## Supplementary Material for FY2024 Second Quarter Financial Results

October 31, 2023

## < Digest of Consolidated Financial Results IFRS >

## 1. Consolidated financial results

Points of financial results
Q2 performance: Net sales and profits increased YoY due mainly to unit sales increase in Automobile and
Materials Handling Equipment segments, along with the effect of weaker yen.

Full-year forecast: Revised the number of vehicles and industrial vehicles unit sales, changed the foreign exchange rate assumptions, and upwardly revised the full year financial forecast.

2. Changes in Operating profit

1) Comparison from FY2O23 2nd Quarter to FY2024 2nd Quarter

${ }^{1}$. Investments in tangible assets and depreciation apply to property, plant and equipment.
They do not include materials handling equipment leased under operating leases.
3. Business Segment Information

|  |  | FY2023 2nd Quarter <br> (April, 2022 - September, 2022) | FY2024 2nd Quarter <br> (April, 2023 - September, 2023) | Change |  | FY2024 Forecast (April, 2023 - March, 2024) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Amount |  | \% | Current plan | Change from previous year |  | Previous plan (July 28, 2023) |
|  |  | Amount |  |  |  | \% |  |
| Vehicle | Sales units |  | 146 | 165 | 19 | 12.5 | 324 | 34 | 11.7 | 316 |
|  | Net sales | [2.5\%] 40.5 | [2.7\%] 49.2 | 8.7 | 21.5 | [2.5\%] 91.0 | 7.9 | 9.5 | 88.0 |
|  | Sales units | 407 | 515 | 108 | 26.6 | 982 | 135 | 16.0 | 947 |
|  | Net sales | [9.9\%] 158.4 | [9.8\%] 179.5 | 21.1 | 13.3 | [9.9\%] 355.0 | 32.6 | 10.1 | 345.0 |
| Engine <br> Car air-conditioning <br> compressor <br> Electronics parts and others | Sales units | 15,195 | 15,974 | 779 | 5.1 | 32,000 | 1,063 | 3.4 | 32,000 |
|  | Net sales | [12.9\%] 207.2 | [12.4\%] 228.4 | 21.2 | 10.3 | [12.9\%] 463.0 | 33.3 | 7.7 | 435.0 |
|  | Net sales | [3.1\%] 48.4 | [5.1\%] 93.4 | 45.0 | 93.0 | [5.2\%] 190.0 | 67.5 | 55.0 | 190.0 |
|  | Net sales | [28.4\%] 454.6 | [30.0\%] 550.7 | 96.1 | 21.1 | [30.5\%] 1,099.0 | 141.2 | 14.7 | 1,058.0 |
|  | Operating Profit Profit ratio | $\begin{gathered} 14.0 \\ 3.1 \% \end{gathered}$ | $\begin{gathered} 32.7 \\ 5.9 \% \end{gathered}$ | 18.7 | 132.1 | $\begin{array}{ll}- & - \\ - & -\end{array}$ | - | - | - |
| Materials handling equipment | Sales units | 149 | 151 | 2 | 0.9 | 307 | (10) | (2.9) | 317 |
|  | Net sales | [67.6\%] 1,083.0 | [66.1\%] 1,215.4 | 132.4 | 12.2 | [65.6\%] 2,362.0 | 78.2 | 3.4 | 2,318.0 |
|  | Operating Profit Profit ratio | $\begin{gathered} 70.9 \\ 6.6 \% \end{gathered}$ | $\begin{gathered} 81.1 \\ 6.7 \% \end{gathered}$ | 10.2 | 14.4 |  | - | - | - |
| Textile machinery | Net sales | [2.5\%] 40.1 | [2.4\%] 44.0 | 3.9 | 9.6 | [2.4\%] 85.0 | 0.7 | 0.8 | 70.0 |
|  | Operating Profit <br> Profit ratio | $\begin{array}{r} 4.4 \\ 11.1 \% \end{array}$ | $\begin{array}{r} 4.2 \\ 9.6 \% \end{array}$ | (0.2) | (4.8) |  | - | - | - |
| Others | Net sales | [1.5\%] 24.6 | [1.5\%] 27.2 | 2.6 | 10.4 | [1.5\%] 54.0 | 0.1 | 0.1 | 54.0 |
|  | Operating Profit | 2.3 | 3.9 | 1.6 | 68.0 | - - | - | - | - |
| Total | Net sales | [100\%] 1,602.4 | [100\%] 1,837.4 | 235.0 | 14.7 | [100\%] 3,600.0 | 220.2 | 6.5 | 3,500.0 |
|  | Operating Profit Profit ratio | $\begin{gathered} 92.0 \\ 5.7 \% \end{gathered}$ | $\begin{array}{r} 122.0 \\ 6.6 \% \end{array}$ | 30.0 | 32.7 | 200.0 | 30.1 | 17.7 | 180.0 $5.1 \%$ |

