assembled on the assembly line – from the very first vehicle to the last. Orders are received every thirty seconds and completed assemblies shipped typically within two hours of receiving the respective orders. Given the tight timeline, the Company's plants are generally located within twenty kilometres of the assembly plant and the Company is an integral part of the OEM supply chain and fundamental to the cost efficient final assembly of vehicles. The Company must deliver modules that meet the quality requirements of its customer; it must deliver them on time, every time; and it must deliver them at a cost that makes it more profitable for its customer to use its services than to do the same work themselves.

4.2 Description of Business of Corporation

4.2.1 Automodular Corporation

On October 31, 1997, the Corporation acquired 100% of Automodular Assemblies Inc., a privately-held company which supplied modular sub-assemblies to GM Canada's Oshawa car and truck operations.

Automodular's role in the Company's operations prior to 2005 was to provide management services to its subsidiaries in the form of administrative, financial, banking, treasury and insurance services as well as strategic and corporate development. In 2005, the Corporation was awarded a contract by Ford to provide sub-assembly services for vehicles assembled at Ford's Oakville plant. This was the first Ford contract in the Company's history. Automodular chose to transact the Ford business directly and leased a 260,000 square foot facility in Oakville, Ontario for this purpose. In 2007, Automodular won additional Ford contracts and expanded its operations in Oakville. Effective upon the Amalgamation on January 1, 2008, Automodular has conducted the GM business formerly carried on by AAI (see description below under Automodular Assemblies Inc.). Automodular now directly carries on all of the Canadian operations of the Company.

The Ford contracts are for the sub-assembly and sequencing of complex modules for Ford's new cross-over utility vehicles – the Ford Edge, the Lincoln MKX, the Ford Flex and the Lincoln MKT – built at Ford's flexible manufacturing facility in Oakville, Ontario.

The Ford contracts required Automodular to expend approximately \$22 million in capital and preproduction costs in 2006 and 2007, which were financed by an increase to existing credit facilities and new equipment financing arrangements coupled with cash on hand. Capital and preproduction costs were built into the variable piece price and were and are being recovered from cash from operations. Automodular took occupancy of its first Oakville facility in the first quarter of 2006 and commenced production in October, 2006. Commercial production levels (full two-shift production levels) were reached in the first quarter of 2007.

In order to accommodate additional Ford Oakville-area contract awards, Automodular entered into a long-term lease for a new facility in Oakville. The Company took occupancy of this second facility in the fourth quarter of 2007 and commercial production at the second facility commenced in the second quarter of 2008.

GM's last contract with Automodular was for the sub-assembly and sequencing of complex modules for GM's Chevrolet Camaro built at GM's manufacturing facility in Oshawa, Ontario. The Chevrolet Camaro was launched in the first quarter of 2009 and demand for the vehicle was high. Automodular assembled modules for this vehicle at its Thornton Road facility in Oshawa until GM terminated the contract with Automodular effective September, 2010. Automodular settled all remaining lease obligations with the landlord of the Thornton Road facility in October, 2010. (See "2010 Developments" above).

Automodular's Oshawa-area operations for GM Canada's car and truck plants downsized considerably over the past few years as a result of the elimination of certain car platforms and the consolidation of two car plants into one at the end of

2007 and the elimination in 2009 of GM Canada's remaining truck production in the Oshawa area. In 2008, GM Canada's Oshawa truck operations, and therefore Automodular's operations, were negatively impacted by the reduction from three shifts to two effective January, 2008 combined with the effect of a GM supplier strike which shut down operations for the month of March in 2008. While Automodular's contracts to sub-assemble and sequence components for GM Canada's truck plant operations in Oshawa were extended from the original expiry date of June 30, 2008 for the remainder of the truck program, all production at GM Canada's Oshawa Truck Plant ceased in May of 2009 and, accordingly, all production at Automodular's Montecorte facility in Whitby which supplied the truck plant also ceased. Subsequent to year-end, Automodular entered into an agreement to settle its remaining lease obligations on this facility for consideration to the landlord of \$1.4 million.

4.2.2 Automodular Assemblies Inc.

On January 1, 2008 AAI amalgamated with its parent, Automodular Corporation, which assumed carriage of the business formerly conducted by AAI. The following is a description and history of the business as carried on by AAI until December 31, 2007.

Effective October 31, 1997, the Corporation acquired 100% of AAI, a privately-held company which supplied modular sub-assemblies to GM Canada's Oshawa car and truck operations.

Until the Amalgamation, AAI continued to supply the Oshawa car and truck operations of GM Canada. In January, 2002, AAI relocated production to its new 183,000 square foot sequencing facility in Whitby (Montecorte Street), Ontario from two of its Pickering, Ontario plants. In March, 2004, GM announced that it would not extend its purchase order for certain commodities sequenced for GM Canada by AAI at AAI's Pickering plant. The purchase order expired in June, 2004 and the plant was closed in the fourth fiscal quarter 2004. The lease for this Pickering plant expired at the end of 2004.

In May, 2004, AAI received an order from GM Canada to sub-assemble and sequence cockpit modules for the Chevrolet Impala and Monte Carlo vehicles produced at the GM Oshawa Car Assembly Plant. Production commenced in May, 2005.

In 2005, AAI took occupancy of a newly constructed and leased 108,000 square foot plant in Oshawa, Ontario (Thornton Road) in order to consolidate its Canadian car operations and to accommodate new business contracts. Early in 2005, AAI relocated sub-assembly operations from its Whitby (Forbes Street), Ontario plant to the new Oshawa facility. The Forbes Street plant was sold by Automodular during the second quarter of 2005.

In May, 2005, AAI received a contract renewal for the sub-assembly and sequencing business carried out in its Whitby (Montecorte Street), Ontario facility. In June 2005, the Company received a contract from a Tier 1 automotive manufacturer to sub-assemble and sequence components for truck assembly in Oshawa. Production commenced July, 2005.

During the third and fourth quarters of 2006, Oshawa-area operations were focused on the ramp up for the new truck program for GM Canada scheduled for the fourth quarter. Full line rates (commercial production) were reached by the end of the fourth quarter.

In 2006 and 2007, car plant operating performance weakened because of line rate reductions and downtime experienced as GM Canada re-balanced inventory levels. Subsequently, Oshawa car operations were shut down for the month of December, 2007 as GM Canada consolidated its car operations into a single facility in preparation for new programs starting in the first quarter of 2008. Additionally, in the fourth quarter, GM Canada announced the elimination of a shift of production in its truck operations.

4.2.3 Automodular Assemblies (DE) Inc.

Automodular Assemblies (DE) Inc., ("AAI(DE)") ceased operations in 2004 and ceased to be a legal entity upon its December 31, 2004 amalgamation with Tec-Mar. The following is a brief historical description of its former business.

