

## Summary

## Financial results for the 1st quarter of FYE March 2015

Due to healthy sales of Forester in North America and China and increase of new WRX in overseas market, consolidated automobile sales set an all-time records as 1st quarter.
$>$ In addition to gain on currency exchange, increase in sales volume and cost reduction brought all time record high in net sales and all profit levels for the 1st quarter.

|  | Net sales | Operating income | Ordinary income | Net income | Consolidated automobile sales |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Actual results (YoY) | $\begin{aligned} & ¥ 593.4 \mathrm{bil} \\ & (+¥ 46.5 \mathrm{bil}) \end{aligned}$ | $\begin{gathered} \not ¥ 78.7 \mathrm{bil} \\ (+¥ 9.1 \mathrm{bil}) \end{gathered}$ | $\begin{array}{r} ¥ 80.6 \text { bil } \\ (+¥ 16.1 \text { bil) } \end{array}$ | $\begin{gathered} \neq 52.2 \mathrm{bil} \\ (+¥ 3.8 \mathrm{bil}) \end{gathered}$ | $\begin{aligned} & 193.7 \mathrm{k} \\ & (+2.5 \mathrm{k}) \end{aligned}$ |

## Projections for the FYE March 2015

$>$ Business performance of FYE March 2015 is proceeding as planed.
$>$ Increase of sales volume from new models, such as Legacy, Outback and Levorg, will offset increase of SG\&A expenses. Full year projections of net sales and all profit levels will be all time record high for the 3rd straight year.

|  | Net sales | Operating <br> income | Ordinary <br> income | Net income | Consolidated <br> automobile sales |
| :---: | ---: | ---: | ---: | ---: | ---: |
| Plan | $¥ 2,720.0 \mathrm{bil}$ | $¥ 340.0 \mathrm{bil}$ | $¥ 330.0 \mathrm{bil}$ | $\not ¥ 215.0 \mathrm{bil}$ | 916.0 K |
| (YoY) | $(+¥ 311.9 \mathrm{bil})$ | $(+¥ 13.5 \mathrm{bil})$ | $(+¥ 15.6 \mathrm{bil})$ | $(+8.4 \mathrm{bil})$ | $(+90.9 \mathrm{k})$ |

## Business results

 for the 1st quarter of FYE March 2015
## 1st Quarter : Consolidated Automobile Sales

(Thousand Units)

|  | 1Q Actual Results <br> FYE March 2014 | 1Q Actual Results <br> FYE March 2015 | Increase / <br> Decrease |
| :--- | ---: | ---: | ---: |
| Passenger car | 28.8 | 20.4 | -8.4 |
| Minicar | 12.0 | 6.8 | -5.2 |
| Domestic total | $\mathbf{4 0 . 7}$ | $\mathbf{2 7 . 2}$ | $\mathbf{- 1 3 . 5}$ |
| U.S. | 106.4 | 112.4 | +6.0 |
| Canada | 9.4 | 10.8 | +1.4 |
| Russia | 2.5 | 4.0 | +1.6 |
| Europe | 7.2 | 6.9 | -0.4 |
| Australia | 11.6 | 9.4 | -2.2 |
| China | 5.7 | $\mathbf{1 5 . 7}$ | $\mathbf{+ 1 0 . 0}$ |
| Others | 7.6 | $\mathbf{7 . 3}$ | -0.3 |
| Overseas total | $\mathbf{1 5 0 . 4}$ | $\mathbf{1 6 6 . 5}$ | $\mathbf{+ 1 6 . 1}$ |
| Total | $\mathbf{1 9 1 . 2}$ | $\mathbf{1 9 3 . 7}$ | $\mathbf{+ 2 . 5}$ |

(100 Million Yen)

|  | 1Q Actual Results FYE March 2014 | 1Q Actual Results FYE March 2015 | I ncrease / Decrease |
| :---: | :---: | :---: | :---: |
| Net sales | 5,469 | 5,934 | +465 |
| Domestic | 1,577 | 1,162 | -416 |
| Overseas | 3,892 | 4,772 | +880 |
| Operating income | 696 | 787 | +91 |
| Total non-operating income \& expenses | -51 | 19 | +70 |
| Ordinary income | 645 | 806 | +161 |
| Total extraordinary income \& loss | -4 | 1 | +5 |
| Income before taxes and minority interests | 641 | 807 | +166 |
| Net income | 485 | 522 | +38 |
| FHI exchange rate | $¥ 98 /$ US\$ | ¥102/US\$ | +¥4/US\$ |