## < Supplementary Material >

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  | FY2022 <br> Full year | FY2023 (April, 2022 - March, 2023) |  |  |  |  |  |  | Full year | FY2024 (April, 2023 - March, 2024) |  |  |  |  |  |  | Full year Forcast |
|  |  |  | 10 | 2Q | $1^{\text {st }}$ half | 3Q | 4Q | 1-3Q | $2^{\text {nd }}$ half |  | 10 | 2Q | $1^{\text {st }}$ half | 3Q | 4Q | 1-3Q | $2^{\text {nd }}$ half |  |
| Net sales |  | 2,705.1 | 759.6 | 842.8 | 1,602.4 | 865.1 | 912.3 | 2,467.5 | 1,777.4 | 3,379.8 | 889.4 | 948.0 | 1,837.4 | - | - | - | - | 3,600.0 |
| Operating profit |  | $\begin{array}{r} 159.0 \\ 5.9 \% \end{array}$ | $\begin{aligned} & 43.6 \\ & 5.7 \% \end{aligned}$ | $\begin{gathered} 48.4 \\ 5.7 \% \end{gathered}$ | $\begin{aligned} & 92.0 \\ & 5.7 \% \end{aligned}$ | $\begin{aligned} & 46.6 \\ & 5.4 \% \end{aligned}$ | 31.3 $3.4 \%$ | $\begin{array}{r} 138.6 \\ 5.6 \% \end{array}$ | $\begin{aligned} & 77.9 \\ & 4.4 \% \end{aligned}$ | 169.9 $5.0 \%$ | $\begin{aligned} & 52.5 \\ & 5.9 \% \end{aligned}$ | $\begin{aligned} & 69.5 \\ & 7.3 \% \end{aligned}$ | $\begin{array}{r} 122.0 \\ 6.6 \% \end{array}$ | - | - | - | - | $\begin{array}{r} \hline 200.0 \\ 5.6 \% \end{array}$ |
| Profit before income taxes |  | $\begin{array}{r} 246.1 \\ 9.1 \% \end{array}$ | $\begin{array}{r} 91.7 \\ 12.1 \% \end{array}$ | $\begin{aligned} & 53.2 \\ & 6.3 \% \end{aligned}$ | $\begin{array}{r} 144.9 \\ 9.0 \% \end{array}$ | $\begin{aligned} & 85.1 \\ & 9.8 \% \end{aligned}$ | $\begin{aligned} & \hline 32.9 \\ & 3.6 \% \end{aligned}$ | $\begin{array}{r} 230.0 \\ 9.3 \% \end{array}$ | $\begin{array}{r} 118.0 \\ 6.6 \% \end{array}$ | $\begin{array}{r} 262.9 \\ 7.8 \% \end{array}$ | $\begin{aligned} & 111.6 \\ & 12.5 \% \end{aligned}$ | $\begin{aligned} & \hline 68.9 \\ & 7.3 \% \end{aligned}$ | $\begin{array}{r} 180.5 \\ 9.8 \% \end{array}$ | - | - | - | - | $\begin{array}{r} 305.0 \\ 8.5 \% \end{array}$ |
| Profit attributable to owners of the parent |  | $\begin{array}{r} 180.3 \\ 6.7 \% \end{array}$ | $\begin{aligned} & 71.6 \\ & 9.4 \% \end{aligned}$ | $\begin{aligned} & 35.2 \\ & 4.2 \% \end{aligned}$ | $\begin{array}{r} 106.8 \\ 6.7 \% \end{array}$ | $\begin{aligned} & 62.4 \\ & 7.2 \% \end{aligned}$ | $\begin{aligned} & 23.6 \\ & 2.6 \% \end{aligned}$ | $\begin{array}{r} 169.2 \\ 6.9 \% \end{array}$ | $\begin{aligned} & 86.0 \\ & 4.8 \% \end{aligned}$ | $\begin{array}{r} 192.8 \\ 5.7 \% \end{array}$ | $\begin{aligned} & 86.9 \\ & 9.8 \% \end{aligned}$ | $\begin{aligned} & 51.9 \\ & 5.5 \% \end{aligned}$ | $\begin{array}{r} 138.8 \\ 7.6 \% \end{array}$ | - | - | - | - | $\begin{array}{r} 225.0 \\ 6.3 \% \end{array}$ |
| Investments in tangible assets ${ }^{* 1}$ |  | 134.8 | 35.6 | 32.6 | 68.2 | 31.4 | 44.8 | 99.6 | 76.2 | 144.4 | 36.0 | 42.3 | 78.3 | - | - | - | - | 170.0 |
| Depreciation ${ }^{* 1}$ |  | 94.1 | 23.6 | 24.9 | 48.5 | 25.9 | 25.5 | 74.4 | 51.4 | 99.9 | 24.9 | 25.9 | 50.8 | - | - | - | - | 105.0 |
| Exchange rate | US \$ | $¥ 112$ | ¥130 | $¥ 138$ | $¥ 134$ | ¥142 | ¥132 | ¥137 | ¥137 | ¥135 | ¥137 | ¥145 | ¥141 | - | - | - | - | ¥140 |
|  | Euro | ¥131 | ¥138 | ¥139 | $¥ 139$ | $¥ 144$ | $¥ 142$ | ¥141 | $¥ 143$ | ¥141 | ¥149 | ¥157 | ¥153 | - | - | - | - | ¥152 |

