## Supplementary Material for Financial Results for the 3 months ended June 30， 2017

## 1．Consolidated Financial Results

|  |  | IFRS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{array}{\|c\|} \hline \text { FY16 } \\ \hline \text { Full } \\ \text { year } \\ \hline \end{array}$ | FY17 ended March 31， 2017 |  |  |  |  |  | Full year | FY18 ending March 31， 2018 |  |  |  |  |  | Full year forecast |
|  |  | 1Q | 2Q | 1st half | 3Q | 4Q | 2nd half | 1Q |  | 2Q | 1st half | 3Q | 4Q | 2nd half |  |
| Net sales | Billion yen |  | 1，696．8 | 401.5 |  |  |  |  |  | 1，675．1 | 445.3 |  |  |  |  |  | 1，850．0 |
| Operating profit | Profit ratio Billion yen | $\begin{array}{r} 8.1 \% \\ 137.0 \end{array}$ | $\begin{gathered} 7.2 \% \\ 28.9 \end{gathered}$ |  |  |  |  |  | $\begin{array}{r} 7.6 \% \\ 127.3 \end{array}$ | 9．9\％ <br> 44.2 |  |  |  |  |  | $\begin{array}{r} 7.3 \% \\ 135.0 \end{array}$ |
| Profit before income taxes | Profit ratio Billion yen | $\begin{array}{l\|} \hline 11.3 \% \\ 191.3 \end{array}$ | 14．4\％ <br> 57.7 |  |  |  |  |  | $\begin{array}{l\|} \hline 10.9 \% \\ 181.9 \end{array}$ | $\begin{aligned} & 17.4 \% \\ & 77.4 \end{aligned}$ |  |  |  |  |  | $\begin{aligned} & 10.2 \% \\ & 188.0 \end{aligned}$ |
| Profit attributable to owners of the parent | Profit ratio Billion yen | $\begin{aligned} & \hline 11.4 \% \\ & 194.2 \end{aligned}$ | $\begin{gathered} 10.7 \% \\ 42.9 \end{gathered}$ |  |  |  |  |  | $\begin{array}{r\|} \hline 7.8 \% \\ 131.3 \end{array}$ | $\begin{gathered} \hline 13.5 \% \\ 59.9 \end{gathered}$ |  |  |  |  |  | $\begin{array}{r} 7.0 \% \\ 130.0 \end{array}$ |
| Earnings per share | Yen | 618 | 137 |  |  |  |  |  | 421 | 193 |  |  |  |  |  | 419 |
| Investments in tangible assets | Billion yen | 75.4 | 14.9 |  |  |  |  |  | 77.3 | 17.4 |  |  |  |  |  | 120.0 |
| Depreciation | Billion yen | 78.2 | 18.2 |  |  |  |  |  | 73.2 | 18.3 |  |  |  |  |  | 76.0 |

Note 1：Toyota Industries posted a profit of 87.1 billion yen arising from gain on sales of shares of subsidiaries during FY 2016.
Note 2：Toyota Industries has applied IFRS from FY2017，and FY2016 full year results is also shown in IFRS base．
Note 3：Quarterly results of FY2017 second quarter onwards are not shown as those based on IFRS are not reviewed by independent accountant．
Note 4：One－time effect of change in retirement benefit plan amounting 14.3 billion yen is included in the result of the first quarter of FY2018．

【Exchange rate】

| Yen／US\＄ | 120 | 108 | 102 | 105 | 109 | 114 | 111 | 108 | 111 |  |  |  |  |  | 105 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Yen／EURO | 133 | 122 | 114 | 118 | 118 | 121 | 119 | 119 | 122 |  |  |  |  |  | 115 |

【Changes in profit before income taxes】
Year－on－year Comparison

| ［FY17 1Q IFRS and FY18 1Q IFRS |  | ［Billion yen］ |  |
| :---: | :---: | :---: | :---: |
| Sales efforts | 4.9 | Increase in raw material costs | （2．1） |
| Cost reduction | 1.7 | Increase in labor costs | （2．0） |
| Positive impact of exchange rate fluctuations | 0.9 | Increase in expenses and others | （2．4） |
| One－time effect of changes in retirement benefit plan | 14.3 |  |  |
| Positive impact of financial earnings and expenses | 4.4 |  |  |
| Increases total | 26.2 | Decreases total | （6．5） |
| Total Changes in profit be | i | me taxes 19.7 |  |

Year－on－year Comparison
［FY17 full year IFRS and FY18 full year IFRS forecast］［Billion yen］

| Cost reduction <br> Sales efforts <br> One－time effect of changes in retirement benefit plan <br> Increases total | 14.0 8.0 14.3 | Increase in labor costs Increase in raw material costs Negative impact of exchange rate fluctuations Increase in depreciation Increase in expenses and others Negative impact of financial earnings and expenses <br> Decreases total | $\begin{aligned} & \hline(8.0) \\ & (6.0) \\ & (4.9) \\ & (2.8) \\ & (6.9) \\ & (1.6) \end{aligned}$ |
| :---: | :---: | :---: | :---: |
|  | Total Changes in profit before income taxes 6.1 | income taxes 6.1 |  |

