Court File No. CL-26-00000342-0000

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED

AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF 13498140 CANADA INC., 2717922 ONTARIO INC., 1000208180 ONTARIO INC., TRINITY CAR SALES INC., 1000841404 ONTARIO INC., 13517683 CANADA INC., 12332248 CANADA INC., 1000454978 ONTARIO INC., 1986096 ONTARIO INC., 1001087905 ONTARIO INC., DOWNTOWN AUTO CENTRE LTD., TRINITY CAR AND TRUCK RENTAL INC., TRINITY AUTO INC., LARRY HUDSON FAMILY HOLDINGS INC. AND 1000493417 ONTARIO INC.

SUPPLEMENT TO THE SECOND REPORT OF GOLDHAR & ASSOCIATES LTD. AS THE CCAA MONITOR

September 4, 2026

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INTRODUCTION

1. This supplement to the Second Report of the Monitor dated September 4, 2026 (the "**Supplement to the Second Report**") has been prepared by Goldhar & Associates Ltd., in its capacity as the Court-appointed Monitor of 13498140 Canada Inc. ("**Stratford Kia**"), 2717922 Ontario Inc. ("**Oakville Mitsubishi**"), 1000208180 Ontario Inc. ("**Stratford Nissan**"), 1000841404 Ontario Inc. ("**Mississauga Chrysler**"), Trinity Car Sales Inc. ("**Trinity Car Sales**"), 13517683 Canada Inc. ("**1351 Canada**"), 12332248 Canada Inc. ("**1233 Canada**"), 1000454978 Ontario Inc. ("**1000 Ontario**"), 1986096 Ontario Inc. ("**1986 Ontario**"), 1001087905 Ontario Inc. ("**1001 Ontario**"), Downtown Auto Centre Ltd. ("**Downtown Auto Centre**"), Trinity Car and Truck Rental Inc. ("**Trinity Car and Truck Rental**"), Trinity Auto Inc. ("**Trinity Auto Inc.**"), Larry Hudson Family Holdings Inc. ("**Hudson Family Holdings**"), and 1000493417 Ontario Inc. ("**Commercial Plaza**") (collectively, the "**Trinity Auto Group**", the "**Debtors**" or the "**Companies**").

2. Capitalized terms not otherwise defined herein have the meanings given to them in the Second Report.

3. This Supplement to the Second report is submitted to provide the Court with information regarding:

   (a) the Companies' actual cash flow results for the 4-week period ended August 28, 2026, versus the budgeted results for that period, as outlined in the Companies' consolidated cash flow forecast for the period of August 7, 2026, to October 30, 2026, which was set out in the Preliminary Report ("**Cash Flow Forecast**"); and

   (b) an overview of the Companies' updated 13-week consolidated cash flow forecast (the "**Revised Cash Flow Forecast**") for the period of August 29, 2026, to November 20, 2026 (the "**Revised Cash Flow Period**").

4. In preparing this Supplement to the Second Report and making the comments herein, the Monitor has been provided with, and has relied upon, unaudited financial information,

books and records prepared by the Companies, and management of the Debtors ("**Management**"), discussions with the Applicant and information from other third-party sources (collectively, the "**Information**"). Except as described in this Supplement to the Second Report in respect of the Revised Cash Flow Forecast:

(a) the Monitor has reviewed the Information for reasonableness, internal consistency and use in the context in which it was provided. However, the Monitor has not audited or otherwise attempted to verify the accuracy or completeness of such information in a manner that would wholly or partially comply with Generally Accepted Assurance Standards ("**GAAS**") pursuant to the Chartered Professional Accountants Canada Handbook and, accordingly, the Monitor expresses no opinion or other form of assurance contemplated under GAAS in respect of the Information; and

(b) some of the information referred to in this Supplement to Second Report consists of forecasts and projections. An examination or review of the financial forecast and projections, as outlined in the Chartered Professional Accountants Canada Handbook, has not been performed.

VARIANCE ANALYSIS OF CASH FLOW FORECAST

5. The Monitor's Prefiling Report attached the Cash Flow Forecast for the 13-week period from August 7, 2026, to the week ending October 30, 2026. A copy of the Cash Flow Forecast is attached hereto as **Appendix "A"**.

6. The Monitor has reviewed the actual cash flow from operations for the 4-week period ended August 28, 2026 (the "**Review Period**"), through monitoring the banking activities of the Companies. A copy of the cumulative budget to actual comparison for the period ended August 28, 2026, is attached hereto as **Appendix "B"**.

7. The Companies' actual cash flow from operations for the Review Period were above the projected cash usage as set out in the Cash Flow Forecast for that same period by approximately $2,206,749. This variance is primarily attributable to timing differences

in receipts and disbursements as well as stronger than forecast used vehicle performance, as outlined below (variances over $75,000 are noted below):

(a) the positive variance is largely due to the:

(i) **Floor Plan Payments** - the favourable variance of approximately $5,514,943 is attributed to both lower overall vehicle sales & delayed floorplan payments at the beginning of this period;

(ii) **HST Remittance/Refund** – the favourable variance of approximately $500,000 is due to the delay in remitting payment to the Canada Revenue Agency (**"CRA**"). This timing variance will be remedied in the weeks to follow;

(iii) **Professional & Restructuring Costs** - the favourable variance of approximately $364,770 is due to delays in paying legal counsel & restructuring professional fees. This timing variance will be remedied in the weeks to follows;