## 1st Quarter : Analysis of Increase and Decrease in Operating Income Changes (Consolidated)



## Consolidated Balance Sheets

(100 Million Yen)

|  | As of Mar. 2014 | As of J un. 2014 | Increase / <br> Decrease |
| :--- | ---: | ---: | ---: |
| Total assets | $\mathbf{1 8 , 8 8 4}$ | $\mathbf{1 8 , 4 8 4}$ | $\mathbf{- 3 9 9}$ |
| Current assets | 12,738 | $\mathbf{1 2 , 0 5 2}$ | -685 |
| Noncurrent assets <br> I nterest bearing <br> debts | 6,146 | 6,432 | +286 |
| Net assets | $\mathbf{2 , 6 9 7}$ | $\mathbf{2 , 5 7 4}$ | $\mathbf{- 1 2 3}$ |
| Retained earnings | $\mathbf{7 , 7 0 1}$ | $\mathbf{7 , 9 9 7}$ | $\mathbf{+ 2 9 6}$ |
| Shareholder's equity | 4,839 | 5,118 | +279 |
| Shareholder's equity to <br> total assets | 7,655 | 7,934 | +279 |
| D/E ratio | $40.5 \%$ | $42.9 \%$ | +2.4 |

## 1st Quarter : Consolidated Statement of Cash Flows

(100 Million Yen)

|  | 1Q Actual Results <br> FYE March 2014 | 1Q Actual Results <br> FYE March 2015 | Increase / <br> Decrease |
| :--- | ---: | ---: | ---: |
| Net cash provided by (used <br> in) operating activities | $\mathbf{7 1 2}$ | $\mathbf{3}$ | $\mathbf{- 7 0 9}$ |
| Net cash provided by (used <br> in) investing activities | -196 | -166 | $\mathbf{+ 3 0}$ |
| Free cash flows | 516 | -163 | $\mathbf{- 6 7 9}$ |
| Net cash provided by (used <br> in) financing activities | $\mathbf{- 1 8 6}$ | $\mathbf{- 3 6 7}$ | $\mathbf{- 1 8 2}$ |
| Effect of exchange rate change on <br> cash and cash equivalents | 58 | -26 | -84 |
| Net increase (Decrease) in cash <br> and cash equivalents | 389 | -556 | -944 |
| Cash and cash equivalents <br> at end of period | $\mathbf{3 , 6 7 9}$ | $\mathbf{5 , 0 2 3}$ |  |

1st Quarter : Operating Results of Subsidiaries in U.S.

| SOA | 1Q Actual results FYE 2014 | 1Q Actual results FYE 2015 | Increase / decrease |
| :---: | :---: | :---: | :---: |
| Net sales | 2,633 | 2,875 | +242 |
| Operating income | 22 | 61 | +39 |
| Net income | 14 | 37 | +23 |
| Retail sales <br> (Thousand units) | 111.8 | 125.3 | +13.5 |
| S $A$ | 1Q Actual results FYE 2014 | 1Q Actual results FYE 2015 | I ncrease / decrease |
| Net sales | 1,032 | 959 | -73 |
| Operating income | 37 | 63 | +26 |
| Net income | 24 | 40 | +16 |
| Subaru production (Thousand units) | 44.3 | 41.9 | -2.5 |

## Outlook for the FYE March 2015

|  | 1Q Actual Results FYE March 2014 | 1Q Actual Results FYE March 2015 | I ncrease / Decrease |
| :---: | :---: | :---: | :---: |
| Net sales | 24,081 | 27,200 | +3,119 |
| Operating income | 3,265 | 3,400 | +135 |
| Ordinary income | 3,144 | 3,300 | +156 |
| Net income | 2,066 | 2,150 | +84 |
| FHI exchange rate | ¥100/US\$ | $¥ 100 /$ US\$ | +¥0/US\$ |
| Consolidated Automobile Sales | 825.1k units | 916.0k units | +90.9k units |
| Domestic total | 181.6k units | 194.9k units | +13.3k units |
| Overseas total | 643.5 k units | 721.1k units | +77.6k units |