## 2．Historical Financial Data



\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multicolumn{2}{|l|}{\multirow[t]{4}{*}{}} \& \multicolumn{15}{|c|}{IFRS} \\
\hline \& \& \multirow[t]{3}{*}{\begin{tabular}{|c|}
\hline FY16 \\
\hline \begin{tabular}{c} 
Full \\
year
\end{tabular} \\
\hline
\end{tabular}} \& \multicolumn{6}{|c|}{FY17 ended March 31, 2017} \& \multirow[b]{3}{*}{Full year} \& \multicolumn{7}{|c|}{FY18 ending March 31, 2018} \\
\hline \& \& \& \& \& \multirow[t]{2}{*}{1st half} \& \& \& \multirow[b]{2}{*}{2nd half} \& \& \multirow[b]{2}{*}{1Q} \& \multirow[b]{2}{*}{2Q} \& \multirow[b]{2}{*}{1st half} \& \multicolumn{3}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{|l|l|l|}
\hline \(3 Q\) \& \(4 Q\) \& 2nd half \\
\hline
\end{tabular}}} \& \multirow[t]{2}{*}{Full year forecast} \\
\hline \& \& \& 1Q \& 2Q \& \& 3Q \& 4Q \& \& \& \& \& \& \& \& \& \\
\hline \multirow{6}{*}{} \& Vehicle \& 70.1 \& 16.4 \& - \& - \& - \& - \& - \& 73.1 \& 17.6 \& \& - \& - \& - \& - \& 72.0 \\
\hline \& Engine \& 78.6 \& 21.3 \& - \& - \& - \& - \& - \& 90.0 \& 22.9 \& \& - \& - \& - \& - \& 94.0 \\
\hline \& Car air-conditioning Compressor \& 342.9 \& 84.6 \& - \& - \& - \& - \& - \& 334.7 \& 85.4 \& \& - \& - \& - \& - \& 347.0 \\
\hline \& Electronics parts, foundry and others \& 64.7 \& 14.5 \& - \& - \& - \& - \& - \& 64.7 \& 16.6 \& \& - \& - \& - \& - \& 67.0 \\
\hline \& Net sales \& 556.5 \& 136.9 \& - \& - \& - \& - \& - \& 562.6 \& 142.7 \& \& - \& - \& - \& - \& 580.0 \\
\hline \& Profit ratio Operating profit \& \[
\begin{aligned}
\& 5.9 \% \\
\& 32.7
\end{aligned}
\] \& \[
\begin{gathered}
3.7 \% \\
5.0
\end{gathered}
\] \& \& \& \& \& \& \[
\begin{aligned}
\& 4.4 \% \\
\& 24.9
\end{aligned}
\] \& \[
\begin{array}{r}
10.9 \% \\
15.6
\end{array}
\] \& \& \&  \&  \&  \& \\
\hline \multirow[t]{2}{*}{} \& Net sales \& 1,019.4 \& 236.6 \& - \& - \& - \& - \& - \& 988.1 \& 274.5 \& \& - \& - \& - \& - \& 1,156.0 \\
\hline \& Profit ratio Operating profit \& \[
\begin{aligned}
\& 9.0 \% \\
\& 91.7
\end{aligned}
\] \& \[
\begin{aligned}
\& 8.8 \% \\
\& 20.7
\end{aligned}
\] \& \& \& - \& \& \& 9.1\%

89.4 \& $$
\begin{aligned}
& 9.1 \% \\
& 25.1
\end{aligned}
$$ \& \& \& - \&  \&  \& <br>

\hline \multirow[t]{2}{*}{} \& Net sales \& 65.6 \& 13.9 \& - \& - \& - \& - \& - \& 66.2 \& 14.5 \& \& - \& - \& - \& - \& 56.0 <br>

\hline \& Profit ratio Operating profit \& $$
\begin{array}{r}
10.0 \% \\
6.5
\end{array}
$$ \& \[

$$
\begin{array}{r}
10.7 \% \\
1.4
\end{array}
$$

\] \& - \& \& - \& - \& \& \[

$$
\begin{array}{r}
10.4 \% \\
6.8
\end{array}
$$

\] \& \[

$$
\begin{array}{r}
15.5 \% \\
2.2
\end{array}
$$
\] \& \& \& -

- \& - \& - \& <br>

\hline \multirow[b]{2}{*}{$$
\begin{aligned}
& \frac{\Omega}{2} \\
& \frac{1}{0}
\end{aligned}
$$} \& Net sales \& 55.2 \& 14.0 \& - \& - \& - \& - \& - \& 58.0 \& 13.5 \& \& - \& - \& - \& \& 58.0 <br>