(iv) **Vendor Payments** - vendors cancelling accounts or unwilling to fulfil orders with the Companies, similarly to parts purchases, resulted in approximately $266,555 lower than forecast vendor payments;

(v) **Parts Purchase** - cumulative favourable variance of $266,048 is consistent with lower parts and service sales, as the Companies were unable to purchase parts as forecast during this period;

(vi) **Finance Product Costs -** product costs are sold as a part of vehicle sales (e.g. warranties and protection plans), the cumulative favourable variance of approximately $226,058 is attributed to lower vehicle and F&I sales during the period;

(vii) **Payroll (including taxes)** - the favourable variance of approximately $198,163 is due to reduced employee count and lower commission due to delayed sales;

(viii) **Lien Payouts** - the favourable variance of approximately $78,990 is due to decreased number of trade-in vehicles versus budget which is consistent with the delay in vehicle sales noted above; and

(ix) **Property Taxes** - the favourable variance of approximately $75,950 is attributable to the timing of property tax payments.

(b) the positive variances noted above are partially offset by:

(i) **Used Vehicle Sales** - similar to new vehicles, the cumulative unfavourable balance of $1,220,252 is largely due to lower than forecast vehicle sales as a result of retail financing partners limiting access to the financing portals, resulting in lower sales volume. The Monitor has worked with retail financing partners and does not anticipate this will be a continuing issue impacting the cash flow;

(ii) **Vehicle Purchase** - the cumulative unfavourable variance of approximately $1,076,315 reflects vehicle purchases and dealer trades during the period for immediate resale to the customers or through auction that were not separately forecasted in the Cash Flow Forecast;

(iii) **New Vehicle Sales** - the cumulative unfavourable balance of approximately $955,624 is largely due to lower than forecast vehicle sales as a result of retail financing partners limiting access to the financing portals, resulting in lower sales volumes;

(iv) **Self Funded (OEM) and Self Funded Ongoing** - the unfavourable variance of approximately $603,972 is due to lower than forecast inventory monetization activities;

(v) **HST Collected –** the unfavourable variance of $437,113 is a result of lower than forecast vehicle sales & parts and service sales;

(vi) **Parts and Services Sales** - the unfavourable variance of approximately $361,849 is primarily due to the Companies' inability to purchase parts and service supplies from vendors. As a result, the Companies were not able to purchase the required parts & service supplies to maintain forecast levels of Parts & Service Sales. The Monitor has worked with the related vendors and does not anticipate this will be a continuing issue impacting the cash flow;

(vii) **F&I Revenue** - the unfavourable variance of approximately $253,218 reflects the lower New & Used vehicle sales volume resulting is less F&I Revenue;

(viii) **Other Revenue - Ancillary Operations** - the unfavourable variance of approximately $174,357 is a result of lower than forecast Ancillary Operations revenue largely due to the inability to purchase parts for body shop work, similarly to Dealership parts & service sales. As a result, the Ancillary Operations were unable maintain forecast levels of revenue;

8. A summary of the variance analysis described above is set out in **Appendix "B"**.

REVISED CASH FLOW FORECAST

9. The Monitor prepared the Revised Cash Flow Forecast for the purposes of projecting the Companies estimated liquidity needs during the 13-week period of August 29th to November 20th, 2026 (the “**Revised Cash Flow Period**”).

10. A copy of the Revised Cash Flow Forecast is attached hereto as **Appendix “C”**.

11. The Revised Cash Flow Forecast is presented on a weekly basis and represents the estimates of the projected cash flow during the Revised Cash Flow Period. The Revised Cash Flow Forecast has been prepared using probable and hypothetical assumptions (the “**Assumptions**”) as set out in the notes to the Revised Cash Flow Forecast.

12. The Monitor has reviewed the Revised Cash Flow Forecast to the standard required of a Court-appointed monitor by section 23(1)(b) of the CCAA. In accordance with this

standard, the Monitor conducted inquiries, performed analytical procedures, held discussions, and read documents related to the Information supplied.

13. Based on the Monitor's review, nothing has come to its attention that causes it to believe, in all material respects, that:

    (a) the Assumptions are not consistent with the purpose of the Revised Cash Flow Forecast;

    (b) as at the date of this Supplement to the Second Report, the Assumptions are not suitably supported or do not provide a reasonable basis for the Revised Cash Flow Forecast, given the probable and hypothetical assumptions; or

    (c) the Revised Cash Flow Forecast does not reflect the Assumptions.

14. The Monitor notes that the Revised Cash Flow Forecast has been prepared solely for the purpose described above and since the Revised Cash Flow Forecast is based on Assumptions regarding future events, actual results will vary from the information presented even if the Assumptions occur, and the variations could be material. Readers are cautioned that the Revised Cash Flow Forecast may not be appropriate for other purposes.

15. The Revised Cash Flow Forecast shows that during the Revised Cash Flow Period; the Companies will experience a net cash outflow of approximately $6.17 million which will be funded by approximately $2.3 million of cash-on-hand, and the Interim Financing facility with a current limit of $3.5 million which expires on November 2, 2026. It is anticipated that BMO will increase the limit of the Interim Financing facility to $5 million with a revised expiry date extended to the end of November 2026 which will be sufficient to cover the anticipated short fall noted above.

16. The Monitor intends to bring a motion in the coming weeks (October 1, 2026) requesting approval for this increase to the Interim Financing facility and the maturity extension.

All of which is respectfully submitted this 4th day of September 2026.