In June, 1998, the Company received a contract to be the major sub-assembler and sequencer for the new Saturn-L Series vehicle then being produced by GM US at its Boxwood facility in Wilmington, Delaware. AAI(DE) was incorporated as a

subsidiary of AAI to carry on the business of the Company in Delaware. In March, 2004, GM US announced the termination of Saturn-L Series vehicle production in Wilmington, effective at the end of June, 2004. AAI(DE) declined to bid on sequencing and sub-assembly contracts for the two new vehicles which GM US announced would commence production at its Boxwood plant in Wilmington. AAI(DE) ceased operations and closed its New Castle facility prior to the 2004 year end. Effective December 31, 2004, AAI(DE) was amalgamated with its wholly-owned Michigan subsidiary, Tec-Mar Distribution Services, Inc. The amalgamated corporation continues under the name Tec-Mar Distribution Services, Inc.

4.2.4 Tec-Mar Distribution Services, Inc.

Tec-Mar ceased operations in June, 2007 but continues as a legal entity. The following is a brief historical description of its former business.

In January, 2003, Automodular indirectly acquired Michigan-based privately-owned Tec-Mar Distribution Services, Inc., which provided sequencing services from four facilities to four GM US plants throughout Michigan. Tec-Mar was amalgamated with its parent corporation, AAI(DE) in December, 2004. The amalgamated corporation continued under the name Tec-Mar Distribution Services, Inc.

Tec-Mar was unsuccessful in its 2004 bid to extend and expand its contracts covering operations at its three Lansing, Michigan plants and the Company decided to close the Lansing facilities. The remaining Lansing business was transferred to a competitor at the end of the second quarter of 2007. A charge of \$0.6 million (US\$0.5 million) was recorded in 2007 with respect to severance, benefit and other costs.

The Company was informed by GM that it was unsuccessful in its bid for an expansion of its Pontiac, Michigan operations and, in accordance with the terms of the bid, ceased to operate in Pontiac in mid-2006. The Pontiac operations reported revenues totaling approximately \$15 million (US\$12 million) during 2005 and employed 180 people. Pontiac operations ceased in June, 2006 and the Company recorded a charge of \$0.9 million (US\$0.7 million) with respect to severance, benefit and other exit costs.

4.2.5 Automodular Assemblies (Ohio) Inc. ("AAI(OH)")

AAI(OH) ceased production in June, 2010 but continues as a legal entity. The following is a brief historical description of its former business.

In March, 2004, the Company was awarded contracts to sub-assemble and sequence components for the new Chevrolet Cobalt and Pontiac Pursuit vehicles to be produced in GM's Lordstown, Ohio assembly plant. In May, 2004, AAI(OH) was incorporated to carry on the Ohio business. In October, 2004, AAI(OH) commenced start-up production in a newly constructed and leased 70,000 square foot plant in Lordstown, Ohio and commercial production levels were reached in January, 2005. In the third quarter of 2006, operations transitioned from a three-shift to a two-shift operation and continued as such during 2007. During the third quarter of 2008, operations transitioned back to a three-shift operation from a two-shift operation. Operations were shut down for five weeks in the first quarter of 2009 and production - once resumed - reverted back to a two-shift from the previous three-shift operation. This contract, originally scheduled to terminate December, 2009 was extended to September, 2010 following negotiations with GM US; however production ceased in June 2010. Employees were severed and the Company recorded a charge of \$0.2 million for severance costs. On September 30, 2010, the Lordstown, Ohio facility was returned to the landlord as expected. As shown under "Sales" in item 4.3 below, revenues from the Company's US operations in Lordstown accounted for less than 2% of the Company's total revenues in 2010. As a result of the cessation of US-based operations, the Company recognized through earnings the cumulative translation loss of approximately \$5.6 million.

4.3 Sales

The Company operates in one business segment, which is the sequencing and sub-assembly of modules of automobile parts for installation in the cars and trucks being assembled by its customer. Sales attributable to geographical locations based on the location of the customer are as follows:

	2010 \$	2009 \$
Canada	86,415,000	73,075,000
United States	1,698,000	2,186,000
Total	88,113,000	75,261,000

4.4 Principal Properties

The Company currently leases approximately 0.6 million square feet of plant and office space in Canada as at the date hereof:

CANADA
235 Salem Road, Unit 6, Ajax, Ontario
2335 Speers Road, Oakville, Ontario
2189 Speers Road, Oakville, Ontario

The Company is leasing temporary office space at 12251 Universal Drive, Taylor, Michigan for preproduction work for its Ford contracts. An agreement was reached with the landlord of the Thornton Road facility in October, 2010 to settle all remaining lease obligations for a total consideration to the landlord of \$2.8 million. The lease was scheduled to run until December 31, 2016. Subsequent to year-end, an agreement was reached to settle the remaining lease obligations on the Montecorte Street facility for total consideration to the landlord of \$1.4 million. The facility has been idle since GM Canada's truck plant operations ceased in May, 2009. The lease was set to expire in November, 2011. On September 30, 2010, the Lordstown, Ohio facility was returned to the landlord as expected.

4.5 Employees

Automodular employed approximately 500 people at its two operating plants located in Canada and at its Ajax, Ontario head office as at December 31, 2010.

In 2006, the Company negotiated an initial three-year collective agreement with the CAW for approximately 410 hourly employees in Oakville and in July, 2009 Automodular reached agreement with the CAW on a renewal contract. The contract provides for improvements in wages and benefits and has a two-year term. The Company considers relations with its employees to be satisfactory.

4.6 Competitive Conditions

The automotive industry is extremely competitive and is influenced by various economic and political factors such as interest rates, consumer demand, free trade issues and international conflicts. OEMs are susceptible to declines in production volumes as a result of rising interest rates, tightening credit markets, general economic downturns, rising fuel prices, legislative changes, environmental concerns, emissions and safety issues, labour and/or trade disruptions and other factors.

Increased crude oil and energy prices could further reduce global demand for automotive products in general or for particular customer platforms to which the Corporation provides services. There can be no assurance that North American automotive production, whether global or on specific platforms, will not decline further in the future or that the Corporation will be able to utilize any additional capacity it adds in the times ahead. A substantial decline in the production of new North American automobiles in general, or by customer, or by customer platform may have a material adverse effect on the Corporation's financial condition and results of operations.

Vehicle assembly plants must drive down costs to survive, while delivering the increasingly high quality consumers demand. With final assembly costs typically less than 10% of total vehicle costs, the Company's customers must rely on suppliers' productivity and diligence to achieve competitive vehicle costs and quality. The Company must continually find new and innovative ways to reduce costs. As a result of the recent economic downturn and cataclysmic changes in 2008 and 2009 in the North American automotive industry, and in spite of its continuing economic recovery which began in late 2009, insourcing by OEMs is more probable, thereby increasing competitive pressures on the Company (see discussion about OEM outsourcing and insourcing below in item 4.7 "*Economic Dependence*").