\hline \& | Profit ratio |
| :--- |
| Operating profit | \& \[

$$
\begin{gathered}
9.6 \% \\
5.3
\end{gathered}
$$

\] \& \[

$$
\begin{array}{r}
11.9 \% \\
1.6
\end{array}
$$

\] \& \& \& \& \& \& \[

$$
\begin{array}{r}
10.4 \% \\
6.0
\end{array}
$$

\] \& \[

$$
\begin{gathered}
8.4 \% \\
1.1
\end{gathered}
$$
\] \& \& \& - \& ${ }^{-}$ \& - \& <br>

\hline \multirow[t]{2}{*}{} \& Net sales \& - \& - \& - \& - \& - \& - \& - \& \& - \& \& - \& - \& \& \& <br>
\hline \& Operating profit \& 0.6 \& 0.0 \& - \& - \& - \& - \& - \& (0.0) \& 0.0 \& \& - \& - \& - \& - \& <br>
\hline \multirow[b]{2}{*}{त्रू} \& Net sales \& 1,696.8 \& 401.5 \& - \& - \& - \& - \& - \& 1,675.1 \& 445.3 \& \& - \& - \& - \& - \& 1,850.0 <br>

\hline \& | Profit ratio |
| :--- |
| Operating profit | \& \[

$$
\begin{gathered}
8.1 \% \\
137.0
\end{gathered}
$$

\] \& \[

$$
\begin{aligned}
& 7.2 \% \\
& 28.9
\end{aligned}
$$
\] \& - \& \& - \& \& - \& $7.6 \%$

127.3 \& $$
\begin{aligned}
& 9.9 \% \\
& 44.2
\end{aligned}
$$ \& \& - \& - \& - \& - \& \[

$$
\begin{array}{r}
7.3 \% \\
135.0
\end{array}
$$
\] <br>

\hline
\end{tabular}

Note: Net sales figures indicate outside customer sales and do not include intersegment transactions.
4. Sales Units: Vehicle
[Thousand units]



## 6. Sales Units: Car Air-conditioning Compressor

(1) By Destination
[Thousand units]

|  | FY16 | FY17 ended March 31, 2017 |  |  |  |  |  | $\begin{aligned} & \text { Full } \\ & \text { year } \end{aligned}$ | FY18 ending March 31, 2018 |  |  |  |  |  | Full year forecast |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Full year | 1Q | 2Q | 1st half | 3Q | 4Q | 2nd half |  | 1Q | 2Q | 1st half | 3Q | 4Q | 2nd half |  |
| Japan | 5,280 | 1,330 | 1,470 | 2,800 | 1,480 | 1,590 | 3,070 | 5,870 | 1,560 |  |  |  |  |  | 6,300 |
| North America | 9,840 | 2,610 | 2,520 | 5,130 | 2,450 | 2,570 | 5,020 | 10,150 | 2,590 |  |  |  |  |  | 10,600 |
| Europe | 8,910 | 2,510 | 2,400 | 4,910 | 2,180 | 2,340 | 4,520 | 9,430 | 2,260 |  |  |  |  |  | 9,100 |
| Others | 6,340 | 1,760 | 1,670 | 3,430 | 1,910 | 1,760 | 3,670 | 7,100 | 1,780 |  |  |  |  |  | 7,500 |
| Total | 30,370 | 8,210 | 8,060 | 16,270 | 8,020 | 8,260 | 16,280 | 32,550 | 8,190 |  |  |  |  |  | 33,500 |

(2) By Type
[Thousand units]

7. Sales Units: Materials Handing Equipment
[Thousand units]

|  | $\begin{gathered} \text { FY16 } \\ \hline \begin{array}{c} \text { Fulll } \\ \text { year } \end{array} \end{gathered}$ | FY17 ended March 31, 2017 |  |  |  |  |  | $\begin{aligned} & \text { Full } \\ & \text { year } \end{aligned}$ | FY18 ending March 31, 2018 |  |  |  |  |  | Full year forecast |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1Q | 2Q | 1st half | 3Q | 4Q | 2nd half |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  | 1Q | 2Q | 1st haf | 3Q | 4Q | 2nd har |  |
| Japan | 40 | 9 | 12 | 21 | 11 | 10 | 21 | 42 | 11 |  |  |  |  |  | 40 |
| North America | 86 | 23 | 20 | 43 | 19 | 21 | 40 | 83 | 21 |  |  |  |  |  | 87 |
| Europe | 75 | 22 | 18 | 40 | 25 | 26 | 51 | 91 | 23 |  |  |  |  |  | 92 |
| Others | 38 | 8 | 8 | 16 | 11 | 10 | 21 | 37 | 9 |  |  |  |  |  | 36 |
| Total | 239 | 62 | 58 | 120 | 66 | 67 | 133 | 253 | 64 |  |  |  |  |  | 255 |

* 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.