*1. Investments in tangible assets and depreciation apply to property, plant and equipment. They do not include materials handling equipment leased under operating leases.
2. Net sales breakdown by destination area


## 3. Business Segment Information

| 1) Automobile segment |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\begin{array}{\|l\|} \text { FY2022 } \\ \text { Full year } \end{array}$ | FY2023 (April, 2022 - March, 2023) |  |  |  |  |  |  | Full year | FY2024 (April, 2023 - March, 2024) |  |  |  |  |  |  | Full year Forcast |
|  |  |  |  |  | 10 | 2Q | $1^{\text {st }}$ half | 3Q | 4Q | 1-3Q | $2^{\text {nd }}$ half |  | 10 | 2Q | $1^{\text {st }}$ half | 3Q | 4Q | 1-3Q | $2^{\text {nd }}$ half |  |
| Destination | Japan <br> Overseas |  | Sales units | $\begin{array}{r} 36 \\ 272 \end{array}$ | $\begin{array}{r} 6 \\ 66 \end{array}$ | $\begin{array}{r} 8 \\ 66 \end{array}$ | $\begin{array}{r} 14 \\ 132 \end{array}$ | 7 57 | $\begin{aligned} & 17 \\ & 63 \end{aligned}$ | $\begin{array}{r} 21 \\ 189 \end{array}$ | $\begin{array}{r} 24 \\ 120 \end{array}$ | $\begin{array}{r} 38 \\ 252 \end{array}$ | 7 72 | $\begin{array}{r} 7 \\ 79 \end{array}$ | $\begin{array}{r} 14 \\ 151 \end{array}$ | - | - | - | - | $\begin{array}{r} 24 \\ 300 \end{array}$ |
| Vehicle (RAV4) subtotal |  |  | Sales units | 308 | 72 | 74 | 146 | 64 | 80 | 210 | 144 | 290 | 79 | 86 | 165 | - | - | - | - | 324 |
|  |  |  | Net sales | 83.4 | 19.5 | 21.0 | 40.5 | 18.2 | 24.4 | 58.7 | 42.6 | 83.1 | 23.5 | 25.7 | 49.2 | - | - | - | - | 91.0 |
| Type | Diesel <br> Gasoline |  | Sales units | $\begin{aligned} & 430 \\ & 374 \end{aligned}$ | $\begin{array}{r} 111 \\ 87 \end{array}$ | $\begin{array}{r} 113 \\ 96 \end{array}$ | $\begin{aligned} & 224 \\ & 183 \end{aligned}$ | 92 113 | $\begin{aligned} & 101 \\ & 134 \end{aligned}$ | $\begin{aligned} & 316 \\ & 296 \end{aligned}$ | 193 | $\begin{aligned} & 417 \\ & 430 \end{aligned}$ | $\begin{aligned} & 110 \\ & 141 \end{aligned}$ | $\begin{aligned} & 112 \\ & 152 \end{aligned}$ | $\begin{aligned} & 222 \\ & 293 \end{aligned}$ | - | - | - | - | $\begin{aligned} & 407 \\ & 575 \end{aligned}$ |
| Enigine subtotal |  |  | Sales units | 804 | 198 | 209 | 407 | 205 | 235 | 612 | 440 | 847 | 251 | 264 | 515 | - | - | - | - | 982 |
|  |  |  | Net sales | 267.6 | 75.3 | 83.1 | 158.4 | 79.4 | 84.6 | 237.8 | 164.0 | 322.4 | 88.6 | 90.9 | 179.5 | - | - | - | - | 355.0 |