The success of the Company is determined by three parameters. The Company must deliver modules that meet the quality requirements of its customer; it must deliver them on time, every time; and it must deliver them at a cost that makes it more profitable for its customer to use its services than to do the same work themselves or to award the business to one of the Company's competitors.

The Company enters into long-term contracts with its customers and these contracts often contain price concessions over the contract term. As a result of the competitive automotive environment, pricing pressures have intensified and customers continue to demand additional price concessions and/or retroactive price reductions beyond existing contractual commitments. The Company's goal is to reduce or eliminate this erosion of profitability by cost reductions realized through continuous improvement programs. To the extent the Company is unable to offset such price concessions through cost reductions or improved operating efficiencies, such concessions could have a material adverse effect on the Company's profitability. To the extent the Company refuses to make price concessions, new and/or replacement business may not be awarded or existing business could be terminated or re-sourced which would also have a material adverse effect on the Company.

4.7 Economic Dependence

The industry was significantly impacted by the economic downturn that occurred in the second half of 2008 and carried over into 2009. The weakened economy translated into a significant drop in demand for vehicles. In response, OEMs cut back on production and implemented production downweeks in an effort to reduce costs and better balance supply and demand. This had a significant impact on the Company but even more so on the OEMs themselves. Both GM and Chrysler LLC were forced to turn to the US and Canadian governments for financing in order to remain in business and both ended up restructuring under Chapter 11 in the United States. The CAW and the UAW provided wage and benefit concessions to the OEMs in order to secure the needed government support.

The overall weakness in the automotive industry and the 2009 Chapter 11 filings of two North American OEMs created a level of unease in the lending community which made it difficult to finance capital and preproduction costs of new contract awards. In 2010, as the economy rebounded, automotive sales improved.

The Corporation's reliance on its OEM customers makes it susceptible to other risks generally applicable to industry participants, including the extent of OEM outsourcing. OEM outsourcing is dependent on a number of factors, including the cost, quality and timeliness of external production relative to in-house production by OEMs, technological capability, the degree of unutilized labour capacity at OEM manufacturing facilities, OEM collective bargaining agreements, OEM labour relations and other circumstances. Any significant decline in OEM production volumes or increase in insourcing of any major production contracts as a result of any of the factors described above could have a material adverse impact on the Corporation.

4.8 Changes to Contracts

During 2009, Automodular's operations that supported GM Canada's Oshawa truck plant were closed down as a result of the termination of production by GM in May. As previously discussed, this closure resulted in the layoff of approximately 110 employees. As a result, Automodular incurred costs relating to severance of salaried and hourly workers and exit costs relating to the closure of its Montecorte facility.

As a result of a commercial settlement with GM addressing the closure of the Montecorte facility and price adjustments relating to the Chevrolet Camaro contracts, Automodular agreed to extend the existing Ohio contracts between AAI(OH) and GM US to September 30, 2010 (an extension of nine months). The last day of production at AAI(OH)'s Lordstown, Ohio facility was June 24, 2010, however AAI(OH) continued to provide facility services to GM US until September 30, 2010 at which time the facility was returned to the landlord, as expected. Employees at the facility were severed and the Company recorded a charge of \$0.2 million for severance costs. All US operations of the Company have now been terminated.

In early 2010, Automodular received notice from GM that GM Canada was cancelling Automodular's contracts for sub-assembly and sequencing services to the Chevrolet Camaro program in Oshawa, effective September 20, 2010. The contract with the Corporation was terminated and was awarded to a competitor. Hourly employees employed at the Corporation's Thornton Road facility were transitioned to the competitor and salaried employees were severed. The financial impact of the closure resulted in \$7.5 million of costs related primarily to severance, facility-related and plant and equipment impairment charges.

On June 9, 2010, Automodular announced the signing of a multi-year agreement with Ford for an extension of services at its Oakville operations. The agreement expires June 30, 2012.

4.9 Cyclical

The automotive industry is cyclical and impacted by various economic and political factors such as interest rates, energy prices, consumer demand and international conflicts. A reduction in vehicle production volumes by Automodular's customer may result in unplanned downtime. Unplanned downtime could adversely impact the profitability of the Company as Company earnings are primarily based on a variable piece price and many of the Company's costs are fixed.

4.10 Foreign Operations

During the past five years, the Company's reliance on its operations in the United States has been dramatically reduced. In 2005, the Company's US sales represented more than half of the Company's total sales: in 2010, US sales represented less than 2% of the Company's total sales. By the end of 2010, Automodular had no operations in the United States.

4.11 Risk Factors

In addition to the foregoing, the Corporation incorporates by reference the disclosure contained in the sections entitled "*Risk Factors*" contained in its *Management Discussion and Analysis of Operating Results and Financial Position* for the year ended December 31, 2010 which is available under the Corporation's profile on the SEDAR website www.sedar.com as well as on the Company's website at www.automodular.com.

4.12 Outlook

The Corporation incorporates by reference the disclosure contained in the section entitled "*2011 Outlook*" contained in its *Management Discussion and Analysis of Operating Results and Financial Position* for the year ended December 31, 2010 which is available under the Corporation's profile on the SEDAR website www.sedar.com as well as on the Company's website at www.automodular.com

5. DIVIDEND POLICY

In 2001, the Board of Directors (the "**Board**") approved a dividend policy whereby the Corporation paid regular quarterly dividends at a rate of \$0.07 per common share for an aggregate dividend of \$0.28 per share per annum. Automodular paid dividends at this rate in the year 2002 and for the first three quarters of 2003. The Directors decided to omit the dividend scheduled for the fourth quarter 2003 and did not declare a dividend again until September, 2008. A dividend of \$0.03 per common share was paid on September 30, 2008 to shareholders of record on September 16, 2008 and on December 30, 2008 to shareholders of record on December 16, 2008. A special dividend of \$0.20 was paid on December 20, 2010 to shareholders of record on December 6, 2010. No dividends were declared or paid in 2009.

The Board of Directors will continue to review funds available for the payment of dividends on a regular basis and any future determination to pay dividends will be at the discretion of the Board and will depend upon the results from operations, capital requirements and such other factors as the Board of Directors considers relevant.

Under its credit agreement with The Bank of Nova Scotia, the Corporation was prohibited from declaring or paying any cash dividends on any of its shares or permitting any distributions to its shareholders. The dividends paid in 2008 were permitted under a 2008 amendment to the credit agreement which allowed the Corporation to pay dividends in 2008 under certain conditions. The credit agreement expired October, 2010.