GOLDHAR & ASSOCIATES LTD, in its capacity as Proposed Monitor of the Trinity Auto Group, and not in its corporate or personal capacity.

Evan MacKinnon, CFA, CIRP, LIT
Senior Managing Director
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APPENDIX A

Trinity Auto Group Inc.
Consolidated Cash Flow Forecast For The Period
August 7, 2026 to October 30, 2026
(CAD $)

Week #		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Week Ending		2026-08-07	2026-08-14	2026-08-21	2026-08-28	2026-09-04	2026-09-11	2026-09-18	2026-09-25	2026-10-02	2026-10-09	2026-10-16	2026-10-23	2026-10-30	
Receipts	**Notes**														
New Vehicle Sales	1	203,146	1,581,375	1,942,250	2,533,250	1,262,875	1,581,375	1,942,250	2,533,250	1,178,125	1,539,000	1,627,375	1,715,750	1,765,500	21,405,521
Used Vehicle Sales	1	148,717	853,500	938,250	1,039,450	752,300	878,500	965,750	1,066,950	674,800	566,000	650,750	751,950	464,800	9,751,717
OEM Dealerships Self Funded Inventory	2	-	-	214,984	214,984	214,984	214,984	214,984	214,984	214,984	214,984	214,984	214,984	214,984	2,364,825
Self Funded Ongoing	2	13,140	99,720	121,680	158,160	78,840	99,720	121,680	158,160	75,240	97,920	104,280	111,360	108,240	1,348,140
F&I Revenue	3	19,333	134,000	155,500	191,500	110,000	134,000	154,000	190,000	101,000	117,500	127,000	140,500	117,500	1,691,833
Parts & Service Sales	4	39,917	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	2,913,917
OEM Credits	5	-	-	100,000	-	-	-	100,000	-	-	-	100,000	-	-	300,000
Other Revenue - Realcos and Holdco	6	-	-	-	-	215,275	-	-	-	215,275	-	-	-	-	430,550
Other Revenue - Ancillary Operations	7	-	-	50,000	-		-	50,000	-		-	50,000	-	-	150,000
HST Collected	8	55,153	378,052	482,581	568,990	373,591	409,250	485,961	572,370	350,860	360,738	398,306	412,626	378,368	5,226,845
Total Receipts		479,405	3,286,147	4,244,745	4,945,834	3,247,365	3,557,329	4,274,125	4,975,214	3,049,784	3,135,642	3,512,195	3,586,670	3,288,892	45,583,348
Operating Disbursements															
Finance Product Costs	9	-	(258,730)	-	-	-	(260,980)	-	-	-	-	(256,480)	-	-	(776,190)
Lien Payouts	10	-	(315,175)	(454,875)	(555,000)	(722,200)	(359,175)	(454,875)	(555,000)	(722,200)	(343,425)	(447,000)	(475,625)	(507,700)	(5,912,250)
Parts Purchases	11	(6,852)	(41,113)	(205,563)	(41,113)	(41,113)	(41,113)	(205,563)	(41,113)	(41,113)	(41,113)	(205,563)	(41,113)	(41,113)	(993,552)
Payroll (Including Taxes)	12	(255,000)	(111,500)	(352,000)	(151,500)	(247,000)	(98,944)	(326,000)	(138,944)	(237,000)	(98,944)	(316,000)	(138,944)	(160,000)	(2,631,775)
Employee Benefits	13	-	(4,500)	-	(28,000)	-	(16,500)	-	-	(28,000)	(4,500)	-	-	(28,000)	(109,500)
Consultants Fees	14	(800)	(25,825)	-	(25,825)	-	(25,825)	-	(25,825)	-	(25,825)	-	(25,825)	-	(155,750)
Corporate Credit Card Repayment	15	(4,367)	(26,200)	(24,500)	(24,500)	(24,500)	(24,500)	(24,500)	(24,500)	(24,500)	(22,000)	(17,500)	(17,500)	(17,500)	(276,567)
Vendor Payments	16	(23,833)	(95,000)	(96,500)	(161,750)	(140,250)	(92,250)	(93,750)	(159,750)	(131,500)	(83,500)	(85,000)	(85,000)	(188,500)	(1,436,583)
Rent Payments (Dealership)	17	(5,333)	-	-	-	(231,500)	-	-	-	(231,500)	-	-	-	-	(468,333)
Insurance Payments	18	-	-	-	(35,920)	-	-	-	(34,120)	-	-	-	(30,680)	-	(100,720)
Property Taxes	19	-	-	-	(75,950)	-	-	-	-	(4,900)	-	-	-	(75,950)	(156,800)
Professionals & Restructuring Costs	20	-	(325,000)	-	(300,000)	-	(200,000)	-	(200,000)	-	(150,000)	-	(175,000)	-	(1,350,000)
Contingency	21		(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(300,000)
HST Paid	22	(4,786)	(96,937)	(39,268)	(68,729)	(53,672)	(80,622)	(38,911)	(55,469)	(52,535)	(39,057)	(71,116)	(42,502)	(29,850)	(673,453)
HST Remittance (Refund)	23	-	-	-	(500,000)	-	-	-	-	(856,737)	-	-	-	(915,532)	(2,272,270)
Debt Service															-
Floor Plan Payments to/(from) BMO	24	(351,863)	(2,206,609)	(2,647,619)	(3,335,989)	(1,794,799)	(2,269,609)	(2,817,590)	(3,505,960)	(1,783,870)	(2,049,880)	(2,214,330)	(2,392,780)	(2,191,190)	(29,562,088)
Floorline Curtailments	25	-	-	-	-	(463,500)	-	-	-	(313,500)	-	-	-	-	(777,000)
BMO Floor Plan Interest	26	-	-	-	-	(158,281)	-	-	-	(150,367)	-	-	-	-	(308,648)
Goodwill Interest	27	-	-	-	-	(20,000)	-	-	-	(20,000)	-	-	-	(20,000)	(60,000)
DIP Fees & Interest	28	(25,000)	-	-	-	(3,276)	-	-	-	(10,406)	-	-	-	(20,042)	(58,724)
Mortgage P&I Payments	29	-	-	-	-	(197,978)	-	-	-	(197,978)	-	-	-	-	(395,956)
Bank Fees and Charges	30	-	-	-	-	(15,000)	-	-	-	(15,000)	-	-	-	-	(30,000)
Total Disbursements		(677,834)	(3,531,588)	(3,845,325)	(5,329,276)	(4,138,069)	(3,494,517)	(3,986,188)	(4,765,681)	(4,846,106)	(2,883,243)	(3,637,988)	(3,449,968)	(4,220,376)	(48,806,158)
Net Cash Inflow/(Outflow)		(198,429)	(245,441)	399,421	(383,442)	(890,704)	62,812	287,937	209,533	(1,796,321)	252,399	(125,793)	136,702	(931,484)	
Cumulative Net Cash Flow		(198,429)	(443,870)	(44,449)	(427,891)	(1,318,595)	(1,255,782)	(967,845)	(758,312)	(2,554,633)	(2,302,235)	(2,428,028)	(2,291,326)	(3,222,810)	(3,222,810)
Opening Cash Balance		-	1,571	6,130	405,551	172,109	31,405	94,218	382,155	591,688	45,367	297,765	171,972	308,674	-
DIP Draw	31	200,000	250,000		150,000	750,000				1,250,000				900,000	3,500,000
Net Cash Inflow/(Outflow)		(198,429)	(245,441)	399,421	(383,442)	(890,704)	62,812	287,937	209,533	(1,796,321)	252,399	(125,793)	136,702	(931,484)	(3,222,810)
Closing Cash Balance		1,571	6,130	405,551	172,109	31,405	94,218	382,155	591,688	45,367	297,765	171,972	308,674	277,190	277,190