| Destination | Japan <br> North America <br> Europe <br> Others |  | Sales units | $\begin{aligned} & 5,654 \\ & 8,667 \\ & 6,565 \\ & 7,867 \end{aligned}$ | $\begin{aligned} & 1,303 \\ & 2,311 \\ & 1,818 \\ & 1,804 \end{aligned}$ | $\begin{aligned} & 1,408 \\ & 2,543 \\ & 1,627 \\ & 2,381 \end{aligned}$ | $\begin{aligned} & 2,711 \\ & 4,854 \\ & 3,445 \\ & 4,185 \end{aligned}$ | $\begin{aligned} & 1,474 \\ & 2,357 \\ & 1,770 \\ & 2,133 \end{aligned}$ | $\begin{aligned} & 1,404 \\ & 2,509 \\ & 2,146 \\ & 1,949 \end{aligned}$ | $\begin{aligned} & 4,185 \\ & 7,211 \\ & 5,215 \\ & 6,318 \end{aligned}$ | $\begin{aligned} & 2,878 \\ & 4,866 \\ & 3,916 \\ & 4,082 \end{aligned}$ | $\begin{aligned} & 5,589 \\ & 9,720 \\ & 7,361 \\ & 8,267 \end{aligned}$ | $\begin{aligned} & 1,364 \\ & 2,635 \\ & 2,026 \\ & 1,950 \end{aligned}$ | $\begin{aligned} & 1,512 \\ & 2,690 \\ & 1,822 \\ & 1,975 \end{aligned}$ | $\begin{aligned} & 2,876 \\ & 5,325 \\ & 3,848 \\ & 3,925 \end{aligned}$ | - - - |  | - - - - | - - - - | $\begin{array}{r} \hline 5,936 \\ 10,675 \\ 7,748 \\ 7,641 \\ \hline \end{array}$ |
| Type | Engine Driven Type | Fixed displace -ment type <br> Variable displace -ment type | Sales units | $\begin{array}{r} 6,327 \\ 17,421 \end{array}$ | $\begin{aligned} & 1,438 \\ & 4,560 \end{aligned}$ | $\begin{aligned} & 1,628 \\ & 4,723 \end{aligned}$ | $\begin{aligned} & 3,066 \\ & 9,283 \end{aligned}$ | 1,593 4,511 | 1,655 4,637 | $\begin{array}{r} 4,659 \\ 13,794 \end{array}$ | 3,248 9,148 | $\begin{array}{r} 6,314 \\ 18,431 \end{array}$ | 1,427 4,728 | 1,526 4,548 | $\begin{aligned} & \text { 2,953 } \\ & 9,276 \end{aligned}$ | - | - | - | - | $\begin{array}{r} 5,998 \\ 18,052 \end{array}$ |
|  | Electric Driv | iven type | Sales units | 5,005 | 1,238 | 1,608 | 2,846 | 1,630 | 1,716 | 4,476 | 3,346 | 6,192 | 1,820 | 1,925 | 3,745 | - | - | - | - | 7,950 |
| Car air-conditioning compressor subtotal |  |  | Sales units | 28,753 | 7,236 | 7,959 | 15,195 | 7,734 | 8,008 | 22,929 | 15,742 | 30,937 | 7,975 | 7,999 | 15,974 | - | - | - | - | 32,000 |
|  |  |  | Net sales | 356.1 | 94.8 | 112.4 | 207.2 | 108.3 | 114.2 | 315.5 | 222.5 | 429.7 | 110.9 | 117.5 | 228.4 | - | - | - | - | 463.0 |
| Electronics parts and others |  |  | Net sales | 85.5 | 21.1 | 27.3 | 48.4 | 34.0 | 40.1 | 82.4 | 74.1 | 122.5 | 44.6 | 48.8 | 93.4 | - | - | - | - | 190.0 |
| Automobile Total |  |  | Net sales | 792.8 | 210.9 | 243.7 | 454.6 | 240.0 | 263.2 | 694.6 | 503.2 | 957.8 | 267.7 | 283.0 | 550.7 | - | - | - | - | 1,099.0 |
|  |  |  | Operating profit <br> Profit ratio | $\begin{aligned} & 33.0 \\ & 4.2 \% \end{aligned}$ | 5.5 $2.6 \%$ | 8.5 $3.5 \%$ | 14.0 $3.1 \%$ | 7.3 $3.0 \%$ | 13.3 $5.1 \%$ | 21.3 $3.1 \%$ | 20.6 $4.1 \%$ | 34.6 $3.6 \%$ | 12.7 $4.8 \%$ | $\begin{aligned} & 20.0 \\ & 7.1 \% \end{aligned}$ | $\begin{aligned} & 32.7 \\ & 5.9 \% \end{aligned}$ | - | - | - | - | - - |