6. DESCRIPTION OF CAPITAL STRUCTURE

Common Shares:

The authorized capital of Automodular consists of an unlimited number of common shares without nominal or par value. As at December 31, 2010 and as at the date hereof, there were issued and outstanding 20,393,679 Common Shares. Holders of common shares are entitled to receive notice of, to attend and to vote at all meetings of shareholders on the basis of one vote per share held.

Preference Shares:

The authorized capital of Automodular also consists of an unlimited number of preferred shares issuable in series. The directors may fix, from time to time, before the issue of any series of preferred shares, the rights, privileges, restrictions and conditions attaching to each such series, including, without limitation, the issue price per share, the dividend rate, any redemption or conversion terms and any sinking fund provisions. Each series of preferred shares shall rank as to the payment of dividends and distribution of assets on dissolution or winding up, on parity with every other series of preferred shares and in preference to the common shares. The preferred shares may be made convertible into common shares. Each series of preferred shares shall be non-voting, subject to the provisions of the *Business Corporations Act* (Ontario), unless the directors otherwise determine.

No series of preferred shares have been created and there are no issued and outstanding preference shares.

7. MARKET FOR SECURITIES

The common shares of Automodular are listed on the Toronto Stock Exchange ("TSX") under the symbol "AM".

The Corporation is not aware of any rating of its securities from any approved rating organization.

The table below shows the monthly price range per share and the trading volumes of the Common Shares of the Corporation on the TSX for the year ended December 31, 2010.

COMMON SHARES			
Month	High \$	Low \$	Volume
January 2010	0.57	0.41	164,700
February 2010	0.53	0.48	75,900
March 2010	0.51	0.41	620,200
April 2010	0.47	0.27	376,400
May 2010	0.85	0.32	652,100

June 2010	1.00	0.76	196,100
July 2010	0.92	0.63	306,000
August 2010	0.76	0.63	302,300
September 2010	0.76	0.68	112,100
October 2010	0.77	0.70	75,100
November 2010	1.20	0.79	126,100
December 2010	1.20	0.70	147,200

8. DIRECTORS AND OFFICERS

8.1 Name, Occupation and Group Security Holdings

The following tables set out, for each of the Corporation's directors and officers, the person's name, province or state and country of residence, position(s) with the Corporation, principal occupation during the five preceding years and the date on which the person became a director or officer. All directors hold office until the next annual meeting of shareholders of the Corporation or until the director resigns or a successor is duly elected or appointed.

As a group, the directors and officers of the Corporation beneficially own, or control or direct, directly or indirectly, 5,422,361 common shares of the Corporation representing 26.6% of the issued and outstanding common shares.

Directors

Name and province or state and country of residence	Director since	Principal office with the Corporation, its significant affiliates and/or principal occupation during the 5 preceding years
Russell M. Baranowski, Ontario, Canada	1997	Retired President of Automodular Assemblies Inc., until his retirement on June 30, 2005
Michael F. Blair, Ontario, Canada	1989	President and Chief Executive Officer of the Corporation
Andrew Brenton, Ontario, Canada	2001	Chief Executive Officer, the Turtle Creek Group (investment management firm) Prior to May, 2007, Managing Partner, Scotia Merchant Capital Corporation (merchant banker)
Garth Davis, British Columbia, Canada	2001	Vice-President, Community Capital, Vancouver City Savings Credit Union. Prior to September, 2010 Managing Partner, Turtle Creek Private Equity (investment management firm) Prior to May, 2007, Partner, Scotia Merchant Capital Corporation (merchant banker)
Henry J. Knowles, Ontario, Canada	1989	Business & Financial Consultant
R. Peter McLaughlin, Ontario, Canada	2000	President, Greenbriar Holdings Limited (investment company)

James Rodgers, Ontario, Canada	2002	President, Cames Consulting Inc. (consulting company specializing in servicing the automotive parts manufacturing sector)
Rae E. Wallin, Ontario, Canada	1998	Retired President of N-Viro Systems Canada Inc. (bio-solids management company) until his retirement on November 6, 2009

The Corporation has an Audit Committee whose current members are Andrew Brenton, Garth Davis, Henry J. Knowles (Chairman), R. Peter McLaughlin and Rae E. Wallin.

The Corporation has a Corporate Governance and Nominating Committee whose members are Henry J. Knowles (Chairman), R. Peter McLaughlin and Rae E. Wallin.

The Corporation has a Diversification Committee whose members are Garth Davis, R. Peter McLaughlin, Rae E. Wallin as well as Michael F. Blair, CEO, Christopher Dell, Vice-President, Business Development and Christopher S. Nutt, Vice-President, Finance.

The Company does not have an Executive Committee or a Compensation Committee. All significant operations and executive compensation matters are presented directly to the Board for approval.

The Company established a Special Committee (the “**Committee**”) of two independent directors to investigate a shareholder complaint of alleged questionable insider trading prior to the announcement of the Substantial issuer bid. The Committee engaged legal counsel to review the timing of insider trades and, following a detailed investigation of the timing of insider trades, a report stating that no improprieties were found by the Committee and Counsel, was sent to the Ontario Securities Commission.

Officers

Name and province or state and country of residence	Appointed	Principal office with the Corporation and/or principal occupation during the 5 preceding years
Michael F. Blair, Ontario, Canada	1989	President and Chief Executive Officer
Christopher Dell ⁽¹⁾ Ontario, Canada	2006	Vice-President, Business Development
Travis Doyle ⁽¹⁾ Ontario Canada	2006	Vice-President, Program Launches
Diane Erlingher, Ontario, Canada	1998	Corporate Secretary
James Gazo ⁽¹⁾ , Ontario Canada	2005	Vice-President, Operations
Christopher S. Nutt, Ontario, Canada	2003	Vice-President, Finance and Chief Financial Officer
Rae E. Wallin Ontario, Canada	2004	Chairman of the Board

(1) Messrs. Dell, Doyle and Gazo have been continuously employed by the Corporation or its predecessor corporation, Automodular Assemblies Inc. , in various capacities since 1994, 1996 and 1989 respectively.

8.2 Corporate Cease Trade Orders, Bankruptcies, Penalties or Sanctions

To the knowledge of the Corporation, no director or executive officer of the Corporation is, or has been within the ten years prior to the date hereof, a director or chief executive officer or chief financial officer of any company that, (a) was the subject of an order that was issued while the director or executive officer was acting in the capacity as director, chief executive officer or chief financial officer, or (b) was subject to an order that was issued after the director or executive officer ceased to be a director, chief executive officer or chief financial officer and which resulted from an event that occurred while that person was acting in the capacity as director, chief executive officer or chief financial officer.

For the purposes hereof, an "order" means (a) a cease trade order; (b) an order similar to a cease trade order; or (c) an order that denied the relevant company access to any exemption under securities legislation, that, in each such case, was in effect for a period of more than 30 executive days.