13498140 CANADA INC., 2717922 ONTARIO INC., 1000208180 ONTARIO INC., TRINITY CAR SALES INC., 1000841404 ONTARIO INC., 13517683 CANADA INC., 12332248 CANADA INC., 1000454978 ONTARIO INC., 1986096 ONTARIO INC., 1001087905 ONTARIO INC., DOWNTOWN AUTO CENTRE LTD., TRINITY CAR AND TRUCK RENTAL INC., TRINITY AUTO INC., LARRY HUDSON FAMILY HOLDINGS INC. AND 1000493417 ONTARIO INC. (THE "COMPANIES" OR "TRINITY AUTO GROUP")

COMBINED CASH FLOW FORECAST FOR THE PERIOD

AUGUST 7, 2026 TO OCTOBER 30, 2026

PRESENTED IN CANADIAN DOLLARS ($CAD)

Notes to the Unaudited 13-Week Cash Flow Forecast of the Debtors

In preparing this cash flow forecast (the "**13-Week Cash Flow Forecast**") the Debtors have relied upon unaudited financial information and the Debtors have not attempted to further verify the accuracy or completeness of such information. The 13-Week Cash Flow Forecast includes estimates concerning the operations of Trinity Auto Group and additional information discussed below with respect to the requirements of a *Companies Creditors Arrangements Act* ("**CCAA**") filing. Since the 13-Week Cash Flow Forecast is based upon assumptions of future events and conditions that are not ascertainable, the actual results achieved during the period will vary from the 13-Week Cash Flow Forecast, even if the assumptions materialize, and such variation may be material. There is no representation, warranty or other assurances that any of the estimates, forecasts or projections will be realized.

Overview

The 13-Week Cash Flow Forecast includes the receipts and disbursements of Trinity Auto Group during the 13-Week Cash Flow Forecast period. The Debtors, with the assistance of Goldhar & Associates Ltd. in its capacity as the proposed monitor of the Debtors (the " **Proposed Monitor**") have prepared the 13-Week Cash Flow Forecast based primarily on estimated disbursements related to the ongoing operations and to the CCAA proceedings. The 13-Week Cash Flow Forecast excludes any amounts or proceeds expected to be realized from the sale of assets pursuant to the "**SISP**".