## 2) Materials handling equipment

(1) Financial results

Sales units : Thousands of units, Net sales / Operating profit : Billions of yen, Italic : Profit ratio to Net sales


## (2) Order intake

| Forklifts - New trucks (Thousands of unit) | 407 | 118 | 96 | 214 | 88 | 76 | 302 | 164 | 378 | 72 | 61 | 133 | - |  | - |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Logistic solutions (Billions of yen) | 466.9 | 73.5 | 121.1 | 194.6 | 131.8 | 95.1 | 326.4 | 226.9 | 421.5 | 128.5 | 110.2 | 238.7 | - |  | - | - |  |

(3) Sales Finance Assets

|  |  |  | FY2022 |  |  | 023 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 4Q | 10 | 2Q | 3Q | 4Q | 10 | 2Q | 3Q | 4Q |
| Region | North America |  | 572.7 | 664.9 | 725.6 | 686.3 | 716.3 | 802.7 | 849.4 | - | 850.0 |
|  | Europe | Balance at the end of each quarter | 272.2 | 283.7 | 277.0 | 281.0 | 298.7 | 332.5 | 338.9 | - | 340.0 |
|  | Others |  | 51.2 | 53.1 | 54.3 | 52.3 | 50.9 | 55.6 | 56.6 | - | 60.0 |
| Sales Finance Assets subtotal (Billions of yen) |  |  | 896.1 | 1,001.7 | 1,056.9 | 1,019.6 | 1,065.9 | 1,190.8 | 1,244.9 | - | 1,250.0 |


|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | FY2022 <br> Full year | FY2023 (April, 2022 - March, 2023) |  |  |  |  |  |  | Full year | FY2024 (April, 2023 - March, 2024) |  |  |  |  |  |  | Full year <br> Forcast |
|  |  |  | 10 | 2Q | $1^{\text {st }}$ half | 30 | 4Q | 1-3Q | $2^{\text {nd }}$ half |  | 10. | 2Q | $1^{\text {st }}$ half | 3Q | 4Q | 1-3Q | $2^{\text {nd }}$ half |  |
| Textile machinery | Net sales | 69.2 | 21.4 | 18.7 | 40.1 | 22.3 | 21.9 | 62.4 | 44.2 | 84.3 | 20.9 | 23.1 | 44.0 | - | - | - | - | 85.0 |
|  | Operating profit <br> Profit ratio | $\begin{array}{r} 5.5 \\ 8.0 \% \end{array}$ | $\begin{array}{r} 3.0 \\ 14.1 \% \end{array}$ | $\begin{array}{r} 1.4 \\ 7.7 \% \end{array}$ | $\begin{array}{r} 4.4 \\ 11.1 \% \end{array}$ | $\begin{array}{r} 1.9 \\ 8.5 \% \end{array}$ | $\begin{array}{r} 1.5 \\ 6.6 \% \end{array}$ | $\begin{array}{r} 6.3 \\ 10.2 \% \end{array}$ | $\begin{array}{r} 3.4 \\ 7.6 \% \end{array}$ | $\begin{array}{r} 7.8 \\ 9.3 \% \end{array}$ | $\begin{array}{r} 2.2 \\ 10.6 \% \end{array}$ | $\begin{array}{r} 2.0 \\ 8.8 \% \end{array}$ | $\begin{array}{r} 4.2 \\ 9.6 \% \end{array}$ | - | - | - | - | - |
| Others | Net sales | 53.7 | 11.8 | 12.8 | 24.6 | 13.4 | 15.9 | 38.0 | 29.3 | 53.9 | 11.6 | 15.6 | 27.2 | - | - | - | - | 54.0 |
|  | Operating profit | 7.1 | 1.0 | 1.3 | 2.3 | 1.4 | 1.7 | 3.7 | 3.1 | 5.4 | 1.8 | 2.1 | 3.9 | - | - | - | - | - |