To the knowledge of the Corporation, no director or executive officer of the Corporation is, and no shareholder holding a sufficient number of securities of the Corporation to affect materially the control of the Corporation, is, or has been within ten years before the date hereof, a director or executive officer of any company that, while that person was acting in that capacity, or within a year of that person ceasing to act in that capacity, become bankrupt, made a proposal under any legislation relating to bankruptcy or insolvency or was subject to or instituted any proceedings, arrangement or compromise with creditors or had a receiver, receiver manager or trustee appointed to hold its assets, except as disclosed below:

Andrew Brenton, a director of the Corporation, was a director of RNG Group Inc., a private company which entered interim receivership on February 11, 2002 and was declared bankrupt on October 28, 2002. Mr. Brenton resigned as a director on December 21, 2001.

Henry J. Knowles, a director of the Corporation, was a director of Triangulum Corporation which had a receiver manager appointed to hold its assets approximately six months after he resigned as a director on December 19, 2001. Triangulum Corporation ceased to operate as a going concern.

R. Peter McLaughlin, a director of the Corporation is and has been a director of Alliance Surface Finishing Inc. ("**Alliance**") and its 70% subsidiary ASF Ontario Production Inc. ("**ASF**"), since 2004. On December 12, 2006, both Alliance and ASF filed a Notice of Intention to make a Proposal to Creditors under the provisions of the Bankruptcy Act, Canada. Both companies filed their respective Proposals to Creditors on June 11, 2007, had the Proposals approved by the creditors on June 28, 2007 and received Court approval for same on July 30, 2007. ASF put itself into receivership on December 4, 2007 and had a Trustee in Bankruptcy appointed on December 7, 2007.

To the knowledge of the Corporation, no director, executive officer or a shareholder holding a sufficient number of securities to materially affect the control of the Corporation has, within ten years before the date hereof, become bankrupt, made a proposal under any legislation relating to bankruptcy or insolvency or was subject to or instituted any proceedings, arrangement or compromise with creditors, or had a receiver, receiver manager or trustee appointed to hold the assets of the director, executive officer or shareholder.

To the knowledge of the Corporation, no director, executive officer or shareholder of the Corporation holding a sufficient number of securities to materially affect the control of the Corporation (a) has been subject to any penalties or sanctions imposed by a court relating to securities legislation, or by a securities regulatory authority; or (b) since December 31, 2000, has entered into a settlement agreement with a securities regulatory authority or, before January 1, 2001, entered into a settlement agreement with a securities regulatory authority which would likely be important to a reasonable securityholder in making an investment decision; or (c) been subject to any other penalties or sanctions imposed by a court or regulatory body that would likely be considered important to a reasonable securityholder in making an investment decision.

8.3 Conflicts of Interest

To the knowledge of the Corporation, there are no existing or potential conflicts of interest between Automodular or any of its subsidiaries and any director or officer of Automodular or any of its subsidiaries except as described below in Item 10.

9. LEGAL PROCEEDINGS AND REGULATORY ACTIONS

The Corporation is not, and was not during 2010, party to, and its property is not subject to, and was not subject to during 2010, any material legal proceedings. During the first quarter of 2011, the Company filed a statement of claim for damages arising from breach of contract by GM. There can be no assurance that the claim will be successful or that it will recover any amounts from GM or other named parties.

During the financial year, there have been no: (i) penalties or sanctions imposed against the Corporation by a court relating to securities legislation or by a securities regulatory authority; (ii) other penalties or sanctions imposed by a court or regulatory body against the Corporation that would likely be considered important to a reasonable investor in making an investment decision; or (iii) settlement agreements entered into by the Corporation before a court relating to securities legislation or with a securities regulatory authority.

10. INTEREST OF MANAGEMENT AND OTHERS IN MATERIAL TRANSACTIONS

During the three most recently completed financial years or during the current financial year of the Corporation, to the knowledge of the Corporation, no director or executive officer of the Corporation, no shareholder that beneficially owns, or controls or directs, directly or indirectly, more than 10% of the securities of the Corporation, and no associate or affiliate of any of them, has or had any material interest, direct or indirect, in any transaction that has materially affected or is reasonably expected to materially affect the Company except as follows:

In July, 2006, the Corporation completed a secured \$6 million financing with Roynat Inc., a wholly-owned subsidiary of The Bank of Nova Scotia (“BNS”) which also owns 100% of Scotia Merchant Capital Corporation (“SMCC”). At such time, SMCC exercised control or direction over 39.9% of the issued and outstanding common shares of the Corporation. Andrew Brenton and Garth Davis, directors of the Corporation, were, at such time, Managing Partner and Partner, respectively, of SMCC. Each of Mr. Brenton and Mr. Davis declared his interest in the transaction and refrained from voting on the matter. The financing was used for the purchase of capital assets required for the Corporation’s new program for Ford in Oakville, Ontario. Roynat Inc. earned customary banking fees; interest was payable on the outstanding amount under the facility from time to time at the lender’s floating base rate plus 4%. The credit facility was scheduled to be repaid over a six-year term but the Corporation repaid it in full on March 31, 2010.

In October, 2007, the Corporation completed new secured financing with BNS. The then existing BNS credit facilities were amended to include a three year non-revolving \$7 million term loan and an increased \$10 million revolving term facility. Again, although neither Mr. Brenton nor Mr. Davis were partners of SMCC by such date, each of them had become officers and shareholders of a company which provides consulting services to SMCC (see “*Directors and Officers*”) and each declared his interest in the transaction and refrained from voting on the matter. The financing was used for general corporate purposes, including the expansion related to the second Ford program in Oakville, Ontario and the Oshawa GM Canada-related expansion. BNS earned customary banking fees and interest until March 31, 2010 when the term credit facility was repaid in advance in full. The Corporation did not renew the revolving credit facility when it terminated in October, 2010.

11. TRANSFER AGENTS AND REGISTRAR

The Transfer Agent and Registrar of the Corporation is Computershare Investor Services Inc., 100 University Avenue, 9th Floor, Toronto, Ontario M5J 2Y1.

12. MATERIAL CONTRACTS

The Company (i) did not enter into any material contracts in 2010 outside the ordinary course of business, or within the ordinary course of business which falls within a category of contract required to be filed under section 12.2 of National Instrument 51-102; and (ii) has not entered into any material contracts outside the ordinary course of business, or within the

ordinary course of business which falls within a category of contract required to be filed under section 12.2 of National Instrument 51-102, since January 1, 2002 which are still in effect.

13. INTERESTS OF EXPERTS

PricewaterhouseCoopers LLP (“**PwC**”), the external auditors of the Corporation, reported on the 2010 financial statements. PwC has no registered or beneficial interest, direct or indirect, in any securities or other property of the Company. PwC is independent of the Corporation in accordance with the Rules of Professional Conduct of the Institute of Chartered Accountants of Ontario.