Assumptions:

1 Estimated vehicle sales based on the Companies' sales forecasts, average MSRP of vehicles in inventory, vehicle trade-in values, current market conditions, and the cyclical sales cycle reflective of the summer and fall season.
2 Estimated vehicles sales to reflect the Companies' ongoing effort to monetize excess or trade-in self-funded inventory through wholesale, auction or dealer trade activity at the Companies' OEM Dealerships.
3 Finance and insurance receipts associated with new and used vehicle sales calculated on historical sales figures and sales mix.
4 Parts and service receipts calculated on historical sales figures and sales mix.
5 Receipts from net monthly OEM transaction activity (warranty, rebates, incentives less parts purchases, IT charges etc.) per the OEM's monthly dealer statement.
6 Rental revenue from the Companies' multiple real estate and holding company entities associated with the OEM Dealerships, Commercial Property, etc.
7 Net revenue from the Companies' Ancillary Operations, including towing, collision and daily rental businesses.
8 HST collected on receipts.
9 Costs related to finance products sold (warranties, car packages, and credit insurance) as part of vehicle sales.
10 Projected lien payouts calculated based on forecasted trade-in vehicles, the percentage of trade-in vehicles with liens, and an average lien amount.
11 Calculated using historical average gross margin on projected parts sales.
12 Payroll made up of salaried employees, hourly employees, and contractor amounts. Employee payroll is administered bi-weekly by the Debtors. Payroll near month end is higher as sales commissions are paid out.
13 Continuation of employee benefit plan with the Companies' current insurance provider.
14 External consultants brought-in by the Debtors or the Monitor to help stabilize the operation of dealerships.
15 Periodic repayment of the BMO Mastercard used for operating expenses.
16 Payment of go-forward vendor payments, consistent with past weekly run rate.
17 Rent payments from the OEM Dealerships to the real estate, holding company and third-party landlords.
18 Continuation of insurance policy premiums to be paid as scheduled.
19 Continuation of property tax payments as scheduled.
20 Costs of the Monitor and its counsel, the Companies' counsel, the sales agent, and BMO's counsel, including the catch-up of invoices received to date from professionals.
21 Contingency is assumed to cover unanticipated costs.
22 HST paid on disbursements.
23 HST remittances paid monthly in respect of the prior month's net HST collected.
24 Represents the net of principal repayments of floor line financing on vehicles sold and financing provided for the purchase of vehicles or trade-ins. Certain later weeks reflect floor plan advances as the Companies' chattel vehicles currently not on the floor plan.
25 Floor line curtailment payments associated with the Companies' aged vehicle inventory on the respective floor line financing facilities.
26 Estimated based on the latest floor line principal balance and the interest rate stated in the loan agreement, and excludes vehicles previously crystalized as sold-in-violation as at the Filing Date.
27 Estimated based on the latest goodwill loan principal balance and the interest rate stated in the respective loan agreement.
28 Estimated based on the anticipated DIP facility principal balance and the fee and interest stated in the DIP loan agreement.
29 Estimate principal and interest payments on the mortgages associated with the Companies' real estate assets.
30 Miscellaneous bank fees and charges paid to BMO on a monthly basis.
31 Cash shortfalls are expected to be funded through draws the Companies' DIP Facility up to a maximum of $500K in the first 10-day period and up to a maximum of $3.5 million thereafter.

APPENDIX B

Trinity Auto Group
Receipts and Disbursements Since the Filing Date
August 7, 2026 to August 28, 2026
($ CAD)