## Capex / Depreciation / R\&D / Interest bearing debt

(100 Million Yen)

|  | 1Q Actual <br> Results <br> FYE2014 | Actual Results <br> FYE2014 <br> (a) | 1Q Actual <br> Results <br> FYE 2015 | Plan <br> FYE2015 <br> (b) | Increase <br> / Decrease <br> (b) - (a) |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capex | 124 | 685 | 280 | 1,200 | +515 |
| Depreciation | 133 | 549 | 127 | 660 | +111 |
| R\&D | 128 | 601 | 159 | 740 | +139 |
| Interest <br> bearing debt | 2,967 | 2,697 | 2,574 | 2,400 | -297 |

## Appendix (1)

- Non-operating income \& expenses and extraordinary income \& loss
- Segment information (by Business / Geographic)
- Overseas net sales
- Non-consolidated automobile sales
- Full year of FYE2015, consolidated statements income


## 1st Quarter : Non-Operating I ncome \& Expenses and Extraordinary Income \& Loss (Consolidated)

|  | 1Q Actual Results FYE 2014 | 1Q Actual Results FYE 2015 | Increase / Decrease |
| :---: | :---: | :---: | :---: |
| Financial revenue and expenditure | 1 | 0 | -0 |
| FOREX effects | -52 | 17 | +69 |
| Other | 0 | 1 | +1 |
| Total non-operating income \& expenses | -51 | 19 | +70 |
| Gain on sales of noncurrent assets | 0 | 3 | +3 |
| Gain on sales of investment securities | 1 | 1 | +0 |
| Loss on sales and retirement of noncurrent assets | -4 | -5 | -1 |
| Other | -1 | 2 | +3 |
| Total extraordinary income \& loss | -4 | 1 | $+5$ |

## 1st Quarter : Net Sales and Operating Income by Business Segment (consolidated)

|  | Net sales |  |  | Operating income |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
|  | 1Q Actual <br> Results <br> FYE 2014 | 1Q Actual <br> Results <br> FYE 2015 | Increase / <br> Decrease | 1Q Actual <br> Results <br> FYE 2014 | 1Q Actual <br> Results <br> FYE 2015 | Increase / <br> Decrease |
| Automobile | 5,133 | 5,551 | +418 | 649 | 752 | +103 |
| Aerospace | 243 | 292 | +49 | 39 | 26 | -12 |
| Industrial <br> products | 77 | 75 | -3 | 2 | 1 | -0 |
| Others | 16 | 16 | -0 | 6 | 7 | +1 |
| Elimination <br> \& corporate |  |  |  |  | 1 | 1 |

## 1st Quarter : Consolidated Operating I ncome by Geographic Area

|  | Net sales |  |  | Operating income |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
|  | 1Q Actual <br> Results <br> FYE 2014 | 1Q Actual <br> Results <br> FYE 2015 | Increase / <br> Decrease | 1Q Actual <br> Results <br> FYE 2014 | 1Q Actual <br> Results <br> FYE 2015 | Increase / <br> Decrease |
| Japan | 2,233 | 1,898 | -335 | 686 | 611 | -74 |
| North <br> America | 2,950 | 3,310 | +359 | 73 | 163 | +90 |
| Other | 286 | 726 | +440 | -0 | 68 | +68 |
| Elimination <br> and <br> corporate |  |  |  | -62 | -55 | +7 |
| Total | 5,469 | 5,934 | +465 | 696 | 787 | +91 |

## 1st Quarter : Overseas Net Sales

(100 Million Yen)

|  | 1Q Actual Results <br> FYE March 2014 | 1Q Actual Results <br> FYE March 2015 | Increase / <br> Decrease |
| :--- | ---: | ---: | ---: |
| North America | 3,115 | 3,549 | +434 |
| Europe | 243 | 279 | +36 |
| Asia | 201 | 646 | +445 |
| Other | 333 | 299 | -35 |
| Total | 3,892 | 4,772 | +880 |