As part of the Corporation’s Substantial issuer bid, the Corporation engaged Capital Canada Inc. to provide a valuation (the “**Valuation**”) of its shares. At the time of the Substantial issuer bid, Capital Canada confirmed that it was independent of Automodular and all interested parties in the Offer for all purposes including MI 61-101 and had the appropriate qualifications to prepare the Valuation.

14. AUDIT COMMITTEE DISCLOSURE

The Audit Committee Charter is attached as Schedule A to this Annual Information Form.

14.1 Composition of the Audit Committee

The members of the Audit Committee are Andrew Brenton, Garth Davis, Henry J. Knowles (Chairman), R. Peter McLaughlin and Rae E. Wallin.

14.2 Independence and Reliance on Exemption

The members of the Audit Committee are independent within the meaning of National Instrument 52-110 (“**MI 52-110**”) “Audit Committees” except for Andrew Brenton and Garth Davis in respect of whom the Corporation relied on the exemption in Subsection 3.3(2) of NI 52-110 for part of 2010.

Prior to May, 2007, Mr. Brenton was the Managing Partner and Mr. Davis a Partner of SMCC, which at that time, beneficially owned 39.9% of the common shares in the capital of Automodular. As a result of its secondary offering and sale in November, 2007 of 3 million common shares of Automodular, SMCC beneficially owned 21.3% of the outstanding shares of Automodular. After participating in Automodular’s Offer, at December 31, 2010 SMCC beneficially owned 3,986,662 or 19.5% of the outstanding shares of Automodular. In May, 2007, Andrew Brenton was appointed CEO of the Turtle Creek Group and Garth Davis was appointed Managing Partner of Turtle Creek Equity. The Turtle Creek Group provides consulting and advisory services to SMCC in respect of its investment portfolio which includes its shares of Automodular. Automodular is entitled to rely on the exemption in Subsection 3.3(2) because:

- Mr. Brenton and Mr. Davis were not independent within the meaning of MI 52-110 solely because within the three years ending May 2010 Mr. Brenton was Managing Partner of SMCC and Mr. Davis was a general partner of SMCC;
- three members of the five member of the Audit Committee are independent;
- the shares of SMCC are not publicly traded;
- Neither Mr. Brenton nor Mr. Davis is Chair of the Audit Committee; and
- the Board of Directors has determined in its reasonable judgment that both Mr. Brenton and Mr. Davis are able to exercise the impartial judgment necessary for them to fulfill their responsibilities as members of the Audit Committee and believes their appointments are in the best interests of the Corporation and its shareholders.

The Board of Directors has determined that as of June 2010, Mr. Brenton and Mr. Davis became independent directors within the meaning of NI 52-110 and it is not necessary for the Corporation to rely on the exemption in Subsection 3.3(2) of NI 52-110 any longer.

14.3 Relevant Education and Experience

All members of the Audit Committee are financially literate in that they understand the business of the Company and the requirements of financial reporting, internal controls and procedures. They are able to understand the accounting principles used by the Company to prepare its financial statements and can assess the application of those principles in connection with the accounting for estimates, accruals and reserves.

Andrew Brenton holds a B.Sc. degree and an MBA and has more than 20 years of relevant business experience. In May, 2007 Mr. Brenton was appointed Chief Executive Officer of the Turtle Creek Group, an investment management firm, and prior to that was President and the Managing Partner of Scotia Merchant Capital Corporation, a merchant banking arm of The Bank of Nova Scotia. SMCC manages \$250 million for The Bank of Nova Scotia for investment in public and private companies. Mr. Brenton was also Managing Director of Scotia Capital, Mergers and Acquisitions where a large number of valuations and fairness opinions were completed by him as principal professional.

Effective September, 2010, Mr. Davis became Vice-President, Community Capital, Vancouver City Savings Credit Union. Prior to this, Mr. Davis was Managing Partner of Turtle Creek Private Equity with primary responsibility for executing transactions and the ongoing management of Turtle Creek Private Equity's portfolio investments, since 2007. From 1998 to 2007, Mr. Davis was a partner in Scotia Merchant Capital Corporation, a merchant banking arm of The Bank of Nova Scotia., where he was responsible for assisting in its management and investment activities. Mr. Davis received a Master of Arts (International Economics) from Johns Hopkins University, a Master of Science from the London School of Economics and a Bachelor of Arts degree from Simon Fraser University.

Henry J. Knowles is a business and financial consultant with an MBA as well as a Master of Laws degree. He spent over 35 years in a corporate financial and legal structuring practice and was Chairman of the Ontario Securities Commission from 1980 to 1982. Mr. Knowles was also CEO of United Financial Management from 1987 to 1989 and taught entrepreneurial business structuring and finance at the University of Toronto.

R. Peter McLaughlin has a B.A. and a Law degree. While in law practice, Mr. McLaughlin was involved primarily in the fields of corporate, commercial and securities law and was involved in many merger and acquisition transactions from the perspective of both the purchaser and vendor. He was also involved in numerous securities-related transactions. He is President of Greenbriar Holdings Limited, a private family holding company that invests in new businesses in Ontario. As such, he is responsible for both the review and investigation of business plans and proposals, as well as the review of the financial statements both prior to and following investment.

Rae E. Wallin was President of N-Viro Systems Canada Inc., a bio-solids management company, until his retirement on November 6, 2009. Mr. Wallin completed his CMA degree in 1970 and spent 25 years in financial management at General Electric Canada Inc. He was also Vice-President Finance and President of Black & Decker Canada. Mr. Wallin has served on boards and audit committees for the past 27 years.

14.4 External Auditor Service Fees (by Category)

Audit and audit related fees for Automodular and its subsidiaries:

External Auditor Services	Fiscal 2010 Fees \$	Fiscal 2009 Fees \$
Audit fees	131,770	140,082
Audit-related fees	50,400	47,250
Tax fees	47,490	59,490
Total	230,110	246,822

The audit-related fees were incurred for quarterly reviews performed by PwC, Automodular's external auditors.

The tax fees were incurred for services consisting of tax compliance, including the preparation and review of Canadian and US. tax returns, assistance regarding income, capital and sales tax audits and tax advisory services relating to domestic and international taxation.

In 2007, the Audit Committee by way of formal resolution gave authorization to the Chief Financial Officer to spend up to \$5,000 on non audit-related services with PwC without approval of the Audit Committee. The Chief Financial Officer is required to report to the Audit Committee on such services at its subsequent Meeting.