	Cumulative			
	Budget	Actual	Variance F(U)	Notes
Receipts				
New Vehicle Sales	6,260,021	5,304,396	(955,624)	The cumulative unfavourable balance is largely due to lower than forecast vehicle sales as a result of retail financing partners closing down access to Financing Portals, causing vehicle sales to be lower. Additionally, with Dealertrade partners being unwilling to sell vehicles to The Company, those sourced vehicle deals also declined.
Used Vehicle Sales	2,979,917	1,759,664	(1,220,252)	Similar to new vehicles, the cumulative unfavourable balance is largely due to lower than forecast vehicle sales as a result of retail financing partners limiting access to Financing Portals, resulting in lower sales volume
OEM Dealerships Self Funded Inventory	429,968	218,696	(211,272)	The unfavourable variance is due to lower than forecast inventory monetization
Self Funded Ongoing	392,700	-	(392,700)	The unfavourable variance is due to lower than forecast inventory monetization
F&I Revenue	500,333	247,115	(253,218)	The unfavourable variance reflects the lower New & Used vehicle sales volume resulting is less F&I receipts.
Parts & Service Sales	758,417	396,568	(361,849)	The unfavourable variance is primarily due to The Company's inability to purchase parts and service supplies from vendors. As a result The Company was not able to purchase the required parts & service supplies to maintain forecast levels of Parts & Service Sales.
OEM Credits	100,000	118,162	18,162	The favourable balance is a result of higher than forecast OEM credits, primarily attributed to Mississauga Chrysler & Stratford Nissan.
Other Revenue - Realcos and Holdco	-	-	-	
Other Revenue - Ancillary Operations	50,000	(124,357)	(174,357)	The cumulative unfavourable balance is a result of lower than forecast Ancillary Operations revenue largely due to the inability to purchase parts for body shop work, similarly to Dealership Parts & Service Sales. As a result, the Ancillary Operations were not able to maintain forecast levels of revenue
HST Collected	1,484,776	1,047,663	(437,113)	Unfavourable variance is a result of lower than forecast vehicle sales & parts and service sales.
Total receipts	**12,956,132**	**8,967,909**	**(3,988,223)**	
Disbursements from operations				
Vehicle Purchases	-	(1,076,315)	(1,076,315)	The cumulative unfavourable variance reflects vehicle purchases and dealer trades during the period for immediate resale to the customers, or auction, that were not separately forecasted in the Cash Flow Forecast
Intercompany Transfers	-	-	-	
Finance Product Costs	(258,730)	(32,672)	226,058	As finance product costs are sold as a part of vehicle sales (e.g. warranties and protection plans), the cumulative favourable variance is attributed to lower vehicle sales during the period.
Lien Payouts	(1,325,050)	(1,246,060)	78,990	The cumulative favourable variance reflects the decrease in trade in values consistent with lower sales volumes, resulting in lower than forecast lien payouts.
Parts Purchases	(294,640)	(28,591)	266,048	The cumulative favourable variance is consistent with lower parts and service sales, as The Company was unable to purchase parts as forecast in this period.
Payroll (Including Taxes)	(870,000)	(671,837)	198,163	The cumulative variance is favourable, in line with reduced employee levels & sales activity.
Employee Benefits	(32,500)	(13,953)	18,547	Similarly to payroll, the favourable balance is a result reduced employee levels and timing.
Consultants Fees	(52,450)	(8,940)	43,510	The favourable balance is largely due to two employees transferring from being paid as consultants to being on the full time payroll.
Corporate Credit Card Repayment	(79,567)	(55,214)	24,353	The favourable balance is a result of some of the Corporate credit cards being locked during this period, resulting in less than forecast activity.
Vendor Payments	(377,083)	(111,529)	265,555	Vendors cancelling accounts or unwilling to do orders with The Company, similarly to parts purchases, resulting in lower than forecast vendor payments
Rent Payments (Dealership)	(32,000)	(82,581)	(50,581)	The unfavourable variance is due to timing. Some of the rent payments were made week ending August 28th rather than Septemeber 1 (Week 5), resulting in higher than forecast rent payments.
Insurance Payments	(35,920)	-	35,920	The favourable variance is also due to timing of insurance payments, as well as the Oakville Mitsubishi Manulife payement bouncing when their bank accounts were frozen by the CRA.
Property Taxes	(75,950)	-	75,950	The favourable variance is attributed to timing of property tax payments. No property tax payments were made in this period.
Professionals & Restructuring Costs	(625,000)	(260,230)	364,770	The favourable variance is due to delays in paying legal counsel & restructuring professional fees which moved approx $200,000 to week 5 of the forecast, which will reverse the majority of this favourable variance.
Contingency	(75,000)	(29,468)	45,532	The favourable balance is primarily due to lower contingency payments (Deposit refunds to customers, etc.) as a result of lower sales volumes causing this to occur less frequently.
HST Paid	(213,187)	(206,949)	6,238	The favourable balance is in line with lower overall disbursements.
HST Remittance (Refund)	(500,000)	-	500,000	The favourable balance is a result of timing. Payment for July HST is expected to be made in the next couple weeks.
Debt Service	-	-	-	
Floor Plan Payments to/(from) BMO	(8,542,080)	(3,027,137)	5,514,943	The favourable variance is attributed to both lower overall vehicle sales & not making floorplan payments at the beginning of this period.
Floorline Curtailments	-	-	-	
BMO Floor Plan Interest	-	-	-	
Goodwill Interest	-	(29,777)	(29,777)	The unfavourable variance is expected to be reversed in future periods.
DIP Fees & Interest	(25,000)	-	25,000	This will be a perminant favourable variance as interim financing interest is not due until maturity.
Mortgage P&I Payments	-	-	-	
Bank Fees and Charges	-	(3,814)	(3,814)	The unfavourable balance is a result of bank fees and charges intially forecast for Week 5 of the cash flow. The higher than forecast bank fees are a result of timing.
Total Disbursements	**(13,414,156)**	**(6,885,065)**	**6,529,092**	
Net Cash Inflow/(Outflow)	(458,024)	2,097,191	2,555,215	
Funding from DIP facility/deposit	**600,000**	**650,000**	**50,000**	
Opening Cash Balance	**-**	**(398,466)**	**(398,466)**	
Net Cash Inflow/(Outflow)	141,976	2,747,191	2,605,215	
Closing Cash Balance	**141,976**	**2,348,725**	**2,206,749**	

APPENDIX C

Trinity Auto Group Inc.
Consolidated Cash Flow Forcast for the period
August 29, 2026 to November 20, 2026
(CAD $)