(Thousand Units)

|  | 1Q Actual Results <br> FYE March 2014 | 1Q Actual Results <br> FYE March 2015 | Increase / <br> Decrease |
| :--- | ---: | ---: | ---: |
| Domestic production | $\mathbf{1 5 3 . 0}$ | $\mathbf{1 6 9 . 0}$ | $\mathbf{+ 1 6 . 0}$ |
| Domestic sales | $\mathbf{4 4 . 4}$ | $\mathbf{3 0 . 7}$ | $\mathbf{- 1 3 . 7}$ |
| Passenger cars | 31.9 | 23.2 | -8.7 |
| Minicars | 12.5 | 7.5 | -5.0 |
| Number of vehicles <br> exported <br> Components for <br> Overseas production <br> Total | $\mathbf{1 1 7 . 1}$ | $\mathbf{1 3 1 . 1}$ | $\mathbf{+ 1 4 . 0}$ |

* Domestic Production figures include Toyota 86.


## Full Year : Consolidated Automobile Sales Plan

(Thousand Units)

|  | Actual results <br> FYE 2014 | Plan <br> FYE 2015 | Increase <br> / decrease |
| :--- | ---: | ---: | ---: |
| Passenger cars | 126.1 | $\mathbf{1 4 3 . 7}$ | +17.6 |
| Minicars | 55.5 | 51.2 | -4.3 |
| Domestic total | $\mathbf{1 8 1 . 6}$ | $\mathbf{1 9 4 . 9}$ | $+\mathbf{1 3 . 3}$ |
| U.S. | 441.8 | 490.2 | +48.4 |
| Canada | 36.0 | 40.4 | +4.4 |
| Russia | 15.3 | 19.3 | +4.0 |
| Europe | 31.8 | 40.3 | +8.5 |
| Australia | 39.5 | 40.1 | +0.6 |
| China | 44.8 | 57.3 | +12.5 |
| Others | 34.3 | $\mathbf{3 4 3 . 5}$ | -0.8 |
| Overseas total | $\mathbf{8 2 5 . 1}$ | $\mathbf{7 2 1 . 1}$ | $\mathbf{+ 7 7 . 6}$ |
| Total | $\mathbf{9 1 6 . 0}$ | $\mathbf{+ 9 0 . 9}$ |  |

## Full Year : Consolidated Operating Plan

(100 Million Yen)

|  | Actual results FYE 2014 | $\begin{aligned} & \text { Plan } \\ & \text { FYE } 2015 \end{aligned}$ | Increase / decrease |
| :---: | :---: | :---: | :---: |
| Net sales | 24,081 | 27,200 | +3,119 |
| Domestic | 6,721 | 7,032 | +312 |
| Overseas | 17,361 | 20,168 | +2,807 |
| Operating income | 3,265 | 3,400 | +135 |
| Ordinary income | 3,144 | 3,300 | +156 |
| I ncome before taxes and minority interests | 3,289 | 3,240 | -49 |
| Net income | 2,066 | 2,150 | +84 |
| FHI exchange rate | ¥100/US\$ | ¥100/US\$ | +¥0/US\$ |

## Analysis of I ncrease and Decrease in Operating Income Changes (consolidated)

Improvement of sales
volume \&
Increase of fixed cost mixture and Cost reduction others


3,265 Increase of SG\&A expenses Decrease of warranty claims expenses
-679
US\$ : +46
EURO : +5
CA\$ : -30
CNY : +2
Currency
exchange
adjustment : -60
Increase of SG\&A
expenses
and others
-139 exchange
-37
3,400
Domestic : Increase of sales volume and deterioration of mixture
Overseas: Increase of sales volume and deterioration of mixture

Actual results Operating income

FYE 2014
+13.5 billion

Plan
Operating income FYE 2015

Appendix (2)

- Net sales / Operating income
- Consolidated automobile units / OPM
- Complete cars production / Retail units
- FCF / Shareholders' equity to total assets
- Interest-bearing debt / D/E ratio


## Net Sales \& Operating I ncome



Consolidated Automobile Sales \& Operating I ncome Margin


Units
(1000 units)


* Production figures include Toyota 86.


## Free Cash Flows \& Shareholders' Equity to Total Assets



Interest
Bearing Debt
D/E ratio
(100 million yen)



Forward-looking statements including projections and future strategies mentioned in this presentation are based on currently available information and assumptions and are subject to risks and uncertainties.
Actual results may vary materially as a result of various factors including, without limitation, economic conditions, market demand and fluctuations in foreign exchange rates.
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