15. ADDITIONAL INFORMATION

Additional information relating to Automodular can be found under Automodular's profile on SEDAR at www.sedar.com or on Automodular's website at www.automodular.com. Financial information is provided in the Corporation's comparative financial statements and management discussion and analysis ("MD&A") for the 2010 financial year. Additional information, including directors' and officers' remuneration and indebtedness, principal holders of the Corporation's securities and securities authorized for issuance under equity compensation plans is contained in Automodular's Management Information Circular prepared for its most recent annual meeting of shareholders held on May 5, 2010 and the Management Information Circular to be prepared for its next annual meeting of shareholders, currently scheduled for May 11, 2011. Securityholders may obtain copies of this Annual Information Form, the Management Information Circular and the Annual Report containing the MD&A and the audited comparative financial statements for the most recently completed financial year from the Corporation's office at 235 Salem Road, Unit 6, Ajax, Ontario, Canada L1Z 0B1: telephone 905.619.4200 extension 2100 or by e-mail to the Corporate Secretary at invest@automodular.com.

Schedule A

AUTOMODULAR CORPORATION Charter of the Audit Committee

Purpose of the Committee

The Audit Committee's purpose is to provide assistance to the Board of Directors in fulfilling its legal and fiduciary obligations with respect to matters involving the accounting, auditing, financial reporting, internal control and legal compliance functions of Automodular Corporation (the "**Corporation**"). Specifically, to foster communication between directors and external auditors, enhance the independence of the external auditors, and to represent the interests of shareholders through oversight of the external auditors on behalf of the shareholders.

It is the objective of the Audit Committee to maintain free and open communications among members of the Board, the committees of the Board, the external auditors and the financial management of the Corporation.

The Audit Committee shall have a written charter setting out its purpose and responsibilities.

Authority and Membership

The Audit Committee (the "**Committee**") of the Board of Directors (the "**Board**") is established pursuant to By-law No. 1 and the *Business Corporations Act*, (Ontario) sec. 158 (the "**Act**"). The Committee shall be comprised of three (3) or more directors as determined from time to time by resolution of the Board. Every member must be independent and financially literate. The meaning of "independent" and "financially literate" shall be determined by reference to Multilateral Instrument 52-110 Audit Committees ("MI 52-110"), articles 1.4 to 1.6, inclusive, articles 3.1(3) and (4), and 3.9. A person who is not financially literate may be appointed to the Committee, provided the member becomes financially literate within a reasonable period of time following their appointment. Members of the Committee shall be elected by the Board at the annual meeting of the Board or at such other time as may be determined by the Board.

The Chairman of the Committee (the "**Chairman**") shall be designated by the Board, provided that if the Board does not so designate a Chairman, the members of the Committee, by majority vote, may designate a Chairman.

Audit Committee Responsibilities

1. The Committee is responsible for having a written charter setting out its mandate and responsibilities.
2. The Committee is responsible for recommending to the Board:
 - (i) The external auditors to be nominated for the purpose of preparing or issuing an audit report or performing other audit, review or attest services for the Corporation; and
 - (ii) The compensation of the external auditors.
3. The Committee is directly responsible for overseeing the work of the external auditors engaged for the purpose of preparing or issuing an audit report or performing other audit, review or attest services for the Corporation, including the resolution of disagreements between management and the external auditors regarding financial reporting.
4. The Committee must pre-approve all non-audit services to be provided to the Corporation or any of its subsidiary entities by its external auditors.
5. The Committee must review the financial statements, MD&A and annual and interim earnings press releases before the Corporation publicly discloses the information.
6. The Committee must be satisfied that adequate procedures are in place for the review of any disclosure of financial information extracted or derived from the financial statements, other than as covered by item 5 above, and must periodically assess the adequacy of those procedures.

7. The Committee is responsible for establishing procedures for:
 - (i) The receipt, retention and treatment of complaints received by the Corporation regarding accounting, internal accounting controls, or auditing matters; and
 - (ii) The confidential, anonymous submission by employees of the Corporation of concerns regarding questionable accounting or auditing matters.
8. The Committee is responsible for reviewing and approving the Corporation's hiring policies regarding partners, employees and former partners and employees of the present and former external auditors.

Pre-Approval of *De Minimis* Non-Audit Services

An audit committee satisfies the pre-approval requirement regarding non-audit services of the external auditor if:

- a. the aggregate amount of all the non-audit services that were not pre-approved is reasonably expected to constitute no more than five per cent of the total amount of fees paid by the Corporation and its subsidiary entities to the issuer's external auditor during the fiscal year in which the services are provided;
- b. the issuer or the subsidiary entity of the issuer, as the case may be, did not recognize the services as non-audit services at the time of the engagement; and
- c. the services are promptly brought to the attention of the Committee of the issuer and approved, prior to the completion of the audit, by the Committee or by one or more of its members to whom authority to grant such approvals has been delegated by the Committee.

Delegation of Pre-Approval Function

1. The Committee may delegate to one or more independent members the authority to pre-approve non-audit services in satisfaction of the requirement.
2. The pre-approval of non-audit services by any member to whom authority has been delegated pursuant to subsection (1) must be presented to the Committee at its first scheduled meeting following such pre-approval.

Pre-Approval Policies and Procedures

The Committee satisfies the pre-approval requirement in sub-section 2.3(4) if it adopts specific policies and procedures for the engagement of the non-audit services, if:

- a. the pre-approval policies and procedures are detailed as to the particular service;
- b. the audit committee is informed of each non-audit service; and
- c. the procedures do not include delegation of the audit committee's responsibilities to management.

Meetings of the Committee

The Committee shall meet with such frequency and at such intervals as it shall determine is necessary to carry out its duties and responsibilities. The proceedings of all meetings will be minuted.

The Committee may invite such other persons to its meetings as it deems necessary.

The auditor of the Corporation or a member of the Committee may call a meeting of the Committee.

The auditor may attend Committee meetings, is entitled to receive notice of every meeting of the Committee, and at the expense of the Corporation, to attend and be heard thereat, and, if requested by a member of the Committee, shall attend every meeting of the Committee held during the term of office of the auditor. The auditor of the Corporation shall be

entitled to attend at the expense of the Corporation and be heard at meetings of the Board of Directors on matters relating to the auditors' duties.

The presence in person or by telephone or other similar means of a majority of the Committee's members shall constitute a quorum for any Committee meetings. All decisions of the Committee will require the vote of a majority of its members present at a meeting at which a quorum is present.