Week #		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Week Ending		2026-09-04	2026-09-11	2026-09-18	2026-09-25	2026-10-02	2026-10-09	2026-10-16	2026-10-23	2026-10-30	2026-11-06	2026-11-13	2026-11-20	2026-11-20	
Receipts	Notes														
New Vehicle Sales	1	1,262,875	1,581,375	1,942,250	2,533,250	1,178,125	1,539,000	1,627,375	1,715,750	1,765,500	1,262,875	1,581,375	1,942,250	2,533,250	22,465,250
Used Vehicle Sales	2	981,140	1,510,160	1,264,370	1,328,990	1,000,040	715,860	806,970	842,190	698,040	668,640	717,660	824,370	838,990	12,197,420
F&I Revenue	3	110,000	127,000	147,000	176,000	101,000	110,500	120,000	126,500	117,500	95,000	112,000	133,500	162,500	1,638,500
Parts & Service Sales	4	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	239,500	3,113,500
OEM Credits	5	-	-	100,000	-	-	-	100,000	-	-	-	100,000	-	-	300,000
Other Revenue - Realcos and Holdco	6	38,775	-	-	-	38,775	-	-	-	-	38,775	-	-	-	116,325
Other Revenue - Ancillary Operations	7	-	-	25,000	-	-	-	25,000	-	-	-	25,000	-	-	75,000
HST Collected	8	342,198	449,545	480,106	556,106	332,467	338,632	376,200	380,112	366,670	299,623	357,570	408,151	490,651	5,178,029
Total Receipts		2,974,488	3,907,580	4,198,226	4,833,846	2,889,907	2,943,492	3,295,045	3,304,052	3,187,210	2,604,413	3,133,105	3,547,771	4,264,891	45,084,024
Operating Disbursements															
Finance Product Costs	9	-	(260,980)	-	-	-	-	(243,880)	-	-	-	-	(204,290)	-	(709,150)
Lien Payouts	10	(722,200)	(359,175)	(444,975)	(545,100)	(702,400)	(343,425)	(437,100)	(465,725)	(487,900)	(494,300)	(359,175)	(444,975)	(545,100)	(6,351,550)
Parts Purchases	11	(41,113)	(41,113)	(205,563)	(41,113)	(41,113)	(41,113)	(205,563)	(41,113)	(41,113)	(41,113)	(41,113)	(41,113)	(41,113)	(863,363)
Payroll (Including Taxes)	12	(160,000)	(2,944)	(166,000)	(2,944)	(145,000)	(2,944)	(156,000)	(2,944)	(125,000)	-	(136,000)	(2,944)	(68,000)	(970,718)
Employee Benefits	13	-	(16,500)	-	-	(28,000)	(4,500)	-	-	(28,000)	-	-	(28,000)	-	(105,000)
Consultants Fees	14	(15,000)	(5,787)	(15,000)	(4,777)	-	(20,787)	-	(4,177)	(600)	(17,962)	-	(1,352)	(600)	(86,042)
Corporate Credit Card Repayment	15	(30,000)	(24,500)	(24,500)	(24,500)	(24,500)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(304,000)
Vendor Payments	16	(140,250)	(92,250)	(93,750)	(159,750)	(131,500)	(83,500)	(85,000)	(85,000)	(188,500)	(85,000)	(85,000)	(85,000)	(188,500)	(1,503,000)
Rent Payments (Dealership)	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Payments	18	-	-	(95,480)	-	-	-	-	-	-	-	-	-	-	(95,480)
Property Taxes	19	-	-	-	-	(4,900)	-	-	-	(75,950)	-	-	-	-	(80,850)
Professionals & Restructuring Costs	20	(225,304)	(400,000)	(75,000)	(275,000)	(25,000)	(375,000)	-	(275,000)	-	(225,000)	-	(200,000)	-	(2,075,304)
Contingency	21	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(325,000)
HST Paid	22	(54,817)	(104,017)	(50,611)	(62,483)	(25,690)	(67,652)	(69,478)	(52,688)	(29,928)	(47,980)	(16,395)	(69,128)	(29,928)	(680,792)
HST Remittance (Refund)	23	-	(225,000)	-	-	(864,966)	-	-	-	(885,646)	-	-	-	(554,784)	(2,530,396)
Critical Vendor Repayment	24	-	(950,000)	-	-	-	-	-	-	-	-	-	-	-	(950,000)
Debt Service															-
Floor Plan Payments (to)/from BMO	25	(2,632,741)	(3,294,651)	(3,979,690)	(3,380,160)	(1,783,870)	(2,486,980)	(2,151,430)	(2,266,980)	(2,191,190)	(1,681,270)	(2,030,180)	(2,471,190)	(3,096,660)	(33,446,992)
Floorline Curtailments	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BMO Floor Plan Interest	27	(207,648)	-	-	-	(146,891)	-	-	-	-	(133,961)	-	-	-	(488,500)
Goodwill Interest	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interim Financing Fees & Interest	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortgage P&I Payments	30	(30,000)	-	-	-	(30,000)	-	-	-	-	(30,000)	-	-	-	(90,000)
Bank Fees and Charges	31	(15,000)	-	-	-	(15,000)	-	-	-	-	(15,000)	-	-	-	(45,000)
Total Disbursements		(4,299,073)	(5,801,916)	(5,175,568)	(4,520,826)	(3,993,830)	(3,472,900)	(3,395,450)	(3,240,626)	(4,100,826)	(2,818,585)	(2,714,862)	(3,594,991)	(4,571,684)	(51,701,137)
Net Cash Inflow/(outflow)		(1,324,585)	(1,894,336)	(977,343)	313,020	(1,103,922)	(529,408)	(100,405)	63,426	(913,616)	(214,172)	418,242	(47,221)	(306,793)	
Cumulative Net Cash Flow		(1,324,585)	(3,218,921)	(4,196,264)	(3,883,244)	(4,987,166)	(5,516,575)	(5,616,980)	(5,553,553)	(6,467,169)	(6,681,342)	(6,263,099)	(6,310,320)	(6,617,112)	(6,617,112)
Opening Cash Balance		2,348,725	1,774,140	479,803	352,461	665,481	211,558	532,150	431,745	495,171	231,555	17,383	435,625	388,405	
Interim Financing Draw	32	750,000	600,000	850,000	-	650,000	850,000	-	-	650,000	-	-	-	-	4,350,000
Net Cash Inflow/(Outflow)		(1,324,585)	(1,894,336)	(977,343)	313,020	(1,103,922)	(529,408)	(100,405)	63,426	(913,616)	(214,172)	418,242	(47,221)	(306,793)	(6,617,112)
Closing Cash Balance		1,774,140	479,803	352,461	665,481	211,558	532,150	431,745	495,171	231,555	17,383	435,625	388,405	81,612	81,612
Cumulative Interim Financing Balance	650,000	1,400,000	2,000,000	2,850,000	2,850,000	3,500,000	4,350,000	4,350,000	4,350,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	