## 4. Historical Financial Data

|  |  | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | FY2023 | FY2024 <br> Forecast |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Net sales | Billions of yen | 1,615.2 | 2,007.8 | 2,166.6 | 2,243.2 | 1,675.1 | 2,003.9 | 2,214.9 | 2,171.3 | 2,118.3 | 2,705.1 | 3,379.8 | 3,600.0 |
| Operating profit | Billions of yen | 77.0 | 107.6 | 117.5 | 134.7 | 127.3 | 147.4 | 134.6 | 128.2 | 118.1 | 159.0 | 169.9 | 200.0 |
| Profit ratio | \% | 4.8\% | 5.4\% | 5.4\% | 6.0\% | 7.6\% | 7.4\% | 6.1\% | 5.9\% | 5.6\% | 5.9\% | 5.0\% | 5.6\% |
| Profit before income taxes*1 | Billions of yen | 86.8 | 138.1 | 170.8 | 185.3 | 181.9 | 209.8 | 202.2 | 196.2 | 184.0 | 246.1 | 262.9 | 305.0 |
| Profit attributable to owners of the parent ${ }^{* 2}$ | Billions of yen | 53.1 | 91.7 | 115.2 | 183.0 | 131.3 | 168.1 | 152.7 | 145.8 | 136.7 | 180.3 | 192.8 | 225.0 |
| Earnings per share | Yen | ¥170 | $¥ 292$ | ¥367 | ¥582 | ¥420 | ¥541 | ¥491 | ¥469 | $¥ 440$ | $¥ 580$ | ¥621 | ¥725 |
| Cash dividends per share | Yen | ¥55 | ¥85 | $¥ 110$ | ¥120 | $¥ 125$ | $¥ 150$ | $¥ 155$ | ¥160 | $¥ 150$ | ¥170 | $¥ 190$ | ¥200 |
| Consolidated payout ratio | \% | 32.3\% | 29.0\% | 30.0\% | 20.6\% | 29.7\% | 27.7\% | 31.5\% | 34.1\% | 34.1\% | 29.3\% | 30.6\% | 27.6\% |
| Investments in tangible assets* ${ }^{* 3}$ | Billions of yen | 89.4 | 109.4 | 126.3 | 75.4 | 77.3 | 115.4 | 113.7 | 106.0 | 113.3 | 134.8 | 144.4 | 170.0 |
| Depreciation ${ }^{* 3}$ | Billions of yen | 57.9 | 64.1 | 70.7 | 77.3 | 73.2 | 77.7 | 85.6 | 90.4 | 91.0 | 94.1 | 99.9 | 105.0 |
| Research and development expenses | Billions of yen | 39.0 | 46.3 | 47.7 | 65.4 | 69.5 | 77.6 | 88.8 | 90.5 | 88.9 | 94.4 | 111.8 | 120.0 |
| Exchange Rate | US \$ | ¥83 | $¥ 100$ | $¥ 110$ | ¥120 | ¥108 | ¥111 | ¥111 | ¥109 | $¥ 106$ | ¥112 | $¥ 135$ | ¥140 |
|  | Euro | $¥ 107$ | $¥ 134$ | ¥139 | $\ddagger 133$ | ¥119 | ¥130 | ¥128 | $¥ 121$ | ¥124 | ¥131 | ¥141 | ¥152 |

Years ended March 31
${ }^{*} 1$ : The figures prior to fiscal 2017 are ordinary income under Japanese GAAP
*2: The figures prior to fiscal 2017 are net income under Japanese GAAP
*3: Investments in tangible assets and depreciation apply to property, plant and equipment. They do not include materials handling equipment leased under operating leases,

[^0]
[^0]:    ※ All projections are based on the information available to management at the time of producing this material and are not guarantees of future performance.
    Uncertainties such as economic conditions and exchange rate fluctuations could cause the actual results of Toyota Industries to differ from any projections discussed in this material.