Roles and Responsibilities

1. Financial Reporting

The Committee shall:

- (i) Gain an understanding of the current areas of greatest financial risk and how management is managing these effectively;
- (ii) Consider with the external auditors any fraud, illegal acts, deficiencies in internal control or other similar issues;
- (iii) Review significant accounting and reporting issues, including recent professional and regulatory pronouncements and understand their impact on the financial statements;
- (iv) Ask management and the external auditors about significant risks and exposures and the plans to minimize such risks;
- (v) Establish procedures for the receipt, retention and treatment of complaints received by the Corporation regarding accounting, internal accounting controls or auditing matters;
- (vi) Establish procedures for the confidential, anonymous submission by employees of the Corporation of concerns regarding questionable accounting or auditing matters;
- (vii) Review any legal matters, which could significantly impact the financial statements; and
- (viii) Review and recommend approval to the Board of:
 - Prospectus-type documents
 - Related news releases
 - Information and earnings guidance provided to analysts and rating agencies.

2. Annual Financial Statements

The Committee shall review the financial statements of the Corporation and shall report to the Board of Directors before such financial statements are approved by the Board under section 159 of the Act (respecting approval of financial statements by directors).

- (i) Meet with management and the external auditors to review the financial statements and the results of the audit;
- (ii) Review the annual audited financial statements prior to presentation to the Board and distribution to shareholders and determine whether they are complete and consistent with the information known to committee members; assess whether the financial statements reflect appropriate accounting principles;
- (iii) Recommend that the annual financial statements and all related documents be received and approved by the Board;

- (iv) Review the financial reports and statements of the Corporation that require the approval of the Board prior to being submitted to a regulatory body;
- (v) Be satisfied that adequate procedures are in place for the review of any disclosure of financial information extracted or derived from these financial statements and periodically assess the adequacy of those procedures;
- (vi) Review complex and/or unusual transactions and judgmental areas such as significant claims and contingencies that could materially impact the Corporation's financial position;
- (vii) Review Management's Discussion and Analysis of financial information in the annual report and the Annual Information Circular; and
- (viii) Review all Related Party transactions.

3. Interim Financial Statements

Assess the fairness of the preliminary and interim statements and disclosures and obtain explanations from management and internal and external auditors on whether:

- (i) Actual financial results for the interim period varied significantly from budgeted or forecasted results;
- (ii) Changes in financial ratios and the relationships in the interim financial statements are consistent with changes in the Corporation's operations and financing practices;
- (iii) Generally accepted accounting principles have been consistently applied;
- (iv) There are any actual or proposed changes in accounting or financial reporting practices;
- (v) There are any significant or unusual events or transactions; and
- (vi) The preliminary announcements and interim financial statements contain adequate and appropriate disclosures.

4. Risk and Uncertainty

The Board of Directors, in consultation with management, identifies the principal business risks, decides on an acceptable level, approves related risk management policies and assigns oversight responsibilities to Board committees and the Board as a whole.

The Audit Committee requests the external auditor's opinion of management's assessment of significant financial risks facing the company and how effectively they are being managed or controlled.

5. Internal Control

The Audit Committee reviews the plans of the internal and external auditors to ensure the combined evaluation and testing of control is comprehensive, well coordinated, cost effective and appropriate to risks, business activities, changing circumstances etc.

- (i) Review appointments of key people involved in financial reporting;
- (ii) Review fraud prevention programs and monitors their implementation;

- (iii) Review annual budget and management control procedures;
- (iv) Evaluate whether management is setting the appropriate “control culture” by communicating the importance of internal control and the management of risk and ensuring that all employees have an understanding of their roles and responsibilities;
- (v) Consider how management is held to account for the security of computer systems and applications, and the contingency plans for processing financial information in the event of a systems breakdown;
- (vi) Gain an understanding of whether internal control recommendations made by the external auditors have been implemented by management;
- (vii) Review the process and procedures for Officer certification of financial information.

The Committee has authority to communicate directly with the Corporation’s internal auditors.

6. External Audit

The Committee is directly responsible for engaging and overseeing the work of the external auditors for the purpose of preparing or issuing an audit report or performing other audit, review or attest services for the Corporation. The external auditors shall report all material issues or potentially material issues to the Committee. The external auditor shall report directly to the Committee, and the Committee has the authority to communicate directly with the external auditors of the Corporation.

The Committee shall:

- (i) Review the external auditor’s proposed audit scope and approach and ensure no unjustified restrictions or limitations have been placed on the scope;
- (ii) Review the performance of the external auditors;
- (iii) Consider the independence of the external auditor, including reviewing the range of services provided in the context of all consulting services bought by the Corporation;
- (iv) Review the annual audit plan and fees proposed by the external auditors;
- (v) Review the nature and extent of the liaison between the Corporation’s staff and the external auditors;
- (vi) Ensure that significant findings and recommendations made by the external auditors are received and discussed on a timely basis;
- (vii) Report to the Board any conflict between the external auditors and management that the Committee has been unable to resolve within a reasonable period of time;
- (viii) Review the draft audit opinion on annual financial statements
- (ix) Review the management representation letter provided to the external auditors
- (x) Meet separately with the external auditors to discuss any matters that the Committee or auditors believe should be discussed privately;
- (xi) Make recommendations to the Board regarding the external auditors to be nominated for the purpose of preparing or issuing an audit report or performing other audit, review or attest services for the Corporation and their compensation; and

- (xii) The Audit Committee expects that, in discharging their responsibilities to the shareholders, the external auditors shall be accountable to the Board through the Audit Committee. The external auditors shall report all material issues or potentially material issues to the Committee.

7. Compliance with Laws and Regulations

The Committee shall:

- (i) Review the effectiveness of the system for monitoring compliance with laws and regulations and the results of management's investigation and follow-up of any fraudulent acts or non-compliance;
- (ii) Obtain regular updates from management and others (e.g. internal and external auditors, legal counsel) concerning the company's compliance with financial related laws and regulations such as:
 - Tax and financial reporting laws and regulations.
 - Legal, tax and withholding remittances.
 - Environmental protection laws.
 - Occupational health and safety laws.
 - Personal Information and Protection of Privacy laws
- (iii) Review insider stock trades for compliance with Automodular Corporate Disclosure Policy;
- (iv) Be satisfied that all regulatory compliance matters have been considered in the preparation of the financial statements; and
- (v) Review the findings of any examination by regulatory agencies.

8. Other Matters

a. Conflicts of Interest

The Committee shall:

- (i) Review the Corporation's policies relating to the avoidance of conflicts of interest between the Corporation and members of management as well as procedures with respect to officers' expense accounts and perquisites, including the use of corporate assets; and
- (ii) Annually, review and approve the CEO's expense accounts for the year then ended.

b. Committee's Right to Seek Independent Advice

The Committee has the authority to seek independent expert advice, including the retaining of independent counsel, accountants or others, as it determines necessary, to assist the Committee in fulfilling its duties and responsibilities and has the authority to set and pay the compensation for any advisors employed.

c. Committee's Caveat

While the Committee has the duties and responsibilities as set out in the Charter, the Committee is not responsible for planning or conducting the audit or for determining whether the Corporation's financial statements are complete and accurate and are in accordance with generally accepted accounting principles.