13498140 CANADA INC., 2717922 ONTARIO INC., 1000208180 ONTARIO INC., TRINITY CAR SALES INC., 1000841404 ONTARIO INC., 13517683 CANADA INC., 12332248 CANADA INC., 1000454978 ONTARIO INC., 1986096 ONTARIO INC., 1001087905 ONTARIO INC., DOWNTOWN AUTO CENTRE LTD., TRINITY CAR AND TRUCK RENTAL INC., TRINITY AUTO INC., LARRY HUDSON FAMILY HOLDINGS INC. AND 1000493417 ONTARIO INC. (THE "COMPANIES" OR "TRINITY AUTO GROUP")

COMBINED CASH FLOW FORECAST FOR THE PERIOD

AUGUST 29, 2026 TO NOVEMBER 20, 2026

PRESENTED IN CANADIAN DOLLARS ($CAD)

Notes to the Unaudited Revised 13-Week Cash Flow Forecast of the Debtors

In preparing this cash flow forecast (the "Revised Cash Flow Forecast") the Debtors have relied upon unaudited financial information and the Debtors have not attempted to further verify the accuracy or completeness of such information. The Revised Cash Flow Forecast includes estimates concerning the operations of Trinity Auto Group and additional information discussed below with respect to the requirements of a Companies Creditors Arrangements Act ("CCAA") filing. Since the Revised Cash Flow Forecast is based upon assumptions of future events and conditions that are not ascertainable, the actual results achieved during the period will vary from the Revised Cash Flow Forecast, even if the assumptions materialize, and such variation may be material. There is no representation, warranty or other assurances that any of the estimates, forecasts or projections will be realized.

Overview

The Revised Cash Flow Forecast includes the receipts and disbursements of Trinity Auto Group during the Revised Cash Flow Forecast period. The Debtors, with the assistance of Goldhar & Associates Ltd. in its capacity as the monitor of the Debtors (the "Monitor") have prepared the Revised Cash Flow Forecast based primarily on estimated disbursements related to the ongoing operations and to the CCAA proceedings. The Revised Cash Flow Forecast excludes any amounts or proceeds expected to be realized from the sale of assets pursuant to the "SISP".

Assumptions:

1 Estimated New vehicle sales based on the Companies' sales forecasts, average MSRP of vehicles in inventory, current market conditions, and the cyclical sales cycle reflective of weekly sales with higher sales at end of months to reach targets.

2 Estimated Used vehicles sales to reflect the Companies' effort to monetize used vehicle inventory, excess or trade-in self-funded inventory through wholesale, auction or dealer trade activity at the Companies' OEM Dealerships.Includes both floorplan and self funded used vehicles.

3 Finance and insurance receipts associated with new and used vehicle sales calculated on historical sales figures and sales mix.

4 Parts and service receipts calculated on historical sales figures and sales mix.

5 Receipts from net monthly OEM transaction activity (warranty, rebates, incentives less parts purchases, IT charges etc.) per the OEM's monthly dealer statement.

6 Rental revenue from the Companies' Commercial Property.

7 Net revenue from the Companies' Ancillary Operations, including towing, collision and daily rental businesses.

8 HST collected on receipts.

9 Costs related to finance products sold (warranties, car packages, and credit insurance) as part of vehicle sales.

10 Projected lien payouts calculated based on forecasted trade-in vehicles, the percentage of trade-in vehicles with liens, and an average lien amount.

11 Calculated using historical average gross margin on projected parts sales.

12 Payroll made up of salaried employees, hourly employees, and contractor amounts. Employee payroll is administered bi-weekly by the Debtors. Payroll near month end is higher as sales commissions are paid out.

13 Continuation of employee benefit plan with the Companies' current insurance provider.

14 External consultants brought-in by the Debtors or the Monitor to help stabilize the operation of dealerships.

15 Periodic repayment of the BMO Mastercard used for operating expenses.

16 Payment of go-forward vendor payments, consistent with past weekly run rate.

17 Rent payments from the OEM Dealerships to the real estatet companies is assumed not to occur as debt servicing has been discontinued during the CCAA Proceedings.

18 Continuation of insurance policy premiums to be paid as scheduled.

19 Continuation of property tax payments as scheduled.

20 Costs of the Monitor and its counsel, the Companies' counsel, the sales agent, and BMO's counsel, including the catch-up of invoices received to date from professionals.

21 Contingency is assumed to cover unanticipated costs.

22 HST paid on disbursements.

23 HST remittances paid monthly in respect of the prior month's net HST collected.

24 Payments to critical vendors, approved by the Court, required to maintain ongoing operations

25 Represents the net of principal repayments of floor line financing on vehicles sold and financing provided for the purchase of vehicles or trade-ins. Certain later weeks reflect floor plan advances as the Companies' chattel vehicles currently not on the floor plan.

26 Floor line curtailment payments are assumed to be discontinued during the CCAA Proceedings.

27 Estimated based on the latest floor line principal balance and the interest rate stated in the loan agreement, and excludes vehicles previously crystalized as sold-in-violation as at the Filing Date.

28 Goodwill principal and interest is assumed to be discontinued during the CCAA Proceedings.

29 Interim Financing interest is due upon maturity.

30 Estimate principal and interest payments on the mortgages associated with the Companies' Commercial Property

31 Miscellaneous bank fees and charges paid to BMO on a monthly basis.

32 Cash shortfalls are expected to be funded through draws the Companies' Interim Financing Facility.